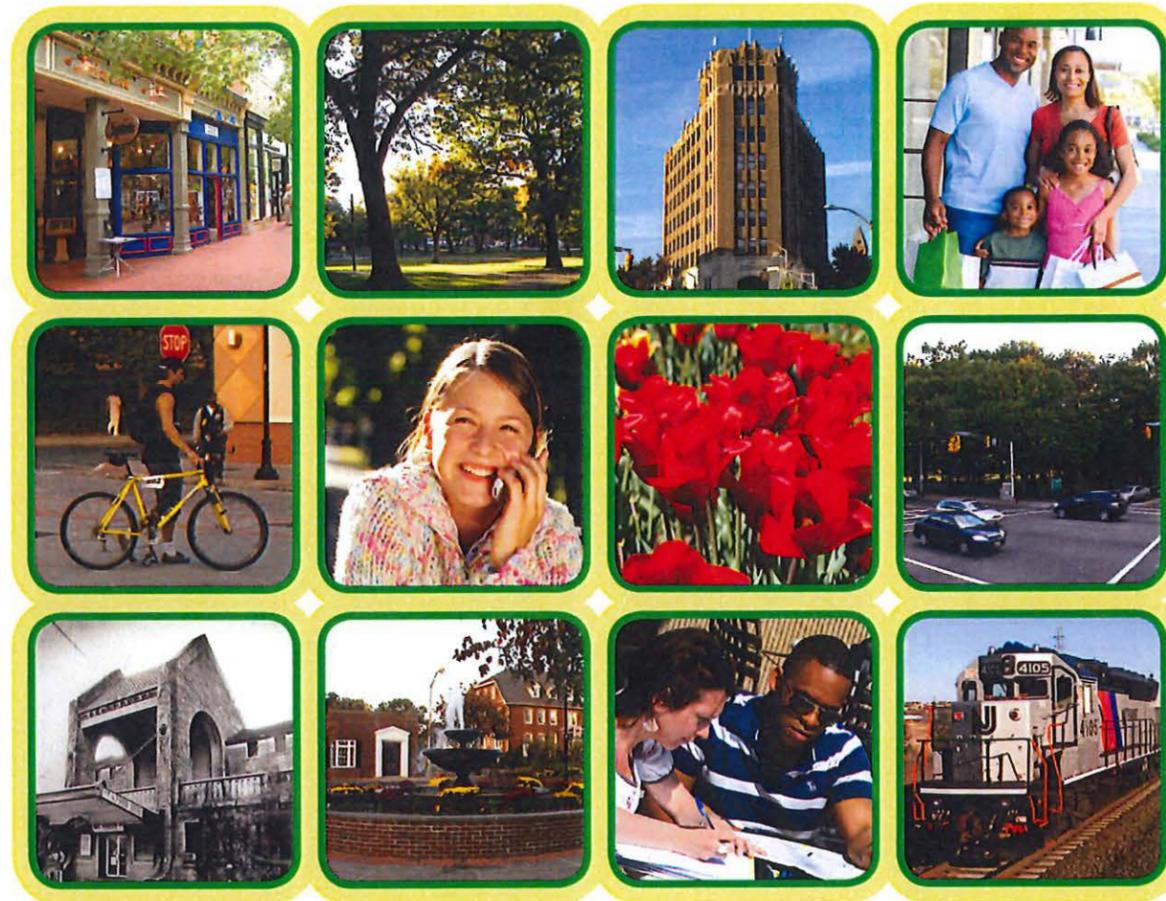


** Bloomfield Center Redevelopment Plan*

Phase II



Township of Bloomfield, New Jersey

June 11, 2009

Revised: October 15, 2009

Prepared for:
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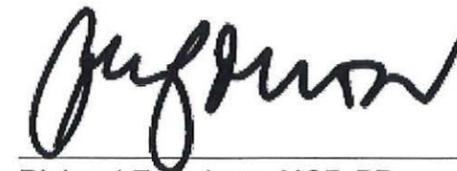
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Certificate #103204

**Team
Members**

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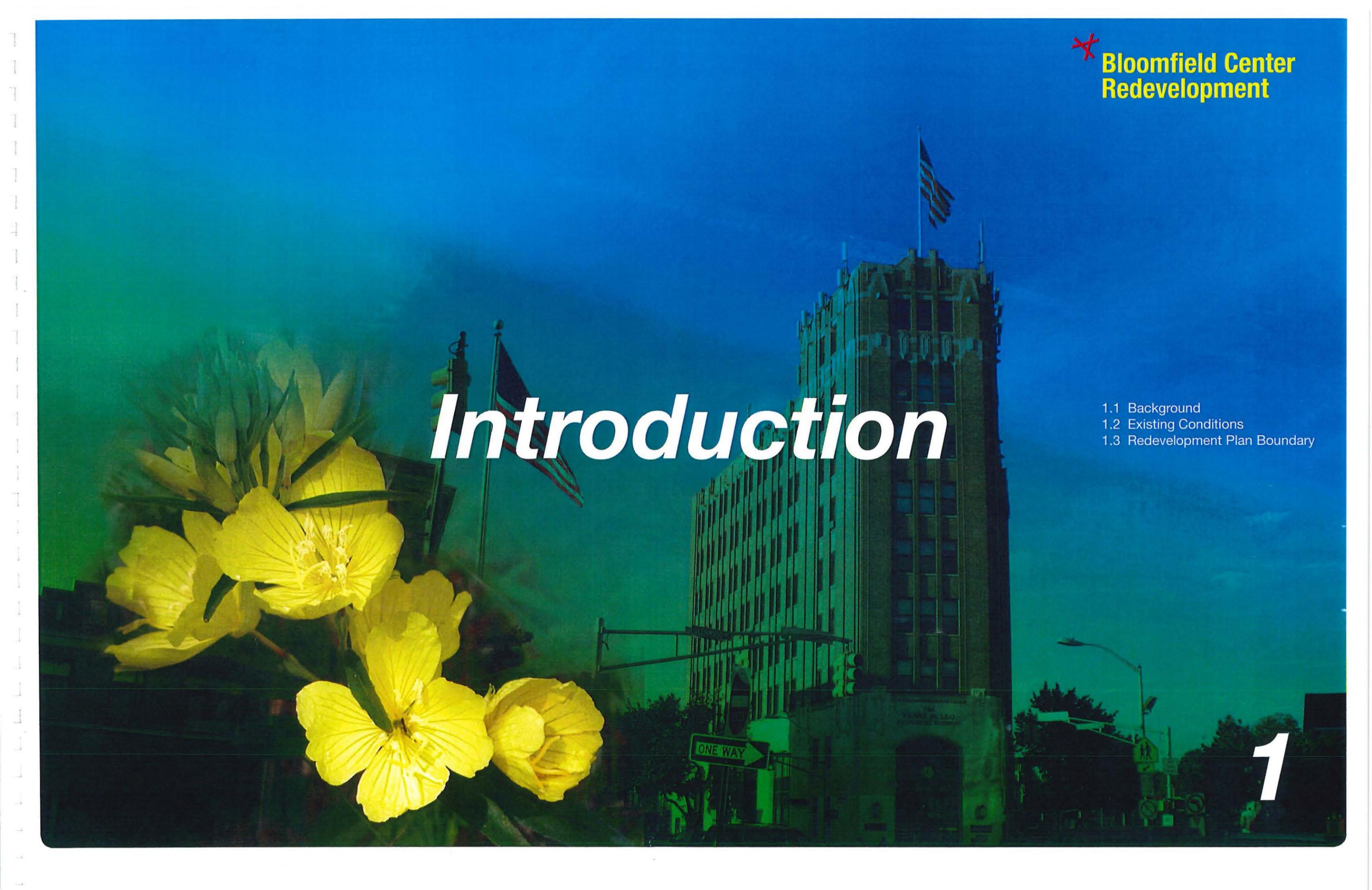
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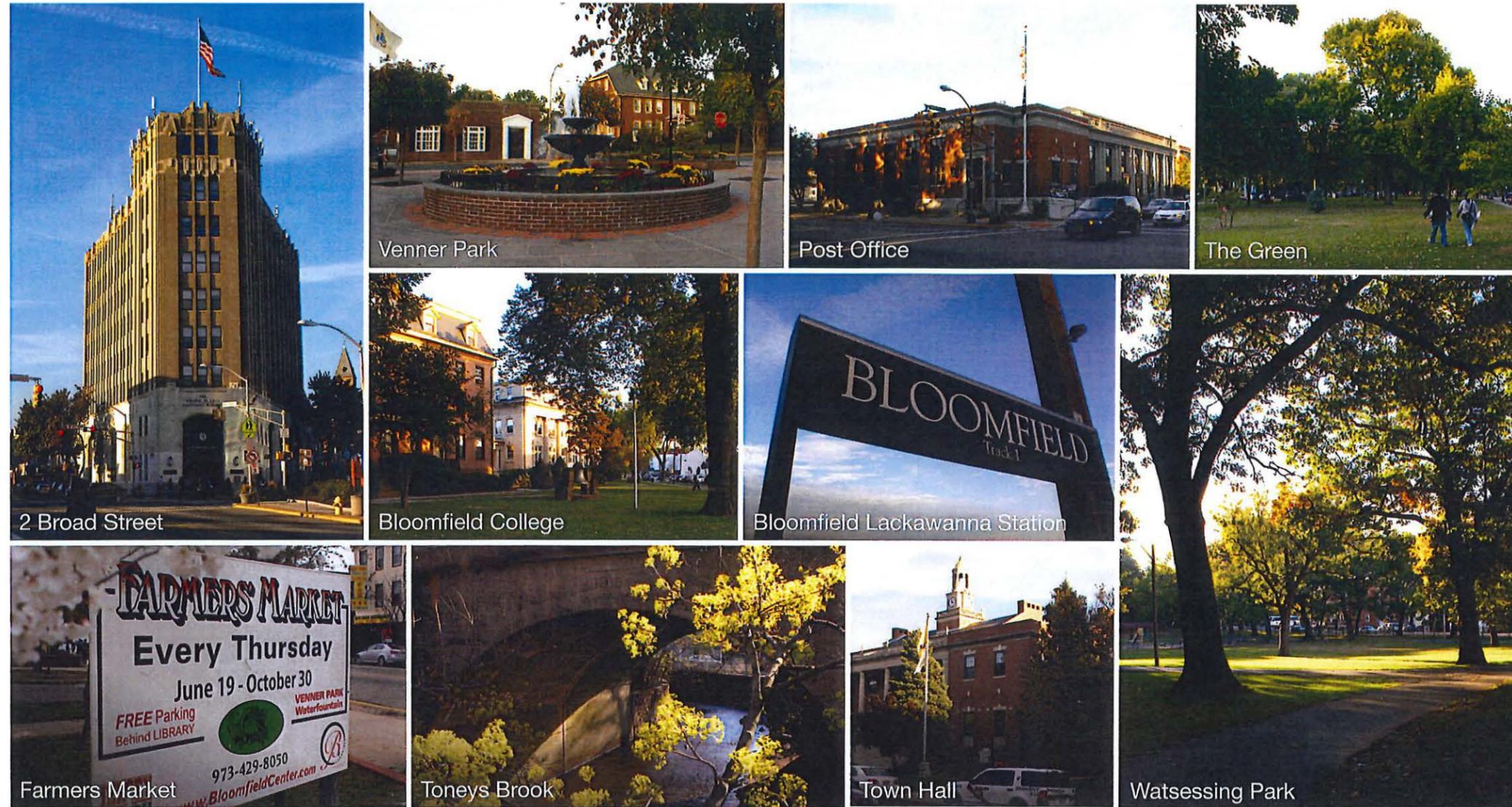
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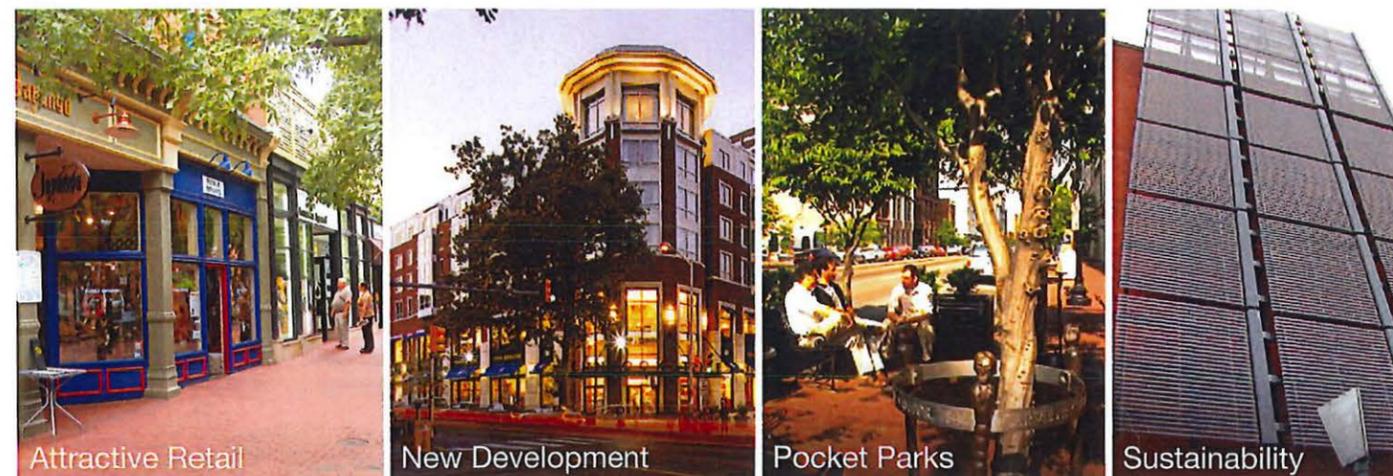


Introduction

- 1.1 Background
- 1.2 Existing Conditions
- 1.3 Redevelopment Plan Boundary



The Future of Bloomfield



The Bloomfield Center Redevelopment Plan – Phase II is based on the following planning principles:

- Implementing the core concepts of the “triple bottom line” of economic, social, and environmental sustainability
- Capitalizing on mass transit opportunities
- Revitalizing the commercial district
- Promoting a mixture of land uses
- Promoting a mixture of affordable and market rate housing
- Integrating efficient structured parking “wrapped” with mixed-use development
- Providing a pedestrian-oriented environment
- Rationalizing traffic circulation with a “loop road” around the downtown
- Utilizing high quality design standards

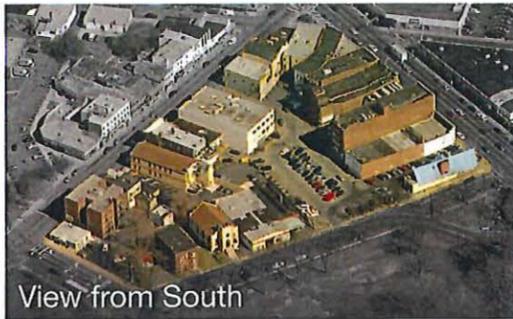
Background

Downtown Bloomfield, centered on the historic “Six Points” intersection, has long served as a transportation hub and downtown shopping district for residents, commuters, and people within the region. However, for the past 25 years, the downtown has been in decline. The Bloomfield Center Special Improvement District (“SID”) was established in June 2001 as a first step towards revitalizing the center. Since that time the Bloomfield Center Alliance (“BCA”) has been managing this district and has taken the first steps towards its revitalization. The “Bloomfield Center Redevelopment Plan – Phase I” (“BCRP-I”), adopted in the fall of 2008, builds upon this identity to reposition the downtown as the thriving center of Bloomfield.

The Bloomfield Center Redevelopment Plan – Phase I was a new redevelopment plan that came as a result of failed redevelopment attempts that began in 2000 in response to the steady decline of the downtown. The Mayor and Council adopted this plan in the fall of 2008 as the first phase of implementing the larger Vision Plan. This new Plan, “The Bloomfield Center Redevelopment Plan – Phase II” (“BCRP-II”), encompasses a majority of the remaining area within the Vision Plan Boundary.

This “BCRP-II” will address a majority of the remaining portions of the Vision Plan area that were excluded from the “BCRP-I”. At the time of this Plan, all areas within the Bloomfield Center Redevelopment District – Phase II are included in the 2001 Township-wide Rehabilitation Area designation and have not been identified as Areas in Need of Redevelopment. However, if a study is deemed appropriate, this does not preclude these areas from being qualified as Areas in Need of Redevelopment at a later date. Simultaneously to the development of this Plan, the Bloomfield Parking Authority (“BPA”) has been undertaking a downtown-wide parking plan, which will ultimately include the construction of new structured public parking.

Block 153



View from South



View from Conger Street

Block 225



View from East



View from Toney's Brook

Existing Conditions

Block 153

- Existing Land Use: Commercial, Residential, Office, Parking
- Land Area: 3.86 Acres
- 19% Municipally Owned / 81% Privately Owned

Block 225

- Existing Land Use: Office, Parking
- Land Area: 2.01 Acres
- 0% Municipally Owned / 100% Privately Owned

Block 226

- Existing Land Use: Industrial, Commercial, Residential, Office, Parking
- Land Area: 3.25 Acres
- 0% Municipally Owned / 100% Privately Owned

Block 241

- Existing Land Use: Commercial, Residential, Institutional, Office, Parking
- Land Area: 3.69 Acres
- 0% Municipally Owned / 100% Privately Owned

Block 244

- Existing Land Use: Commercial, Residential, Institutional, Office, Parking
- Land Area: 4.49 Acres
- 0% Municipally Owned / 100% Privately Owned

Block 253

- Existing Land Use: Commercial, Institutional
- Land Area: 3.14 Acres
- 0% Municipally Owned / 100% Privately Owned

Block 301

- Existing Land Use: Municipal/Industrial, Commercial, Residential, Office, Parking, Institutional
- Land Area: 4.36 Acres
- 71% Municipally Owned / 29% Privately Owned

Block 302

- Existing Land Use: Commercial, Office, Parking
- Land Area: 1.14 Acres
- 0% Municipally Owned / 100% Privately Owned

Block 311

- Existing Land Use: Commercial, Institutional, Office, Parking
- Land Area: 2.07 Acres
- 66% Municipally Owned / 34% Privately Owned

Block 226

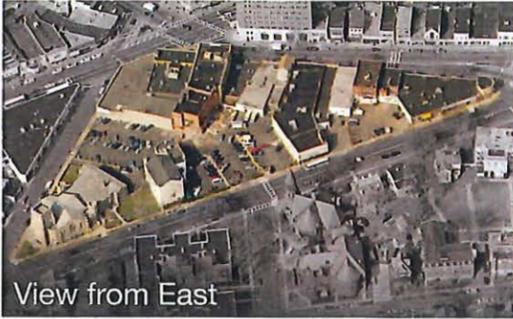


View from West



View from Farrand Street

Block 241



View from East

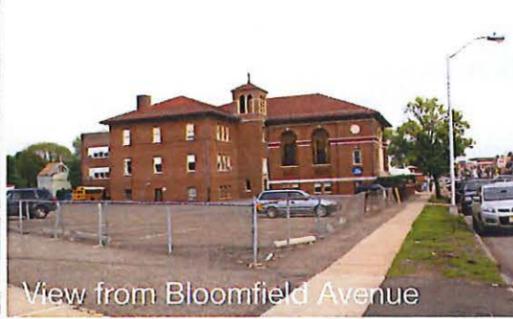


View from Franklin Street

Block 244

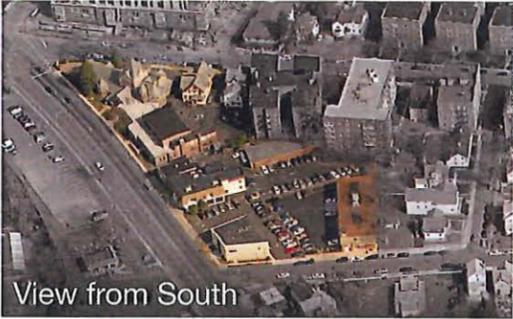


View from East



View from Bloomfield Avenue

Block 253



View from South



View from Bloomfield Avenue

Block 301

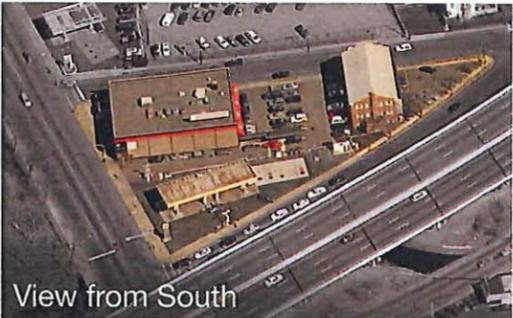


View from West



View from Bloomfield Avenue

Block 302



View from South



View from JFK Drive

Block 311



View from North



View from Washington Street

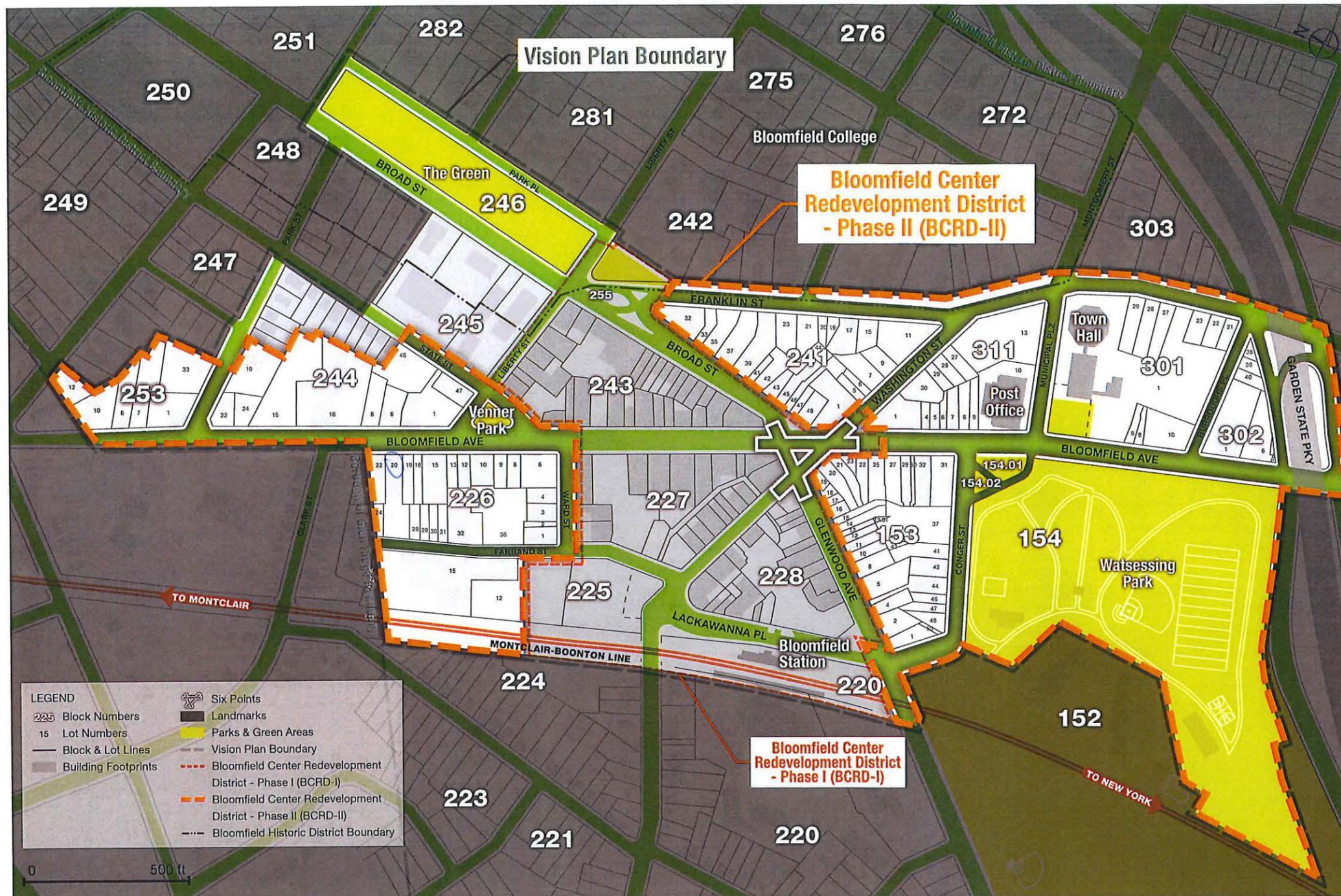


Exhibit 1. Redevelopment Plan Boundary Map

Refer to Schedule A for precise location of "BCRD-II" boundary

The Bloomfield Center Redevelopment Plan – Phase II consists of the following identified Blocks and Lots as they are shown on the Tax Map of the Township of Bloomfield:

Area in Need of Rehabilitation

Block #	Lot #	Block #	Lot #
153	1, 2, 4, 5, 6, 8, 10, 11, 13, 16, 17, 18, 19, 20, 21, 22, 23, 25, 27, 29, 31, 32, 41, 42, 43, 44, 47, 50	244	1, 6, 8, 10, 19, 22, 24, 46, 47
225	12, 15	253	1, 7, 8, 10, 12, 33
226	1, 3, 4, 6, 8, 10, 12, 13, 15, 18, 19, 20, 22, 24, 28, 29, 30, 31, 32	301	1, 8, 9, 10, 21, 22, 23, 27, 28, 29
241	1, 5, 7, 9, 17, 19, 20, 21, 32, 33, 35, 37, 39, 41, 42, 43, 45, 47	302	1, 6, 38, 39, 40
		311	1, 4, 5, 6, 7, 8, 13, 27, 28, 29

Redevelopment Plan Boundary

The Bloomfield Center Redevelopment Plan – Phase II is the second step towards the implementation of “The Vision Plan” as described in “The Bloomfield Center Redevelopment Vision” section of this plan. The Vision Plan Boundary, as identified in Exhibit 1, encompasses the logical boundary for the redevelopment of Bloomfield Center as identified in the community visioning process.

Once adopted, The Bloomfield Center Redevelopment Plan – Phase II creates The Bloomfield Center Redevelopment District – Phase II (“BCRD-II”). At the time of this plan, the “BCRD-II” includes only parcels designated as “area in need of rehabilitation” in accordance with the Local Redevelopment and Housing Law (N.J.S.A. 40A:12A-1 et. seq.).

The BCRD-II is comprised of a variety of uses including municipal, residential, retail, commercial and public parks. The area surrounds and is bisected by the Bloomfield Center Redevelopment District – Phase I creating two isolated zones linked by the BCRD-I. Bloomfield Avenue, a major regional connector, runs through the center of BCRD-I and BCRD-II. Bloomfield Avenue’s intersection with Broad Street, Glenwood Avenue, Washington Street and Broad Street form the historic ‘Six Points’ intersection, a local landmark. Three of the blocks located within the BCRD-II front in 6-Points. The town municipal complex including Town Hall, the Police Station and the Post Office occupy the south eastern portion of the district. There is a significant public park, Watsessing Park, located in the southeast corner of the district. Another significant park, The Green, is located north of the district, just outside of its boundary. Smaller pocket parks, including the recently renovated Venner Park, provide small passive spaces for pedestrians and commuters to enjoy.

The BCRD-II is identified on the Zoning District Map. The Zoning District Map is attached as Schedule A, attached hereto and made part hereof.



Bloomfield Center Redevelopment

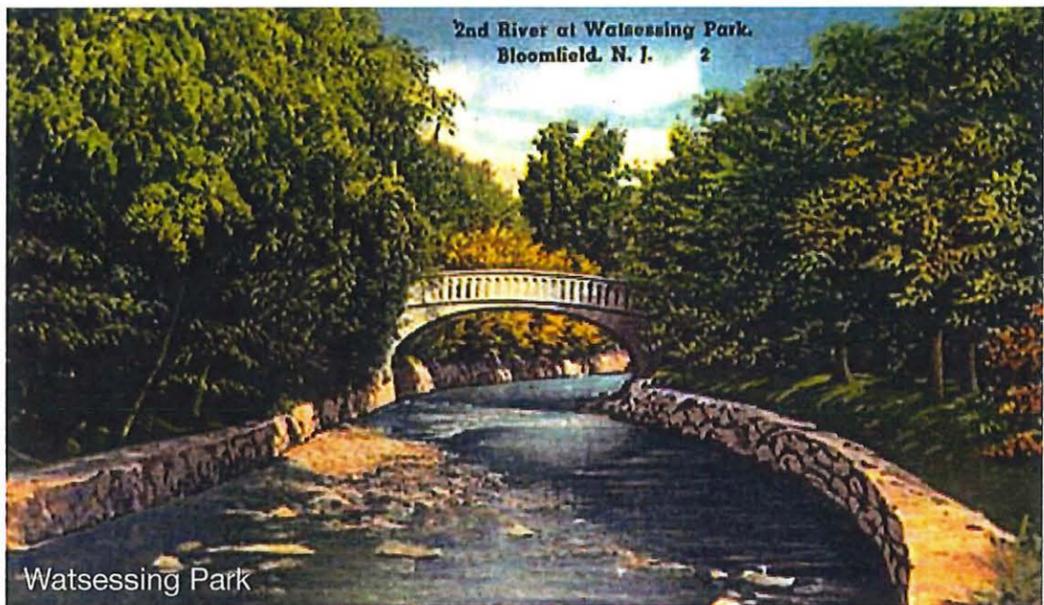
As a first step towards revitalizing “Downtown” Bloomfield, a community driven Vision Plan was developed. Initiated by the Mayor and Council of the Township of Bloomfield, a series of community workshops were held throughout the fall and winter of 2007. These workshops covered several topics including:

- **General Community Goals:** Residents were asked to provide input regarding a variety of topics including parking locations, downtown assets, streetscape elements and pedestrian circulation.
- **Shaping the Downtown:** This workshop focused on the elements that influence the “look and feel” of the downtown including: Building Form (heights and stepbacks), Storefronts and Signage, Streetscape and Urban Design, and Green Building.
- **Architecture:** Three topics were discussed in greater detail in small group settings. These topics were: Rehabilitation and Infill, Architectural Style and Architectural Form and Roofscape.

The workshops culminated in the development of the Bloomfield Center “Vision Plan”, presented on April 9, 2008. The Vision Plan outlines:

- 2.1 Vision Statements
 - A Historic Urban Center
 - New Jersey Urban Lifestyle
 - A Transit Village
 - A Green Downtown
 - An Accessible Downtown
- 2.2 Reconnecting the Downtown
- 2.3 Place Making

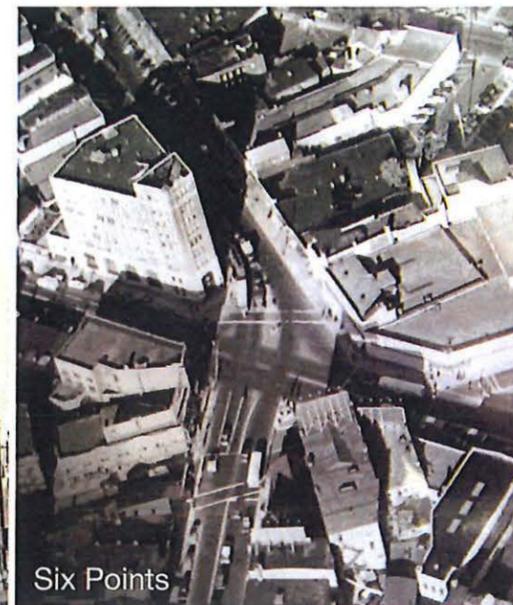
The Bloomfield Center Redevelopment Vision



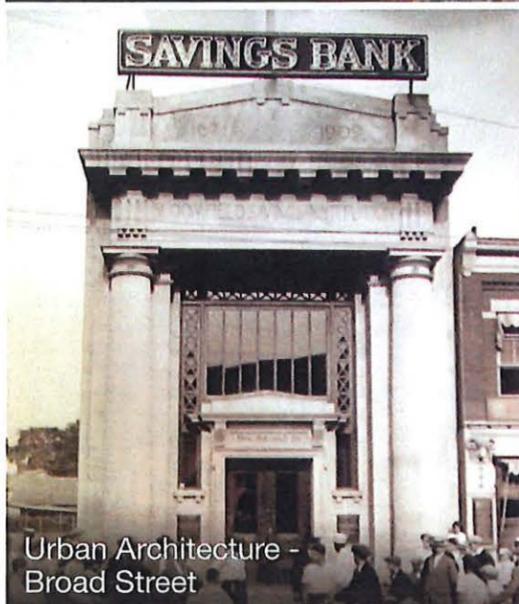
Watsessing Park



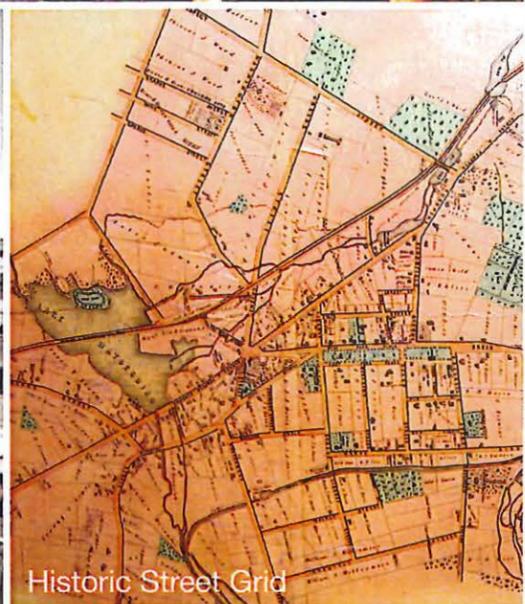
2 Broad Street



Six Points



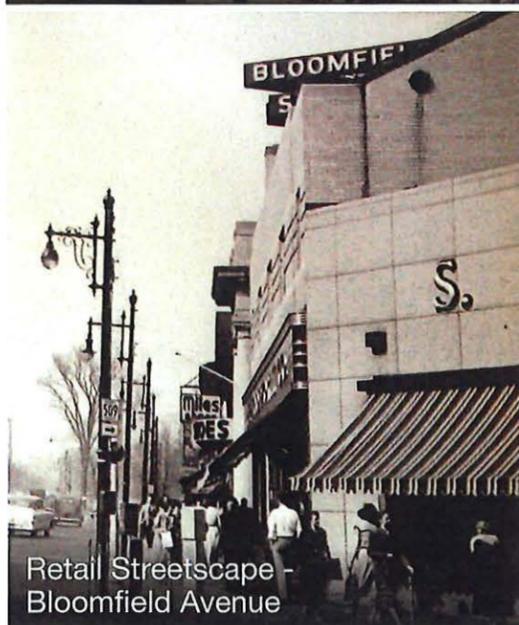
Urban Architecture - Broad Street



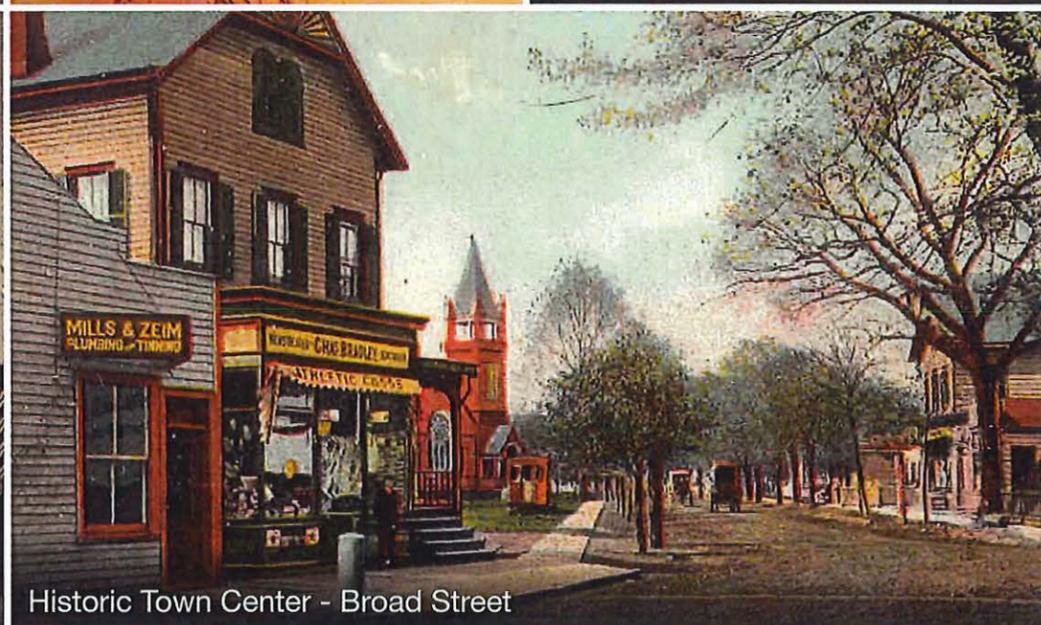
Historic Street Grid



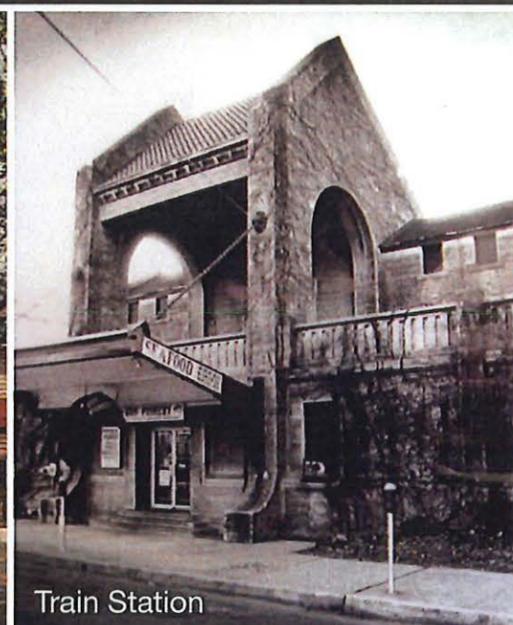
Urban Façade - Bloomfield Avenue



Retail Streetscape - Bloomfield Avenue



Historic Town Center - Broad Street



Train Station

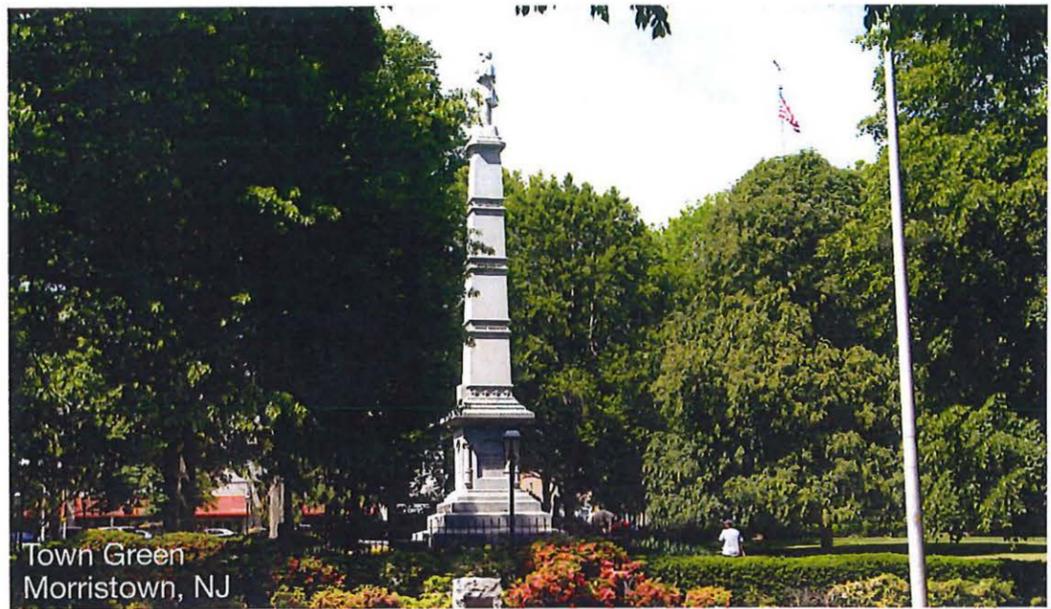
A Historic Urban Center

“Celebrate the rich history of Bloomfield while looking towards the future...”

Bloomfield is one of New Jersey’s great historic suburban downtowns. Through the mid-1900’s Bloomfield Center was a bustling shopping destination serving residents and visitors from surrounding towns. Goods ranging from day-to-day needs to clothing and shoes could all be found in Bloomfield Center.

The downtown’s role as the civic, shopping and community hub has steadily declined as suburban growth extended outward. With the popularity of shopping centers and malls, downtown Bloomfield suffered the same fate as many of New Jersey’s great urban cores. Nonetheless, Bloomfield has maintained its strong identity and valuable assets that span the history of the town, such as Two Broad Street, a Bloomfield symbol, the historic Town Hall, the buildings of Bloomfield College, urban streetscapes, the historic Green and the historic train station. A key characteristic is its historic diagonal street grid, which creates interest but has become a barrier to development.

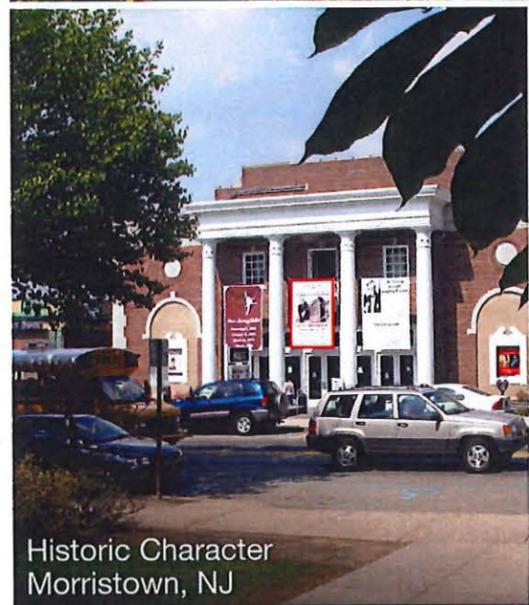
The intersection of Bloomfield Avenue, with Broad Street and Washington Street forms the center of the downtown, known as “6-Points”. With the historic train station and new link to mid-town Manhattan only one block from “6-Points”, Bloomfield’s urban infrastructure is poised to support a downtown revival. This Redevelopment Plan seeks to revitalize downtown Bloomfield by capitalizing on the assets and infrastructure inherent to this historic urban core and infuse it with the modern-day amenities that residents and shoppers desire.



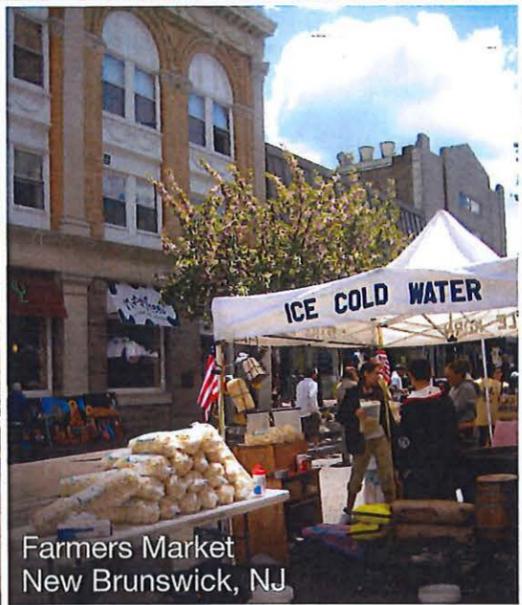
Town Green
Morristown, NJ



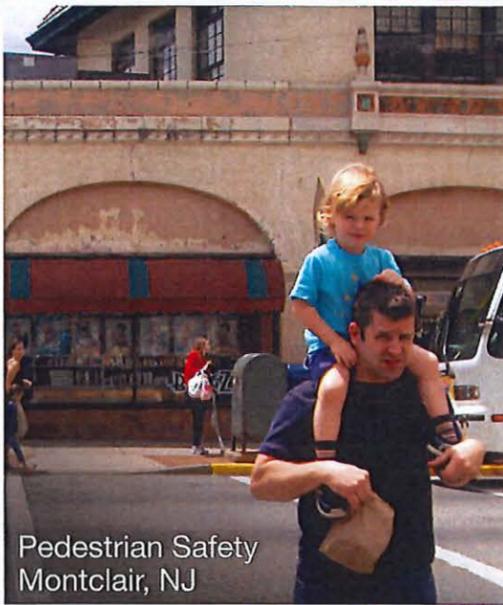
Event Street
Montclair, NJ



Historic Character
Morristown, NJ



Farmers Market
New Brunswick, NJ



Pedestrian Safety
Montclair, NJ



Mixed-Use
South Orange, NJ



Compact Development
New Brunswick, NJ



Transit Oriented Retail
South Orange, NJ

New Jersey Urban Lifestyle

“Capitalize upon the existing infrastructure and urban character inherent to downtown Bloomfield...”

The Township of Bloomfield offers residents and visitors the unique benefits of both the urban and suburban lifestyle, which is characteristic of some nearby towns that have seen revivals. Accessibility and convenience are at the core of the New Jersey urban lifestyle. Convenient access to jobs, culture and shopping in adjacent cities New York and Newark is key. People around the country are seeking out the characteristics of living, working and shopping environments that Bloomfield offers.

People want:

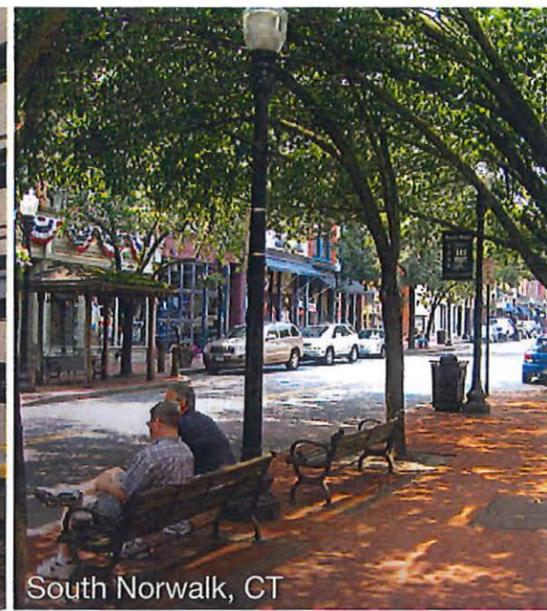
- A sense of community
- A variety of housing types ranging from single family homes to apartments
- The ability to walk and bike to daily conveniences
- Ample parks, open space and community facilities;
- Community events
- A healthier and more sustainable environment with trees and greenery, fresh air, natural lighting and clean streets

In addition, Bloomfield’s central location and good highway access enables it to be a regional destination and create diverse shopping and cultural experiences for residents and visitors.

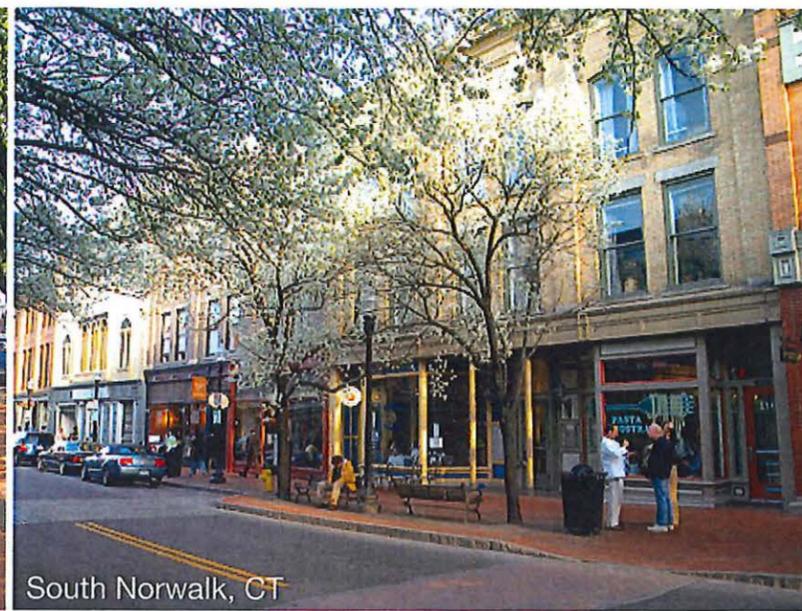
Municipalities locally and nationally have capitalized on their “urban lifestyle” to provide a “richness” to suburban living. This Redevelopment Plan will build upon the traditional downtown qualities adapted to meet current market dynamics and trends.



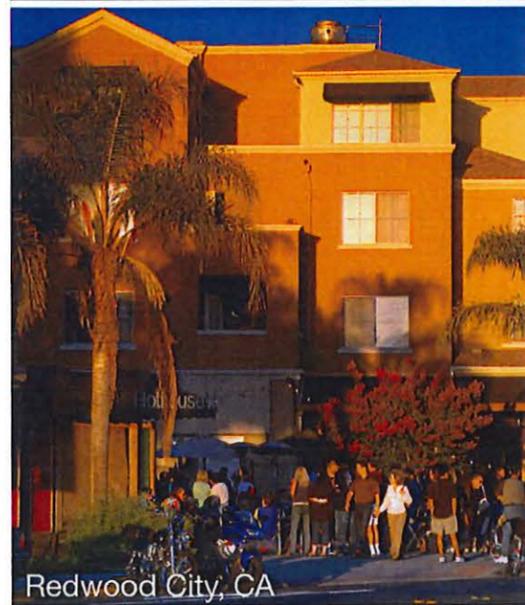
South Norwalk, CT



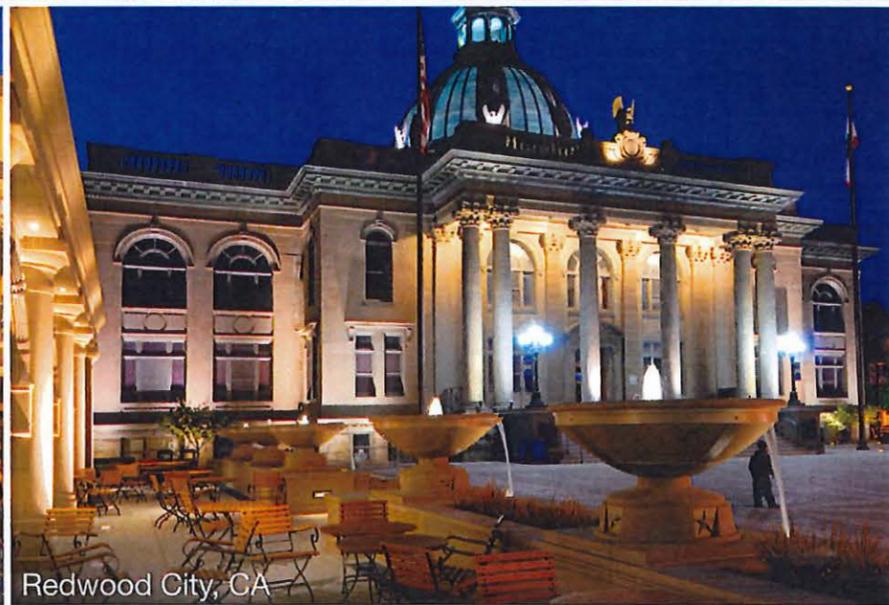
South Norwalk, CT



South Norwalk, CT



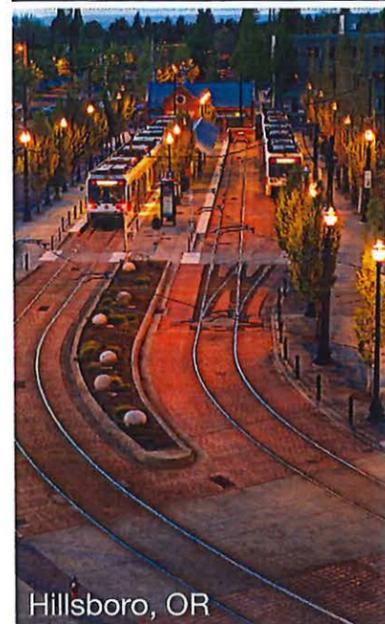
Redwood City, CA



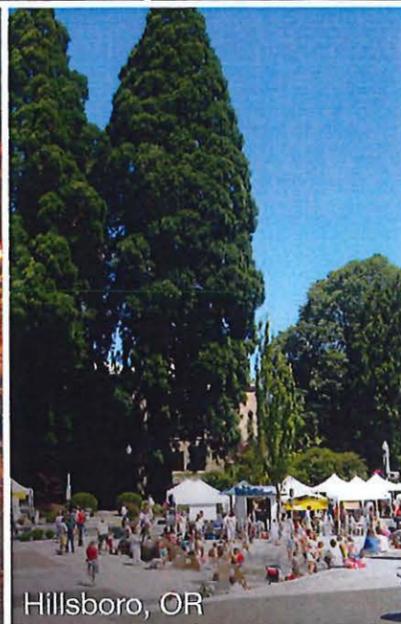
Redwood City, CA



Redwood City, CA



Hillsboro, OR



Hillsboro, OR



Hillsboro, OR



Tarrytown, NY



Tarrytown, NY

A Transit Village

“Encourage the development of a pleasant, compact urban environment well served by rail and bus transit, to encourage walking and minimize car dependency...”

A Transit Village is a community which is well served by reducing dependency on cars through the use of public transit and pleasant pedestrian environments. Transit Villages are active, vibrant, and walkable neighborhood centers and typically contain a higher density of residential housing. Typically, any area within a 5-10 minute walk of the station can take advantage of the benefits of train access to enhance its potential for residential living, shopping or office uses. Bloomfield’s entire downtown is within that distance of the train station.

Bloomfield Center was recognized for embodying these characteristics and was granted ‘Transit Village Status’ by the state of New Jersey in 2003. Bloomfield Station, on the Montclair Boonton Line, offers express service to Midtown Manhattan, making it one of the most convenient towns of its kind in the region. The capacity and frequency of rail service will be significantly enhanced by The ARC (Access to the Region’s Core) Project, scheduled to be complete by 2017.

The challenge starts with the location of the train station itself, which despite its proximity, is disconnected from the heart of the downtown. A revival of the train station area, and the linking of public improvements with new private development, will reconnect the downtown. The areas that currently seem distant to the train station, such as the Town Hall and the Bloomfield College Campus area will seem very close, triggering further revitalization.

Ultimately, a Transit Village vision will yield a plan that encompasses all of the characteristics of a traditional town center, with a contemporary vitality created by the strong connections to the surrounding towns and region.

A Green Downtown

“Ensure that all future development is sustainable, healthy and minimizes impacts to the environment...”

A “Green Downtown” is a means to invoke a comprehensive set of sustainable development principles. Sustainability is defined as meeting the needs of the present without compromising the ability of future generations to meet their own needs. The “Triple Bottom Line” is a broad approach to integrating green and sustainable practices into development projects, as follows:

- **Economic Sustainability:** produce an environment that is financially attractive for new and existing businesses, residents, visitors, and the township, with good jobs, good destinations, lower long-term operating costs, and an improved tax base.
- **Social Sustainability:** provide a livable, healthy, attractive and inclusive community
- **Environmental Sustainability:** reduce overall demands on natural resources, local infrastructure systems, and sources of pollution

As momentum around ‘green building’ grows both locally and nationally, Bloomfield has the unique ability to be a leader in this movement. The environmental challenges particular to Bloomfield are congestion, air quality, flooding, water usage and energy costs. The State of New Jersey, as an essentially “built-out” state, has adopted a Smart Growth approach to support its future growth and improvement needs.

The approach for Bloomfield Center will follow New Jersey’s Smart Growth strategies as the basis of the Redevelopment Plan, shaping the plan to take full advantage of the existing sustainable features of the redevelopment area including:

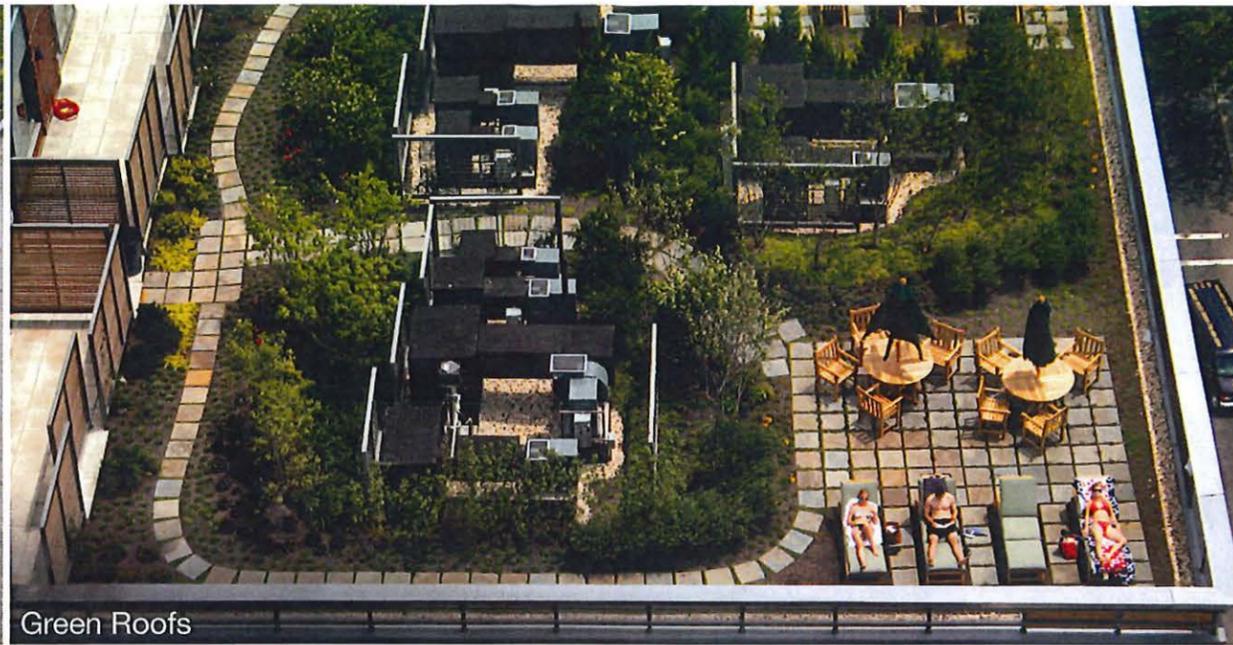
- The proximity to Bloomfield’s train station and the Garden State Parkway
- The existing building stock
- Watsessing Park and The Green
- The existing density

The plan will address specific goals, strategies and approaches that are restrictive but provide multiple incentivized options for developments to achieve or exceed the Township’s goals.

Vision Statement
2.1



Stormwater Management



Green Roofs



Plantings



Solar Panels



Energy Efficiency



Alternative Transportation



Open Space



Dark Sky Lighting



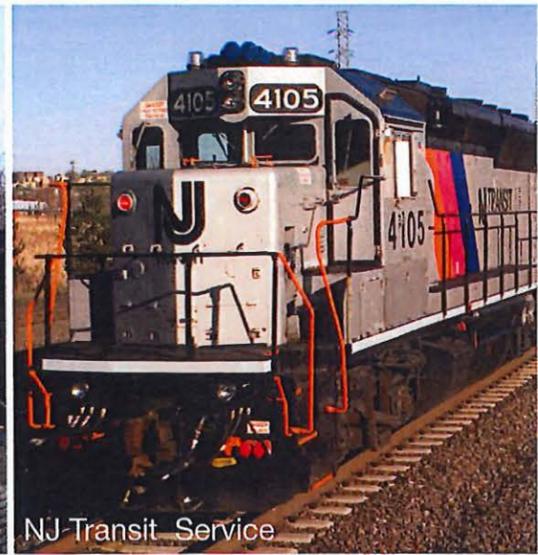
Bicycle Friendly



Regional & Local Bus Line Connections



Transit Stop



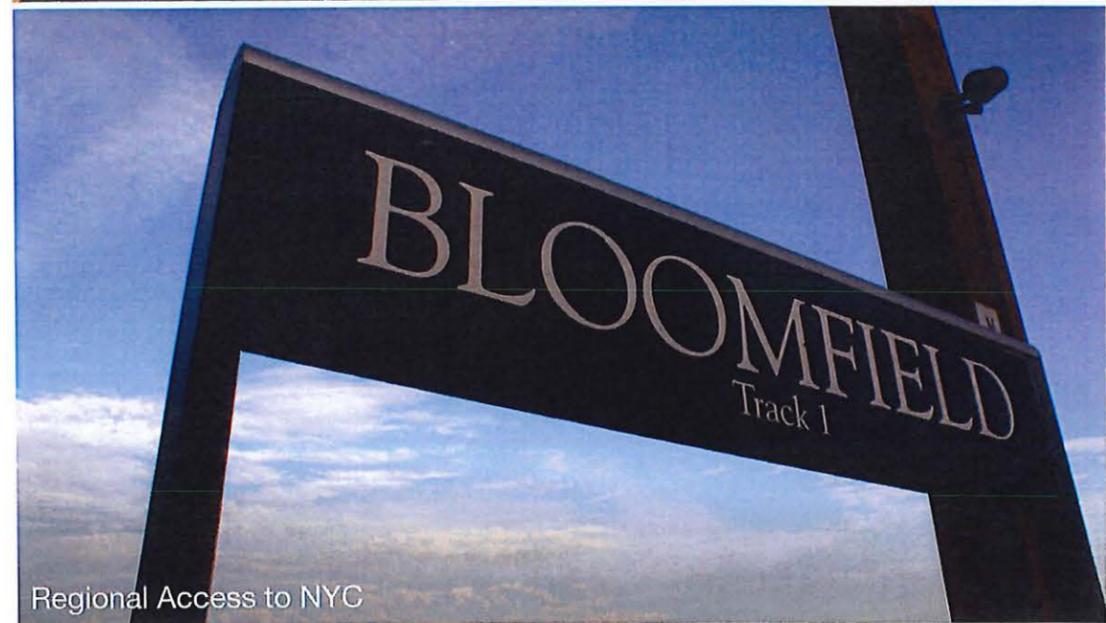
NJ Transit Service



Park Location



Safe Pedestrian Crossings



Regional Access to NYC



Highway & Regional Road Access

An Accessible Downtown

“Offer multiple, convenient transportation options for visitors, residents and commuters...”

A successful downtown needs to provide a great pedestrian environment. Still vehicular, train and bus accessibility and convenience will define a town’s commercial success. Despite numerous examples of downtown and town center revivals, New Jersey remains a largely suburban place where the car “rules” and development trends have followed. The challenge to Bloomfield is overcoming long held beliefs by retailers, businesses and potential residents that a more sustainable mix of transportation modes works and contributes to a more vital downtown.

Bloomfield has a rare combination of transportation assets that will enable it to overcome these challenges and follow smart growth trends where “Main Street” is back in. In addition to the train station, Bloomfield Center has great highway and regional roadway access as well as ample bus service. It is critical that each redevelopment site capitalize on these assets. This will be achieved through a coordinated public investment plan linked to development projects that benefit from targeted functionality, convenience and experience enhancements.

This Redevelopment Plan proposes enhancements and development densities that will capitalize on the existing infrastructure to create a downtown that maximizes accessibility through an integrated set of transportation modes including walking, bicycling, cars, bus and train.

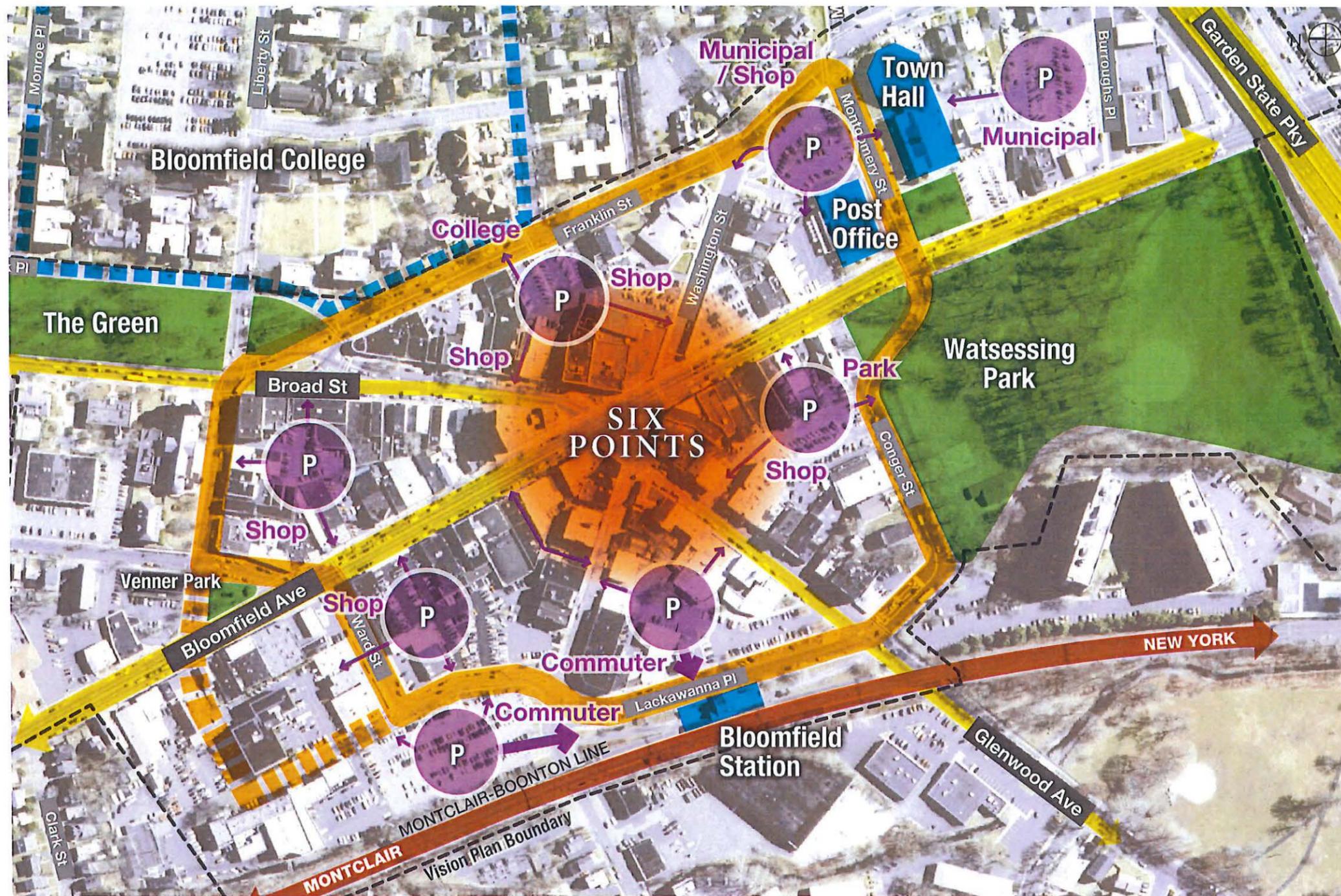
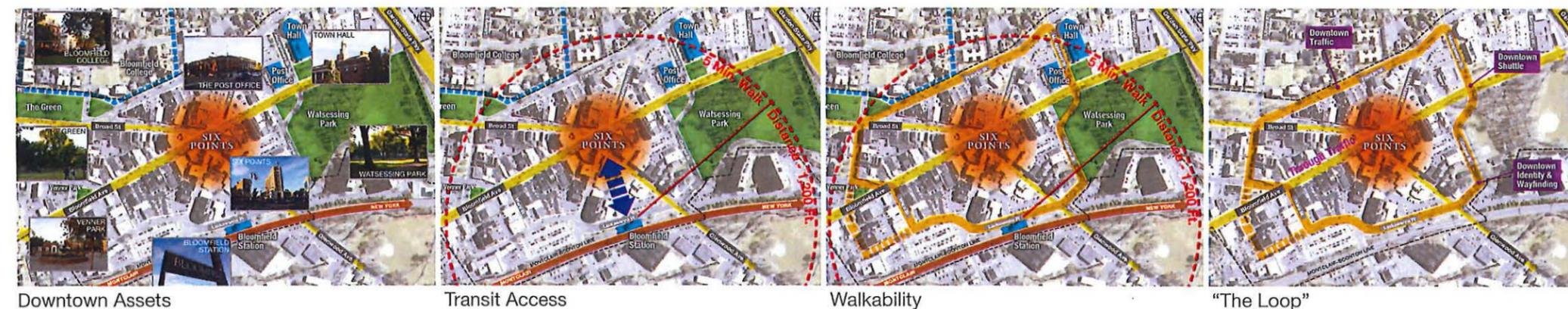


Exhibit 2. Images from Public Visioning Sessions



Downtown Assets

Transit Access

Walkability

"The Loop"

Reconnecting the Downtown

Through the Community Workshop process, a series of broad public improvements were identified that will facilitate the redevelopment of Bloomfield Center. These improvements are outlined below and should be incorporated into the individual redevelopment plans as they are developed.

Downtown Assets

Focus public improvements to "reconnect" and capitalize upon the many assets that exist in downtown.

Transit Access

Capitalize upon the "Transit Village" status by providing clear vehicular, bicycle and pedestrian access to the train station. Public spaces such as plazas and parks focused around the train station will further enhance this goal. In addition to train station improvements, new and improved bus stops and neighborhood shuttles will draw bus riders back into the retail areas of downtown.

Vehicular Access and Circulation

A vehicular "Loop Road" will offer visitors clear circulation around the downtown. This loop road will reduce traffic on Bloomfield Avenue and provide safe, easy access to public parking facilities.

Public Parking

A series of well distributed public parking structures will offer convenient parking to all downtown areas and assets. A shared parking program will maximize efficiency and offer parking to a variety of users including commuters, shoppers and residents.

Walkability and Bikability

Comfortable and safe pedestrian streets and sidewalks will create a walkable downtown and reduce reliance on automobiles and parking structures. As the center of the downtown, Six Points will become a "pedestrian hub". With the addition of safe, well lit mid-block pedestrian alleys and connections, visitors will have convenient and interesting ways of walking throughout the downtown. Bicycle lanes and conveniently placed bike racks will also encourage riders from intermediate distances to participate in the downtown experience without driving.

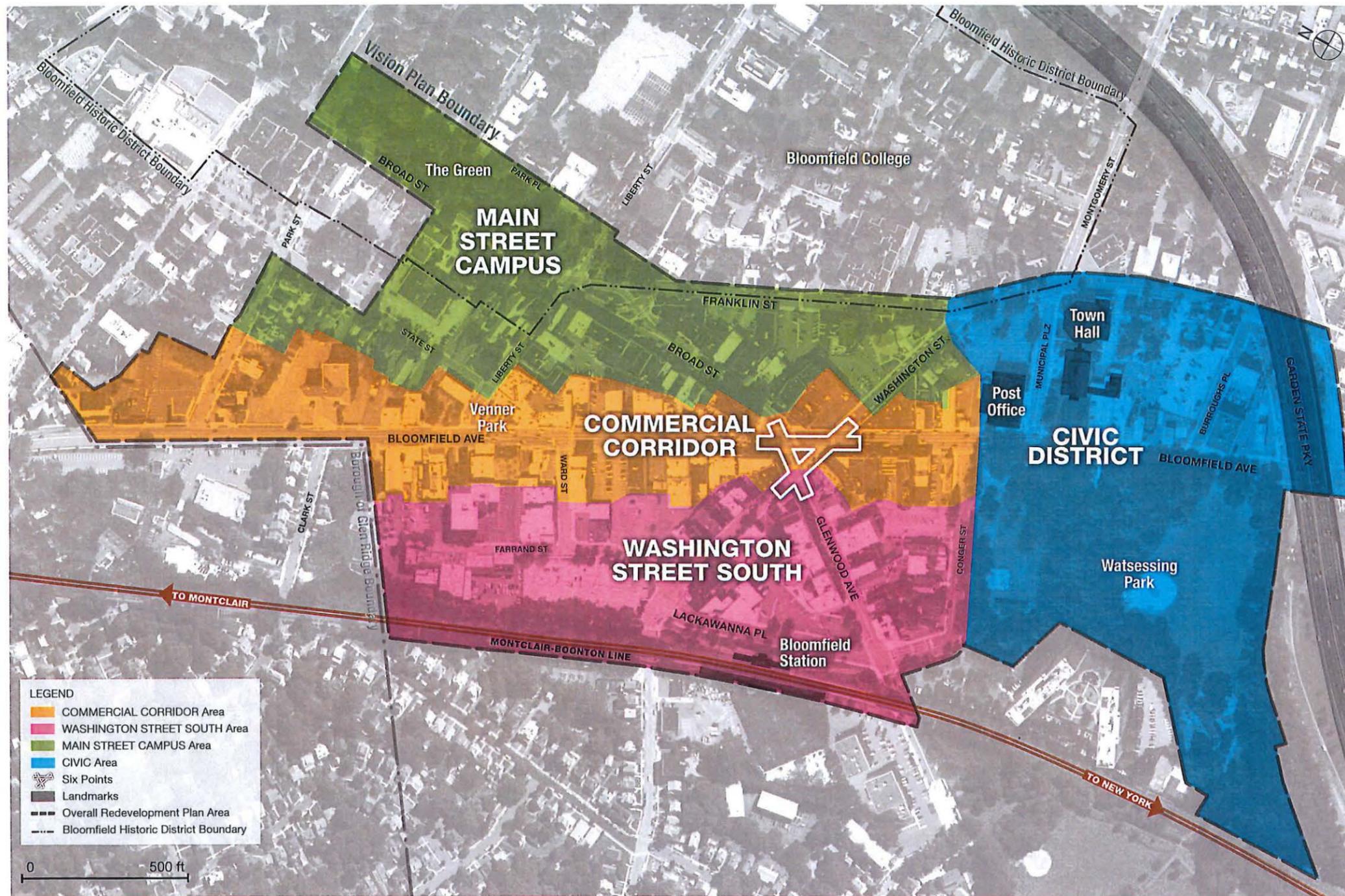


Exhibit 3. Place Making Map

Place Making

Overview

The Vision Plan identifies four "Place Making Themes" that are based on the town's historical uses, current uses and future aspirations. The four areas – Washington Street South, Commercial Corridor, Main Street Campus and Civic District – collectively make up an eclectic set of interesting experiences with many of the elements of a successful downtown. Each offers a unique experience for visitors while maintaining a unified, seamless feel through the common streetscape elements and the historic context. The four "Place Making Themes" are:

- Commercial Corridor
- Washington Street South
- Main Street Campus
- Civic District

This redevelopment plan includes all four of the 'Place Making Themes': The Commercial Corridor, Washington Street South, Main Street Campus and the Civic District.



Public Improvements

The Bloomfield Center Redevelopment Plan – Phase II will serve to guide the Township of Bloomfield's interests in the creation of a public/private solution for the redevelopment. A key driver of the plan will be the link between public improvements and private developments. This plan considers public parking facilities a critical public initiative along with streetscape and public space.

- 3.1 Streets and Parking
- 3.2 Transit Access
- 3.3 Public Spaces

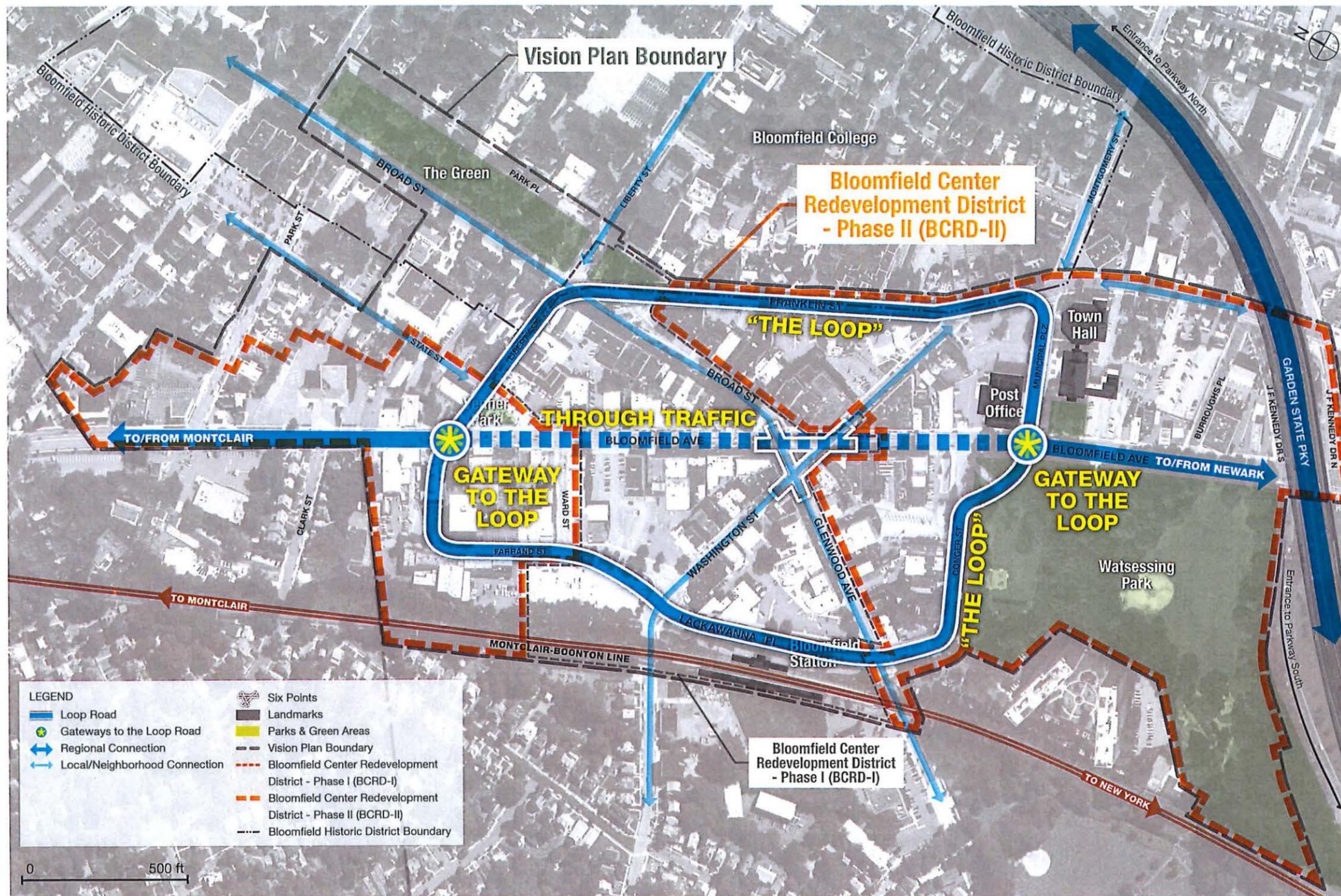


Exhibit 4. Streets and Parking

Refer to Schedule A for precise location of "BCRD-II" boundary

Streets and Parking

Bloomfield Center is comprised of a historic and unique street grid that brings together several streets at various angles to form the "Six Points" intersection. Although this street network adds to the uniqueness of Bloomfield Center, it creates a roadway system that is challenging to navigate and can be disorienting for visitors.

The Bloomfield Center Vision Plan identified a roadway system that addresses this challenge. A "Loop Road" will link a system of shared public parking structures distributed throughout the downtown. If attainable, this strategy will help alleviate vehicular traffic on Bloomfield Avenue and provide easier access to Bloomfield Center. This Redevelopment Plan, in coordination with the BCRP-I, encompasses the entirety of the proposed Loop Road.

Public and Commuter Parking – A Distributed, Shared-Parking Strategy

The Bloomfield Center Vision Plan outlines a strategy for the implementation of "distributed shared parking" that will be located throughout the downtown to provide convenient access. The strategy is to provide "shared parking facilities" that will accommodate retail, residential, office and commuter uses. An important goal is providing ample commuter parking for Bloomfield Station.

A parking analysis is being performed by The Bloomfield Parking Authority to identify potential sites and the need for public parking structures. The priority sites are located within BCRD-I due to its proximity to the center of downtown and the train station. However, there are also several sites within the BCRD-II that may serve as public parking. These areas include the existing Municipal Building parking as well as the public parking lot located at the corner of Washington Street and Municipal Plaza. Appropriate traffic improvements and signage should be provided to ensure safe and efficient access to these proposed structures. This signage system should build upon the current gateway and wayfinding and parking signs developed by the BCA.

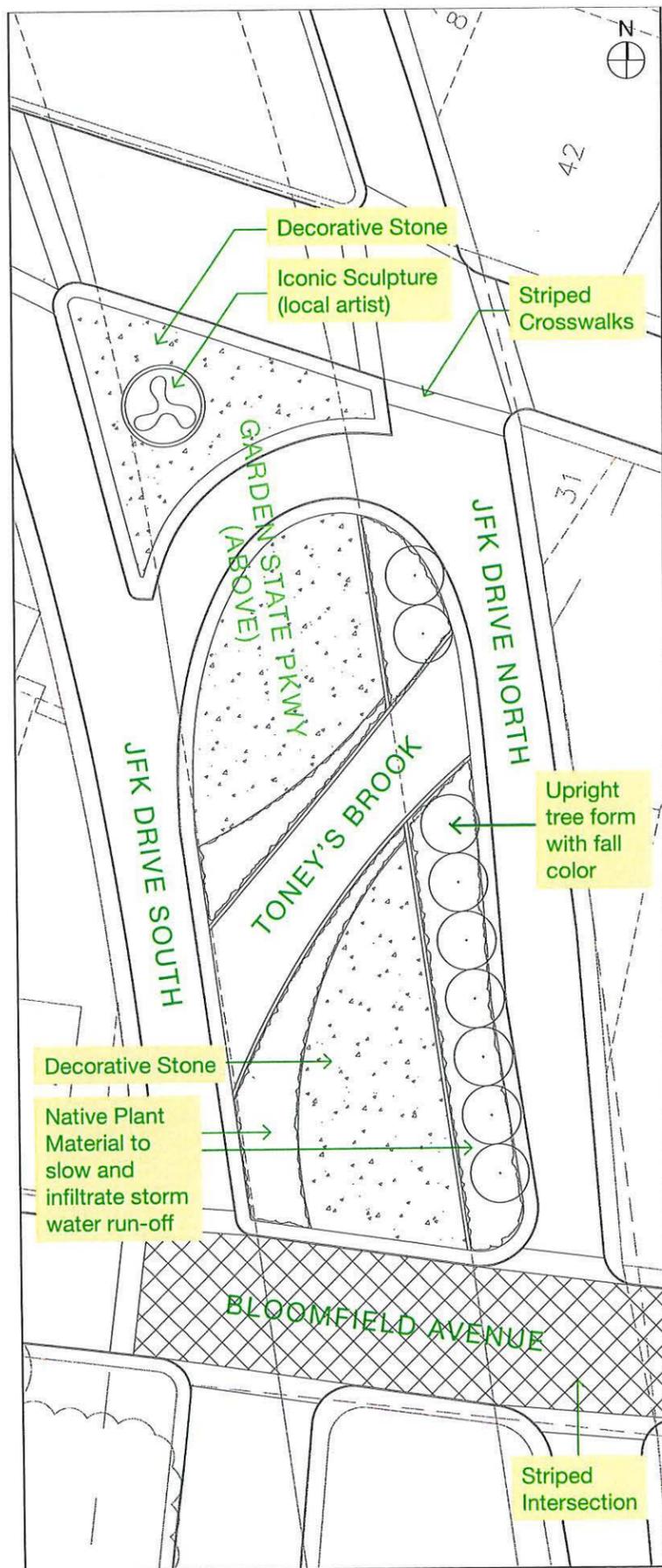


Exhibit 5. JFK Drive & Garden State Parkway Underpass

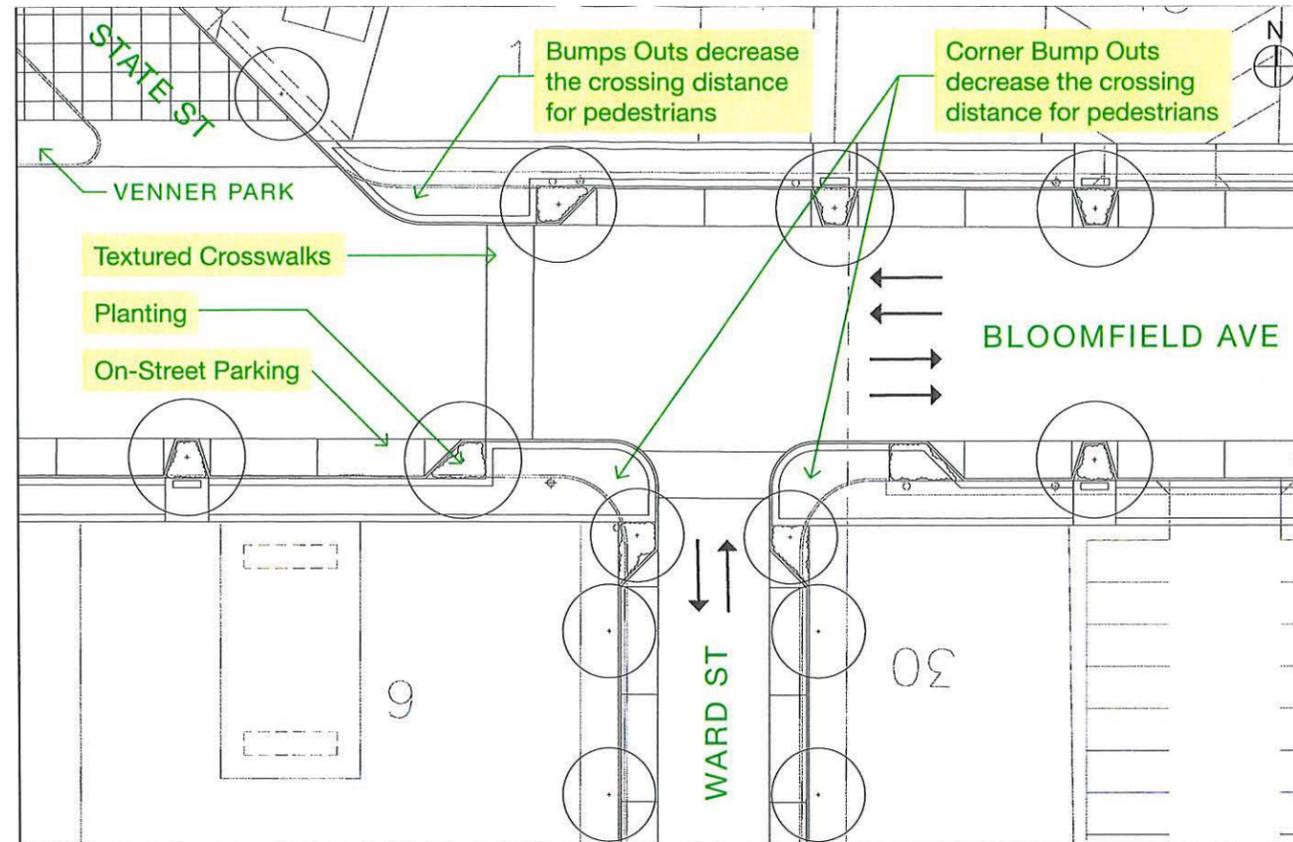


Exhibit 6. Bloomfield Avenue & Ward Street

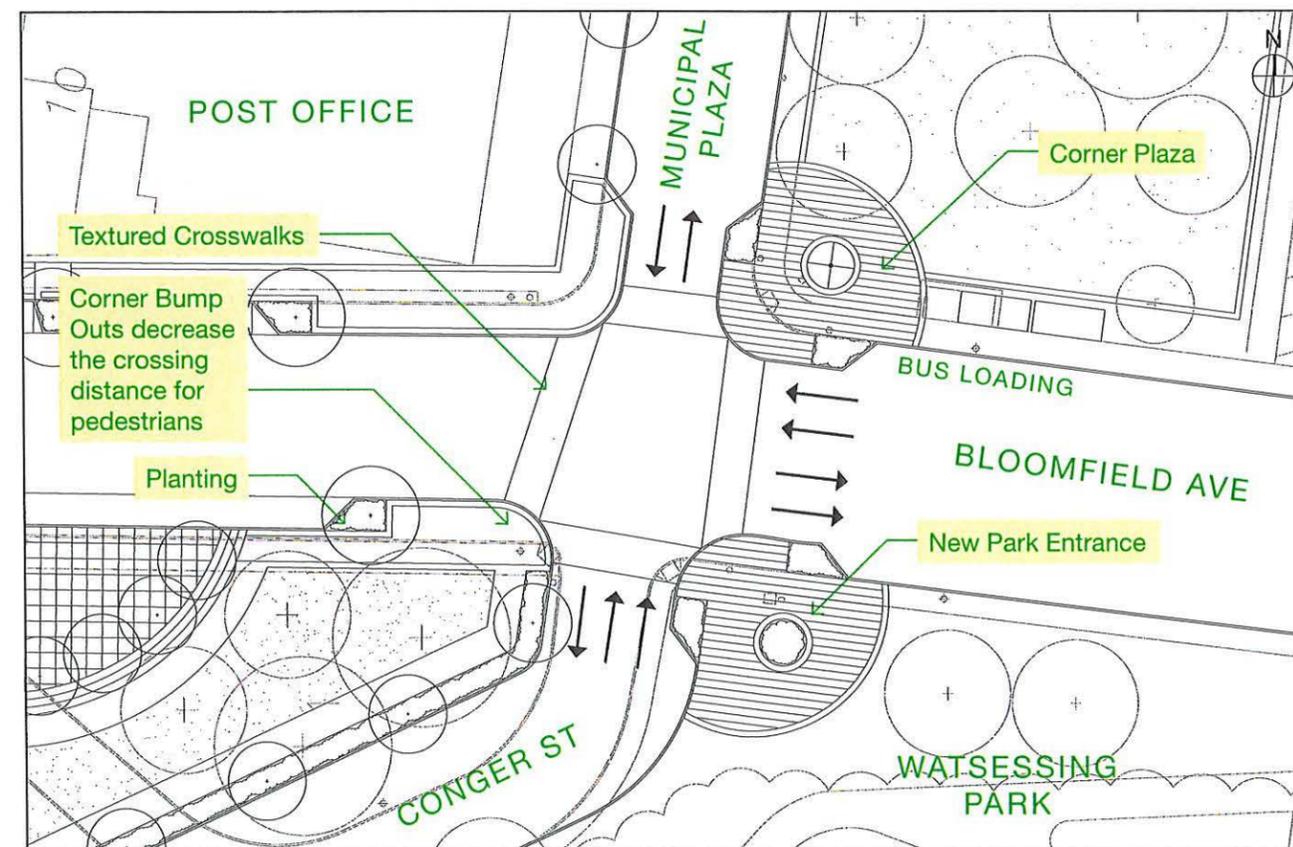


Exhibit 7. Conger Street & Bloomfield Avenue

Streets and Parking

(continued)

The following intersection improvements are recommended:

1. John F. Kennedy Drive

JFK Drive is transformed into a “Green Gateway.” The walls and abutments become canvasses for local art murals while clear vehicular signage direct visitors to the center. The area beneath the parkway, currently a gravel pad, becomes a ‘rain garden’ to capture and filter runoff from the parkway. Native plant materials and environmentally themed sculptures and paintings create a unique gateway while celebrating the importance of Toney’s Brook.

The BCA and township have been coordinating efforts with the Garden State Parkway to improve this area. Any improvements to this area should be coordinated with this effort and the previous designs developed by the PMK Group.

2. Bloomfield Avenue & Ward Street

The intersection of Bloomfield Avenue and Ward Street is upgraded to emphasize circulation of “The Loop” traffic. The intersection is upgraded with proper signalization, signage and pedestrian crossing areas to facilitate this link. This intersection represents the western gateway into the downtown and is treated with decorative pavement, curb bump outs and other traffic calming measures. Improvements to this area will build upon the improvements previously completed for Venner Park.

3. Conger Street & Bloomfield Avenue

The intersection of Conger Street and Bloomfield Avenue is redesigned to allow for increased vehicular capacity and reduced traffic congestion. This redesign will reduce congestion during peak hours and allow for easier access to the Garden State Parkway and downtown destinations. The lane that cuts through the park is eliminated, creating one contiguous park space.

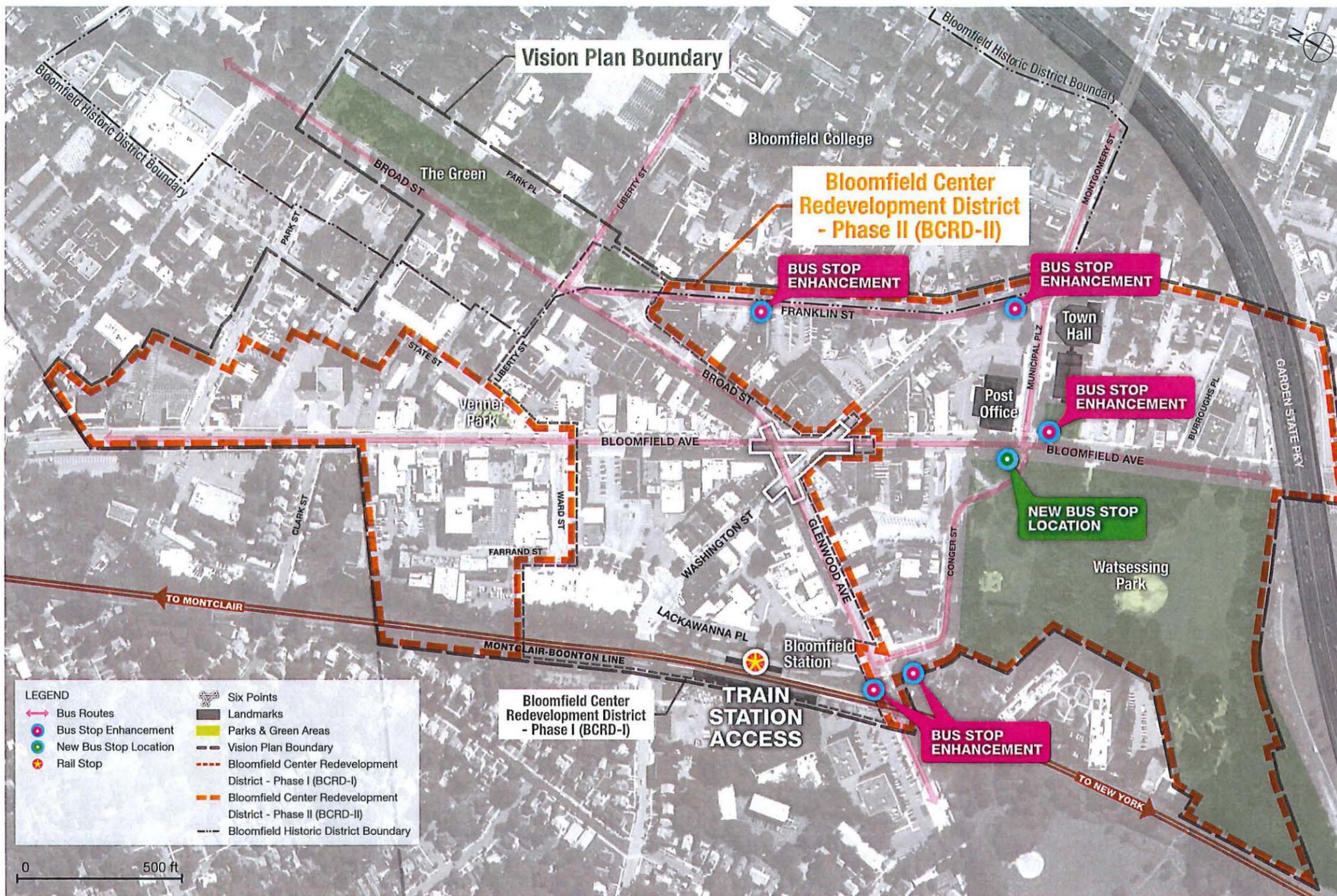


Exhibit 8. Transit Access

Refer to Schedule A for precise location of "BCRD-II" boundary

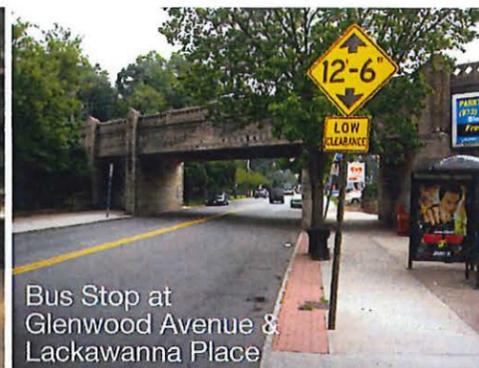
Transit Access

One of Bloomfield Center's greatest attributes is its access to public transportation. With a growing focus on sustainability and reducing dependency on personal automobiles, this Redevelopment Plan encourages that Bloomfield Center is maximizing the utilization of its existing public transportation infrastructure.

Bus Stops

Bus stops located throughout the downtown provide an important means of transportation and access to other towns and cities in the region. In addition, bus stops draw large groups of users to the downtown providing a strong customer base and important source of revenue for many downtown stores. To ensure that existing bus stops are strategically located and are comfortable, safe and convenient to users, the following improvements are recommended:

- Shuttle to link remote parts of Bloomfield to the center, or examination of existing transit to ensure that remote areas are linked to the center
- A study that analyzes existing bus stop locations throughout the downtown and confirms this plan's recommendations
- All bus stops include at a minimum: seating, bus shelter, signage, bus schedule/route indication and ample lighting
- Link bus stops with pedestrian crossing and public space improvements



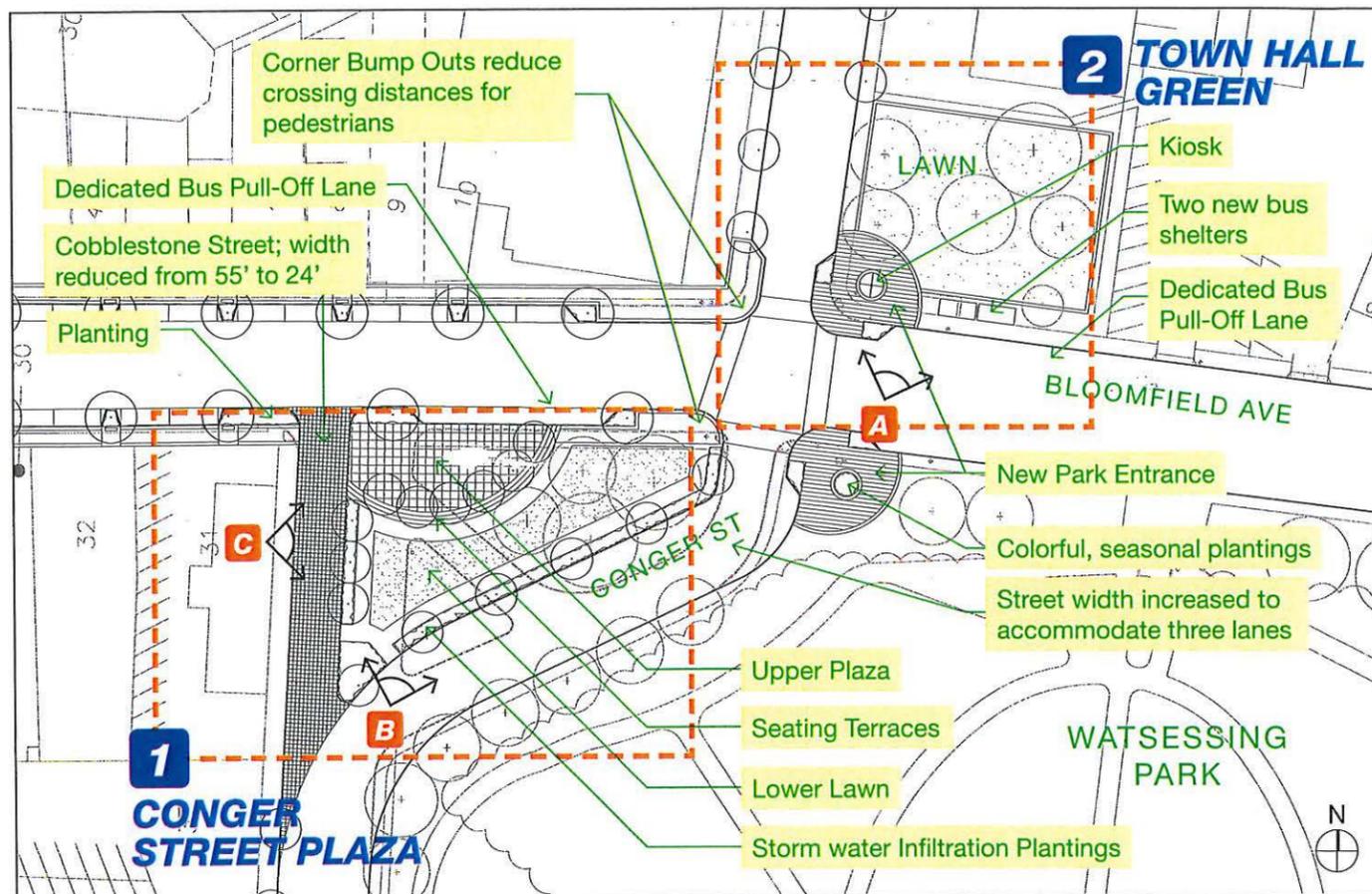


Exhibit 9. Public Spaces



Public Spaces

In order to provide ample public space and help promote the development of a vibrant, community oriented downtown, below are a series of public space improvements for specific locations within the BCRD-II. The overall public space strategy will include:

- Creating an integrated traffic, circulation and open space plan
- Relating development/building plans with public space improvements
- Highly functional public spaces
- Implementing a public space management program

1. Conger Street Plaza

Similar to Venner Park, this plaza's location on the edge of the downtown's commercial core demonstrates the important role it should play in the redevelopment of the center. As an extension of Watsessing Park, this area is envisioned as a bustling plaza and pedestrian gathering space. Several key factors need to be addressed in order to accomplish this vision.

- Ample benches, lighting and outdoor seating will be provided.
- Public art and sculptural elements located appropriately within this space.
- Ample, visible and convenient bicycle parking will be provided.
- A large portion of the area will be raised above Conger Street to match the current elevation of Bloomfield Avenue, creating an overlook with uninterrupted views across the park.
- The leg of Conger Street that runs down the middle of this plaza will be closed to vehicular traffic in order to reconnect these two pieces of land in the creation of a more connected and usable public open space.
- By relocating the bus stop from its current location alongside Watsessing Park to this plaza, more merchants in town will benefit from the vibrancy created with more foot traffic. A dedicated bus pull-off lane will alleviate current traffic congestion associated with buses at the current stop.

2. Town Hall Green

Town Hall plays a central role as a hub of diverse activity in the downtown with great visibility along Bloomfield Avenue as well as the Garden State Parkway. In a traditional neighborhood, the green space associated with Town Hall acted as a multi-use gathering space hosting events ranging from performances to political rallies. Improvements to this green should include:

- Ample benches, lighting and outdoor seating will be provided.

- Public art and sculptural elements located appropriately within this space.
- Ample, visible and convenient bicycle parking will be provided.
- A dedicated bus pull-off lane will alleviate current traffic congestion associated with buses at the current stop. This lane should be provided within the existing roadway and should not cut into the existing green space.

3. Watsessing Park

A new entrance on the corner of Conger Street and Bloomfield Avenue will anchor the corner of the park. The "make-shift" entrance existing at this corner will be enhanced to create a stronger visual and physical connection between the park and the downtown.

- Aligned with the new Conger Street Plaza, the new park entrance will visually link the two spaces, putting a more visible park entrance on Bloomfield Avenue.
- Ample benches, lighting and outdoor seating will be provided.
- Public art and sculptural elements located appropriately within this space.
- Ample, visible and convenient bicycle parking will be provided.

4. Garden State Parkway Underpass

Drawing its cue from existing conditions, this area is envisioned as a "Green Gateway" and sculptural rain garden. In order to achieve this vision, the following actions are recommended:

- Continue BCA/Township negotiations with the Garden State Parkway to improve this area.
- Public art and sculptural elements located appropriately within this space.
- Taking advantage of the existing downspouts coming off of the Parkway, the creation of a rain garden will help ease the stress placed on Toney's Brook, clean pollutants and create an attractive gateway.
- Plans for this area should build upon previous designs developed by the PMK Group.



Land Use Regulations

The Land Use Regulations address permitted uses and parking. Density and other zoning regulations will be addressed throughout the Design Standards and Form Based Zoning section.

- 4.1 Permitted Uses
- 4.2 Parking Schedule

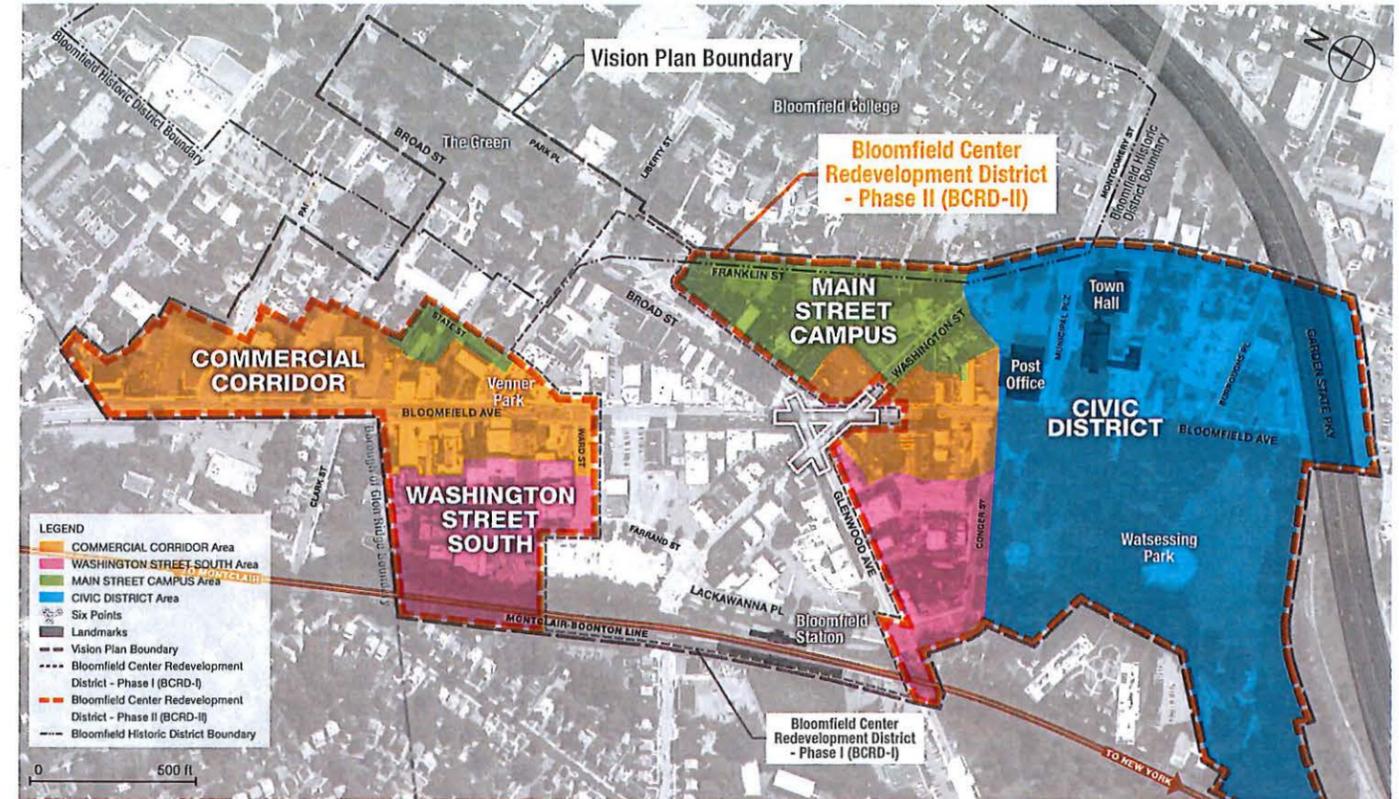
Table 1. Permitted Uses

Bloomfield Center Redevelopment Plan Permitted Uses <i>Uses permitted by specific provision of the Municipal Land Use Law are also permitted in the Redevelopment Plan Area.</i>	Commercial Corridor	Washington Street South	Main Street Campus	Civic District
Single-use multi-unit residential buildings		✓ (1)	✓ (1)	✓ (1)
Townhouses		✓ (1)	✓ (1)	✓ (1)
Retail stores, service and financial establishments	✓	✓	✓	✓
Buildings containing a mixture of residential and commercial uses except that the residential use shall be restricted to the upper floors	✓	✓	✓	✓
Buildings containing a mixture of retail and office uses except that the office uses shall be restricted to the upper floors	✓	✓ (2)	✓	✓
Office buildings	✓		✓	
Specialty food markets (less than 30,000 SF)	✓	✓ (3)		
Hotels	✓ (4)	✓ (4)	✓ (4)	
Restaurants & cafes	✓	✓	✓	✓
Art studios and galleries		✓	✓	✓
Performing arts theaters	✓	✓	✓	
Schools and Educational Institutions	✓	✓	✓	✓
Conference and meeting facilities	✓ (5)	✓ (5)	✓ (5)	
Public plazas and recreation areas	✓	✓	✓	✓
Indoor recreation facilities	✓	✓	✓	✓
Organized open-air markets and festivals with temporary structures for retail sales and displays subject to all applicable state and local permits	✓ (6)	✓ (6)	✓ (6)	✓ (6)
Houses of worship & related facilities (on parcels of 10,000 SF or greater)	✓	✓	✓	✓
Public parking facilities	✓	✓	✓	✓

- (1) Ground floor residential is only permitted for buildings fronting on Farrand Street, Ward Street and Conger Street. It is recommended that all ground floor units have private entrances with stoops on the street.
- (2) On Washington Street, office is permitted on second floor only.
- (3) Specialty food markets are recommended on Conger Street but not prohibited elsewhere..
- (4) Hotel rooms are not permitted on the ground floor. Street fronting ground floor is restricted to lobby and related uses only. Restaurants or cafes associated with the hotel that are street fronting must have separate street fronting entrances (in addition to any entries from inside the hotel).
- (5) Conference facilities are permitted as an accessory use to a hotel facility and shall be limited to the upper floors.
- (6) It is recommended that this use be focused on Washington Street, south of Bloomfield Avenue, as a priority and be coordinated with current events hosted by the BCA.

Commercial Corridor District		Washington Street South District		Main Street Campus District		Civic District	
Block #	Lot #	Block #	Lot #	Block #	Lot #	Block #	Lot #
153	20, 21, 22, 23, 25, 27, 29, 30, 31, 32	153	1, 2, 4, 5, 8, 10, 11, 12, 13, 13.01, 14, 15, 16, 17, 18, 19, 37, 41, 42, 43, 44, 46, 47, 48, 50	241	5, 6, 7, 9, 11, 15, 17, 19, 20, 21, 23, 32, 33, 35, 37, 39, 41, 42, 43, 44, 45, 46	154	1
241	1, 47, 48			244	46	154.01	1
226	6, 8, 9, 10, 12, 13, 15, 18, 19, 20, 22	225	12, 15	311	27, 28, 29, 30	154.02	1
244	1, 6, 8, 10, 15, 19, 22, 24, 47	226	1, 2, 3, 4, 20, 24, 28, 29, 30, 31, 32, 36			301	1, 8, 9, 10, 21, 22, 232, 27, 28, 29
253	1, 7, 8, 10, 12, 33					302	1, 6, 7, 38, 39, 40
311	1, 4, 5, 6, 7, 8, 9					311	10, 13

Exhibit 10. Districts Map



Refer to Schedule A for precise location of "BCRD-II" boundary

Permitted Uses

Permitted uses within the Bloomfield Center Redevelopment District – Phase II will be organized by Land Use District (Exhibit 10) and are shown in Table 1.

Commercial Corridor District

Bloomfield Avenue will remain as the traditional retail spine of the Downtown. Larger floor plates and ceiling heights are encouraged for new retail spaces in order to attract regional retailers, small specialty food markets, office or hotel uses. These larger floor plate uses will be permitted in this district, but must be designed to fit within the urban fabric. In addition, a greater mix of uses will be encouraged on the upper floors including office and residential. Due to the access and proximity to both the train and Garden State Parkway, office will be permitted as a primary use.

Washington Street South District

Due to its proximity to the train station, this district will be the focus of the Transit Village and will therefore have the greatest intensity of land use within the downtown. Conger Street is envisioned as a "parkway" drive. Lined with medium density residential housing, Conger Street would take full advantage of the park front views. Farrand Street is envisioned as a residential street lined with townhouse stoops and loft style apartments above.

Main Street Campus District

The Main Street Campus District centers around Broad Street and Bloomfield College. This district will encourage "college town" uses such as medium density residential buildings, student housing, and service based retail. Professional office buildings, educational and cultural uses will also be encouraged.

Civic District

The Civic District will center around the existing civic amenities such as the Municipal Building, Police Station and park spaces. This area will have ground floor retail with upper floor office and residential uses fronting on Bloomfield Avenue. Buildings housing exclusively residential uses will be permitted in areas that do not front on Bloomfield Avenue. To assist the town in meeting its affordable housing requirement set forth by COAH, this district should be considered for affordable housing.



Parking Schedule

Introduction

In urban and town center developments throughout New Jersey and the United States, it has become increasingly clear that parking is one of the largest challenges. The first challenge is associated with the general languishing of downtown development where buildings have given way to surface parking lots. Although surface parking may be used as an interim parking solution, these sites do not contribute to the principles of a pedestrian oriented downtown. So as we look to redevelop these sites for higher and better use, the most favored solution to parking is to build parking structures. This represents the second challenge – the cost of structured parking. The third challenge is the parking requirements. For many years parking requirements have been based on suburban trends, which are very different from downtown trends. This results in excessive parking requirements and leads to the construction of large, under utilized parking sites. This adds to cost and eliminates the opportunity for more productive land-use.

These challenges are often too difficult to overcome and lead to lower quality developments. It has become increasingly clear that the most successful downtown revitalizations consider parking in a pro-active way, recognizing that the right parking approach is the joint responsibility of the private developer and the City or Town. There are a number of examples around the country and in the State of New Jersey, including Morristown and New Brunswick, where the governing body has employed the use of proactive and creative techniques to solve the parking dilemma.

In the “BCRP-II”, the techniques employed may include the following:

1. Shared Parking Plan
2. Downtown-wide Parking Management Plan
3. Parking Authority low-cost bond financing
4. Tax Pilot program for investment in Parking
5. Developer financial contribution for parking financing “pool” in lieu of providing parking.

The following section will describe these techniques and outline base parking requirements, and how they are adjusted utilizing shared parking formulas and financing alternatives.

Shared Parking

Shared parking occurs when multiple land uses share common parking spaces. For example, if a downtown apartment dweller typically vacates a parking space at 7:00AM every weekday morning, that same parking space can become occupied by a downtown employee, shopper or visitor during the day. This “sharing” of parking spaces maximizes parking utilization and efficiency.

When applying this principle to parking demand generated by a multi-use redevelopment, the savings can be significant.

The primary purposes of developing a base shared parking plan for the Bloomfield redevelopment are to: 1. determine the logical locations for shared parking facilities and 2. ensure that the parking supply is not overdeveloped.

Methodology

The development of a shared parking model is characterized by a number of unique elements:

1. The local “typically vacant” parking supply is recognized;
2. Parking spaces that are expected to become vacant as a result of removals or demolition are recognized;
3. Special parking factors consistent with a “downtown” as opposed to “suburban” setting are utilized;
4. Special “Percent of Peak” (POP) factors are used to adjust parking demand estimates to a specific time of day;
5. Users are expected to walk less than two blocks from their parking space to their destination.

The above elements are quantified for each potential phase of the Redevelopment Plan and formatted onto a matrix that summarizes parking supply and demand, surpluses, deficits, and “sharing” for each phase.

Analysis

In Spring 2008, the Mayor and Council commissioned parking consultant “Level G Associates” to analyze Bloomfield Center’s current parking and future “shared parking” potential based on the development impacts associated with this Redevelopment Plan.

The results of this analysis show that Bloomfield contains both CBD and Residential zones consistent with national standards, the break being Bloomfield Avenue, with the area this plan describes as the Main Street Campus district being the residential oriented area. Specifically, some key data points are:

- Peak parking in the CBD occurs around the lunch hour when 775 of the 996 (78%) municipal parking spaces were occupied.
- The area of the CBD between Bloomfield Avenue and the train station experiences the highest parking space occupancy – 553 of 668 spaces, or 83%, were occupied at the 1PM peak.
- At 11PM peak parking occurs in the Residential zone (74% parking occupancy) – at the same time the CBD has relatively little parking activity (12% parking occupancy).

These and other characteristics guide the downtown parking plan that includes public parking distributed in each development in order to support the parking needs for commuters, retailers and residents.

Parking Calculation

The following section describes a step-by-step procedure to determine the amount of parking that will be assigned to each development method. This procedure recognizes the shared parking and includes, among other things, a provision that allows developers to pay into a public parking development “Fund” in lieu of providing on site parking.

1. Determine minimum parking requirement per Individual uses - The minimum number of parking spaces that are to be provided and maintained for each use shall be determined based on following parking ratios:

Table 2. Base Parking Calculation

Residential	1.4 per Unit
Office	2.9 per 1,000 SF
Retail / Commercial	2.7 per 1,000 SF
Hotel	1.3 per Room
Restaurant	0.3 per Seat
Movie Theater	0.3 per Seat
Conference	5.0 per 1,000 SF
Place of Worship	0.2 per Seat
Other	Per APA Parking Standards

2. Adjust for shared parking - The minimum parking requirement for each use shall be multiplied by an “occupancy rate” as determined by a study of local conditions (or as found in Table 3. Occupancy Rate Calculation). Each use should be calculated for the weekday, night and evening periods, and weekend night, day and evening periods respectively.
3. Tabulate minimum parking requirement - Add up the adjusted parking requirement for each use (by time period).
4. Determine minimum parking requirement - The highest parking requirement of the six time period totals shall be the minimum parking requirement for the mixed use project.

Parking Provisions

1. 100% of the parking supply shall be provided within 400 feet of an entrance to the proposed building(s) it will serve unless waived via terms of item (2) and / or (3), of the “Parking Provisions”.

Table 3. Occupancy Rate Calculation

	Monday-Friday			Saturday-Sunday		
	8A-6P	6P-12A	12A-8A	8A-6P	6P-12A	12A-8A
Residential	60%	100%	100%	80%	100%	100%
Office	100%	20%	5%	5%	5%	5%
Retail / Commercial	90%	80%	5%	100%	70%	5%
Hotel	70%	100%	100%	70%	100%	100%
Restaurant	70%	100%	10%	70%	100%	20%
Movie Theater	40%	80%	10%	80%	100%	10%
Conference / Conven.	100%	100%	5%	100%	100%	5%
Place of Worship	10%	5%	5%	100%	50%	5%
Other	Per ITE, APA or applicant’s study (subject to municipal approval)					

Source: Victoria Transport Policy Institute

The above table indicates the percent adjustment of the minimum parking requirement during each time period for shared parking. Percentages set forth in the table are set to include a small “safety margin” of parking beyond that minimally needed to serve an average peak demand.

2. Other parking spaces in the vicinity of the project may be used to satisfy portions of the minimum parking requirement if the applicant can secure such parking through lease or other similar terms; or if it can be demonstrated through study that certain public parking areas are typically vacant during the peak demand period of the project or will become vacant as a result of removals or demolition, all subject to the approval of the Mayor and Council.
3. The developer’s parking assessment will be vetted with this parking plan to develop a final parking configuration. If the developer cannot provide 100% of the required parking on-site, as a part of the Redeveloper Agreement, a determination will be made on how the developer will contribute into a pooled fund for its parking requirement. The amount of the contribution will be negotiated as a part of the Redeveloper Agreement. This fee will be deposited and utilized for the development, improvement or maintenance of public shared parking in the “BCRD-II”. However, projects that may proceed directly to the planning board, as set forth in this Plan, are exempt from these Parking Provisions.

Parking Schedule

4.2



Bloomfield Center Redevelopment

This is the primary section for guiding appropriate size, density, form and aesthetics for each new development. This section has been designed as both an educational tool and prescriptive “zoning code”. This Form Based Zoning encourages flexibility while ensuring that the vision and goals set forth by the community and Mayor and Council are met.

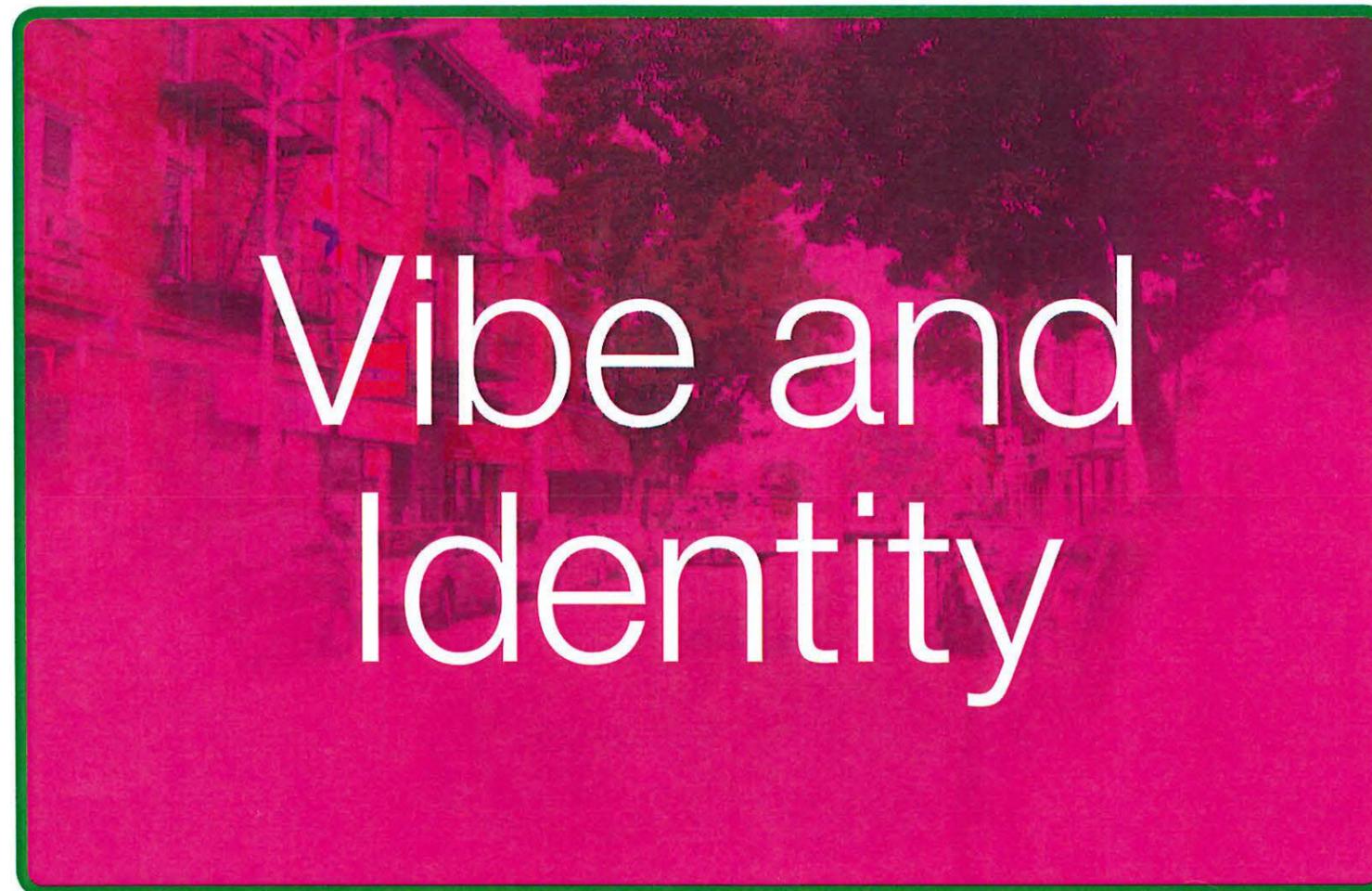
This section is comprised of both “Guidelines” and “Requirements” as deemed appropriate. The intent is as follows:

Guidelines - Guidelines are intended to be “suggestive” items that each development should strive to achieve in order to contribute to the overall goals of this plan.

Requirements - Requirements are intended to be “prescriptive” and are required to be met in order to be in compliance with this plan.

- 5A. Vibe and Identity
- 5B. The Building Form
- 5C. Preservation & Rehabilitation of Buildings
- 5D. Parking & Site Services
- 5E. A Comfortable Environment for Pedestrians

Design Standards & Form Based Zoning



- 5A.1 Place-Making Districts
- 5A.2 Commercial Corridor
- 5A.3 Washington Street South
- 5A.4 Main Street Campus
- 5A.5 Civic District

***Design
Standards
& Form
Based
Zoning***

5

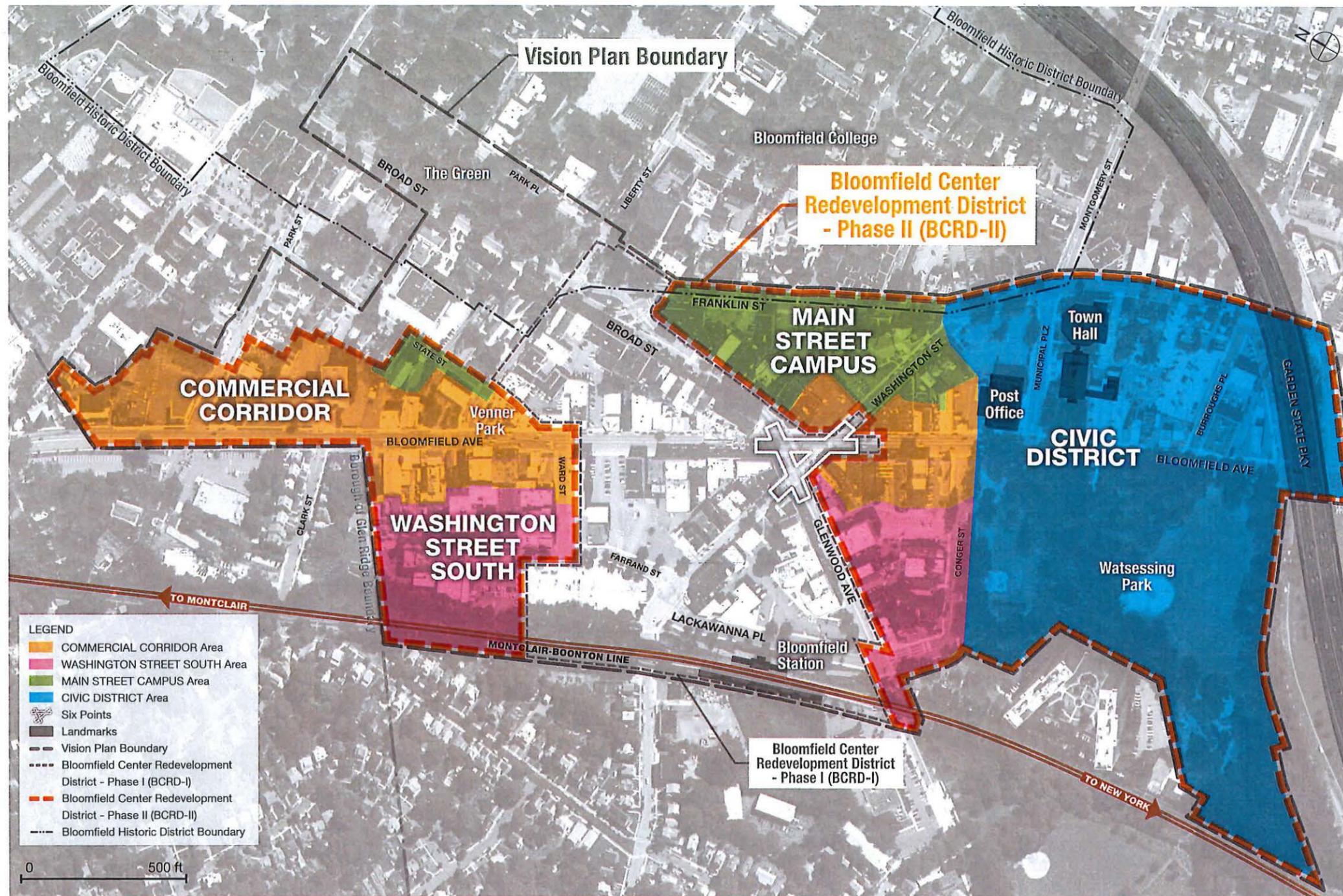


Exhibit 11. Place-Making Districts Map

Refer to Schedule A for precise location of "BCRD-II" boundary

Place-Making Districts

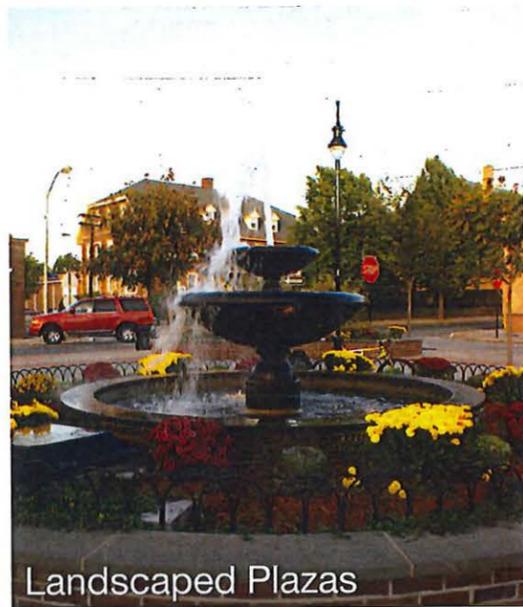
Overview

Each of the place making districts offer a unique experience and "vibe" for visitors while maintaining a unified, seamless feel through the use of common streetscape elements. These "Place Making Districts" form a basis for design direction and massing and are influenced by their existing physical, spatial and experiential qualities. This Redevelopment Plan encompasses:

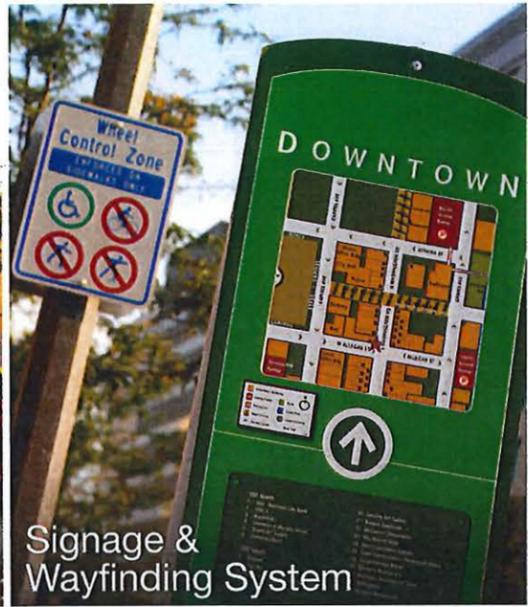
- Commercial Corridor
- Washington Street South
- Main Street Campus
- Civic District

Guidelines

- All developments should reflect the vibe and identity of the "place making district" that they are located within as shown on Exhibit 11 and as described in the following pages.
- In all districts, locating appropriate elements of sustainable design, such as use of local and sustainable materials, daylighting, passive solar, and native and place appropriate plantings, should be incorporated.



Landscaped Plazas



Signage & Wayfinding System



Pedestrian & Transit Friendly Plazas



Urban Scale Retail



Architectural Variation



Mixed-use Buildings



Pocket Parks

Commercial Corridor

Vibe

"Bloomfield Avenue is an exciting, busy corridor that offers excellent opportunity as a regional shopping hub and office destination."

Identity

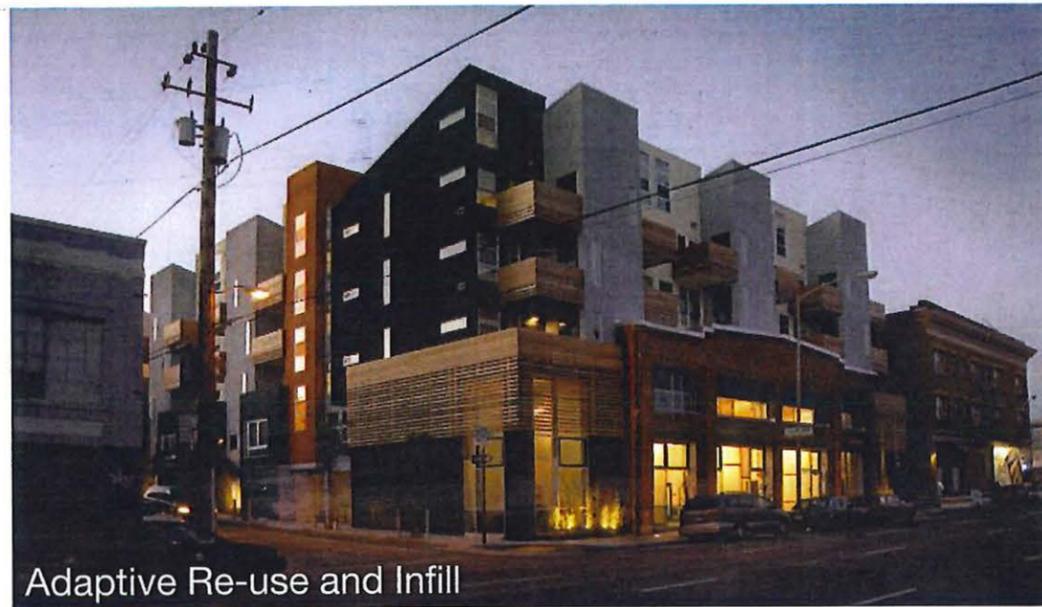
- Urban Scale design appropriate for a main thoroughfare experience
- Mixed-use Programming
- Regional scale commercial space accommodations
- Eclectic mix of architectural styles with:
 - Respect for the character of existing historic buildings
 - Contemporary designs for new structures
 - Sophisticated, well thought out detailing and systems
- New construction has emphasis on modern materials such as:
 - Glass
 - Metal
 - Concrete
 - Panel systems

Guidelines

- All developments should reflect the vibe and identity of the "place making district" in which they are located as shown on Exhibit 11 and as described in the following pages.
- Locating appropriate elements of sustainable design, such as use of local and sustainable materials, daylighting, passive solar, and native and place appropriate plantings, should be incorporated.

Key Map





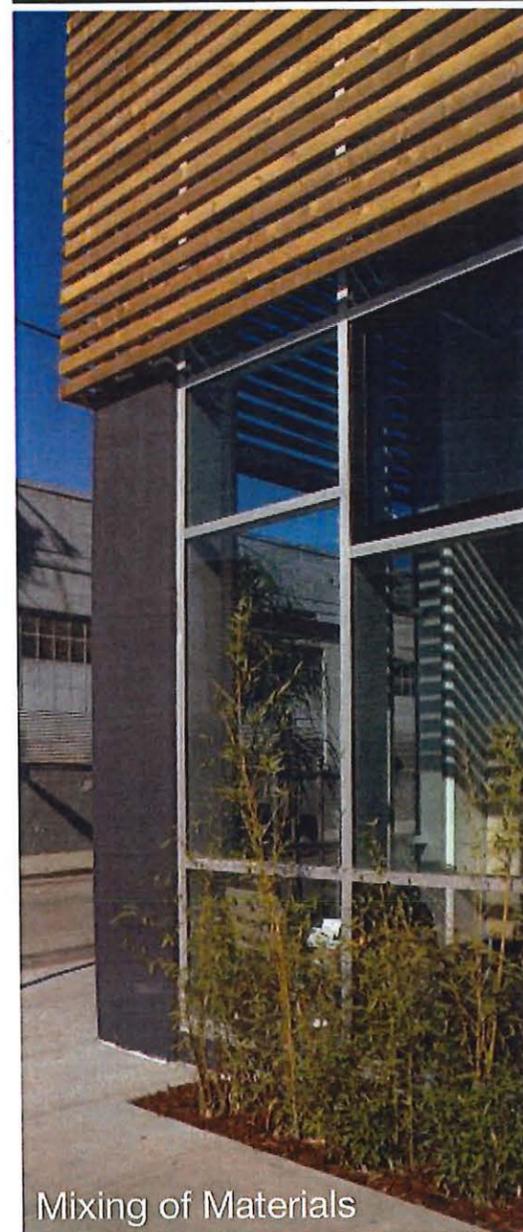
Adaptive Re-use and Infill



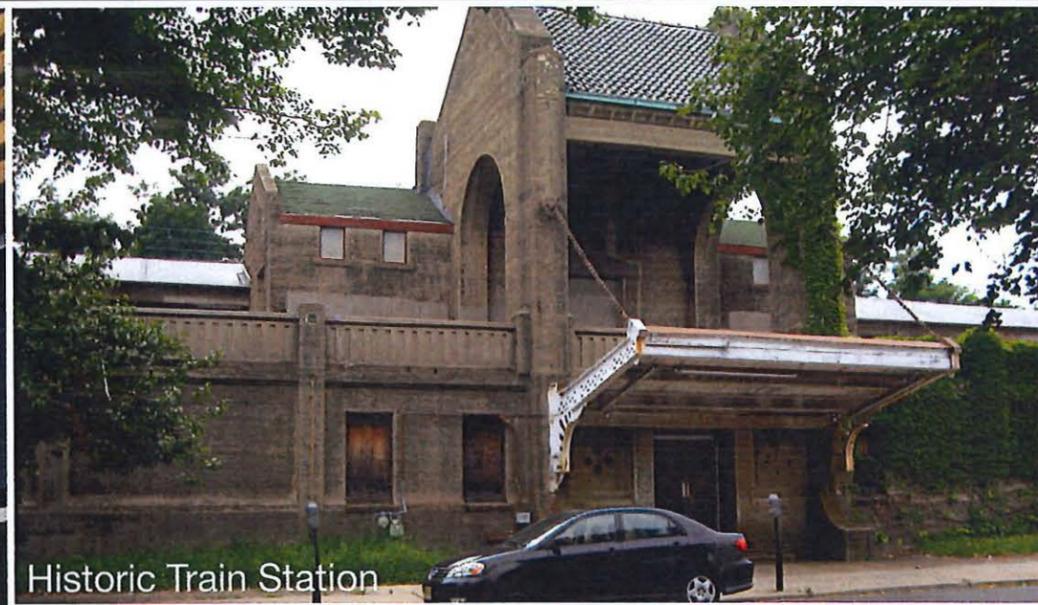
Green Streets



Row House Character



Mixing of Materials



Historic Train Station



Pedestrian Scale Shops



"Funky" Design Elements

Washington Street South

Vibe

"Centered around Washington Street, the new boutique/event street, this district is envisioned to be a fun and funky district with an urban feel – anchored to the industrial history and rail lines."

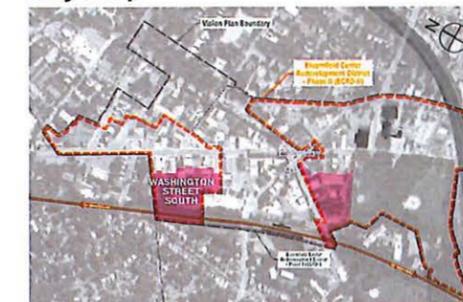
Identity

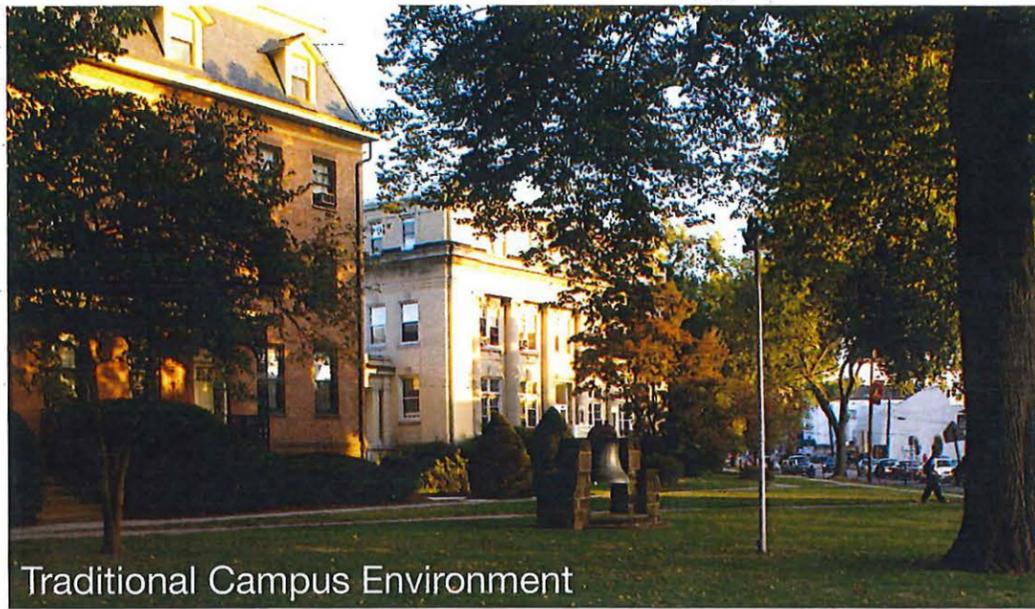
- Pedestrian scale design appropriate to an urban "event street"
- Commuter-friendly lifestyle
- Interaction between building & street
- Use of plants and vegetation
- Made up of Architectural styles including:
 - Existing Historic Warehouse character
 - Modern Industrial aesthetic
 - Loft-style & Row House living
 - Mixing of contemporary and traditional detailing
 - Funky "moments"/Elements
- Emphasis on mixing of materials including:
 - Metal
 - Brick
 - Salvaged materials
 - Wood details
 - Green (vegetation)

Guidelines

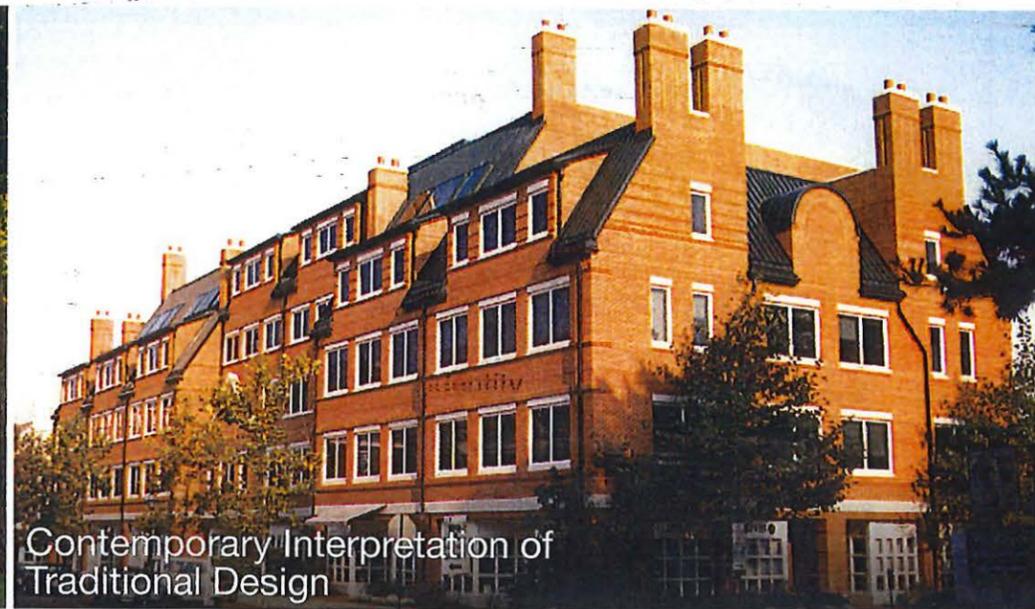
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Key Map

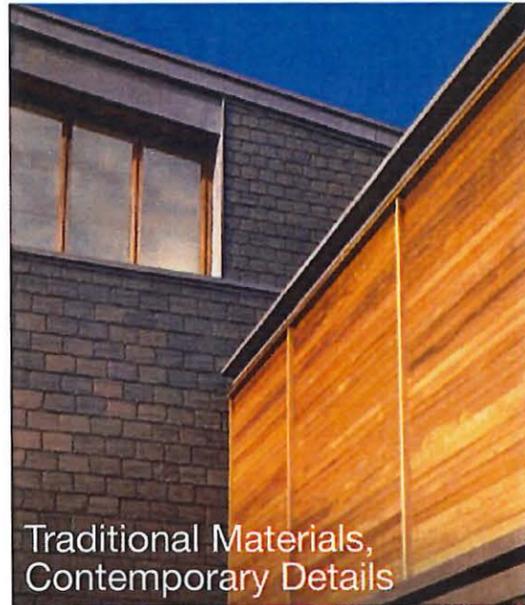




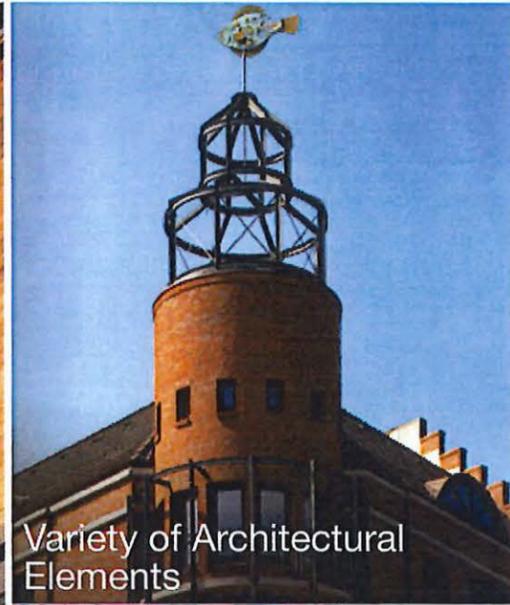
Traditional Campus Environment



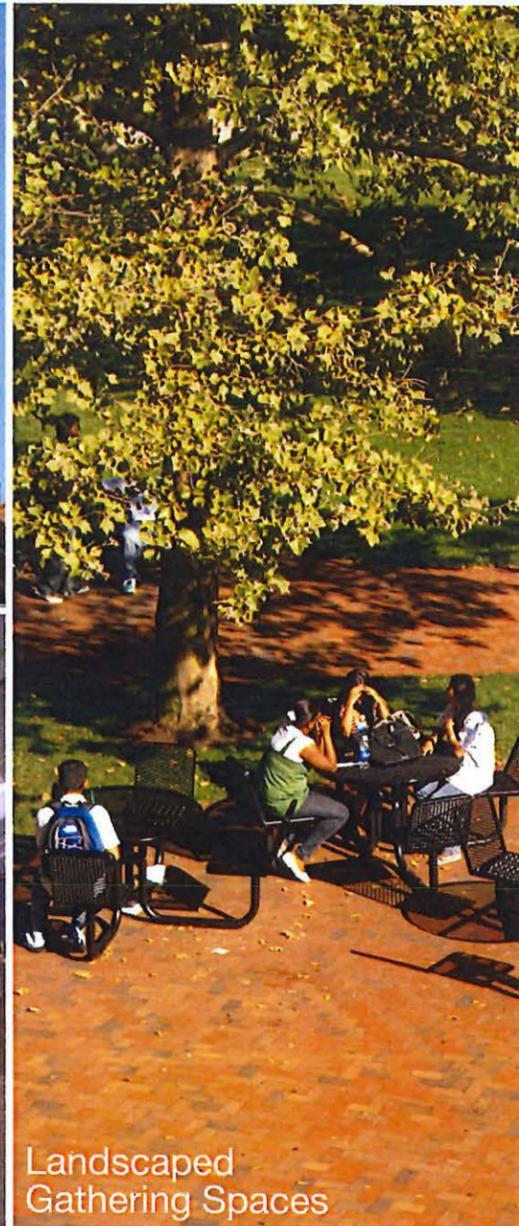
Contemporary Interpretation of Traditional Design



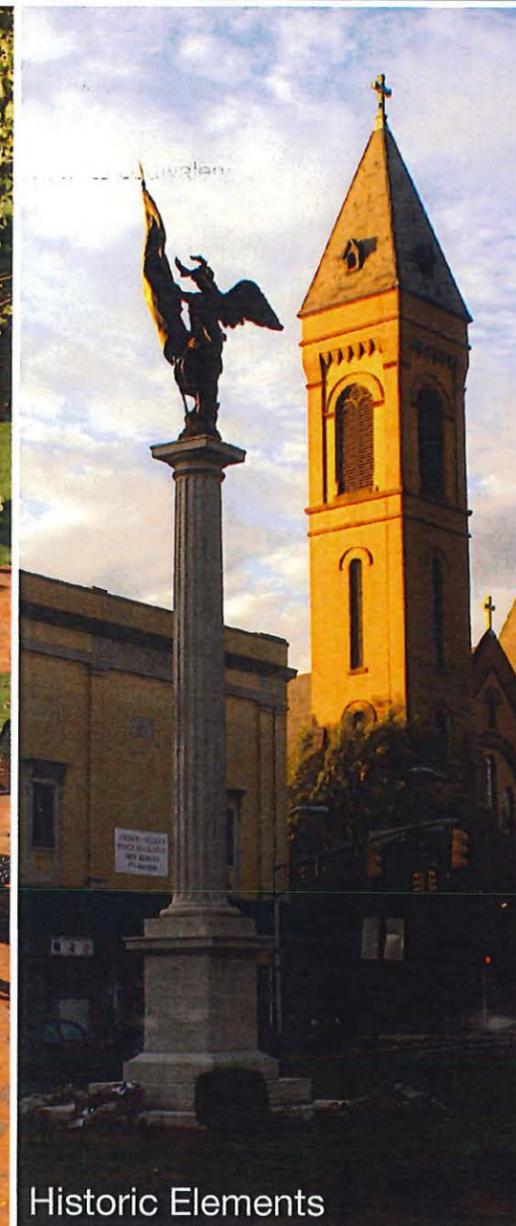
Traditional Materials, Contemporary Details



Variety of Architectural Elements



Landscaped Gathering Spaces



Historic Elements



Daily Shopping "Main Street" Character

Main Street Campus

Vibe

"The traditional town green and college campus set the tone for this district and provide a passive, lush family atmosphere and community gathering space."

Identity

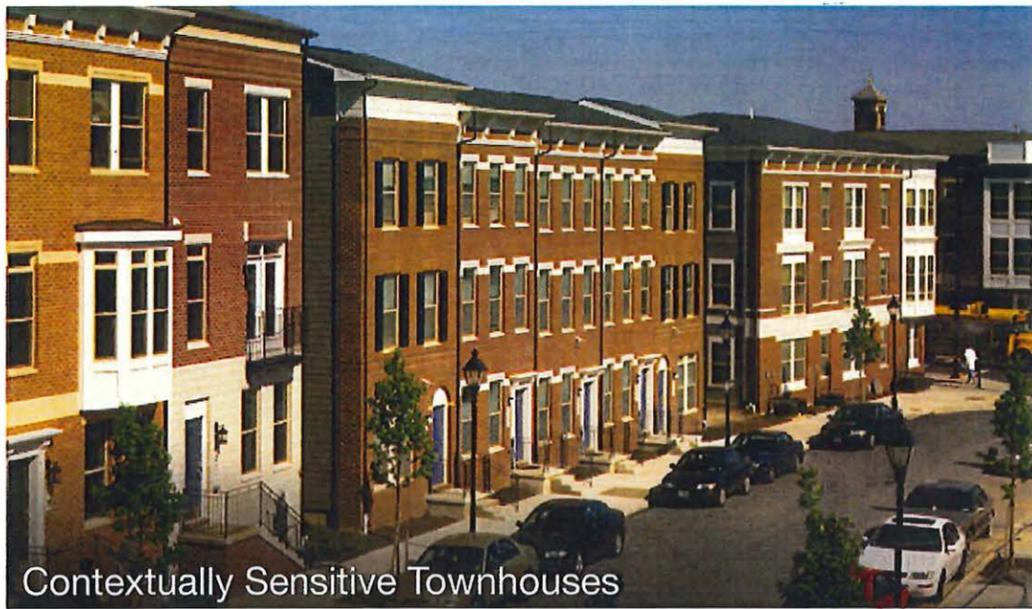
- A traditional "Main Street" atmosphere and scale
- The town's cultural center
- Place for daily shopping
- Lush landscape elements
- Architecture is made up of:
 - Victorian style existing buildings
 - Contextually sensitive new buildings
 - The use of traditional architectural elements
- Emphasis on traditional materials including:
 - Brick
 - Stone
 - Wood (or its equivalent such as fiber cement board)

Guidelines

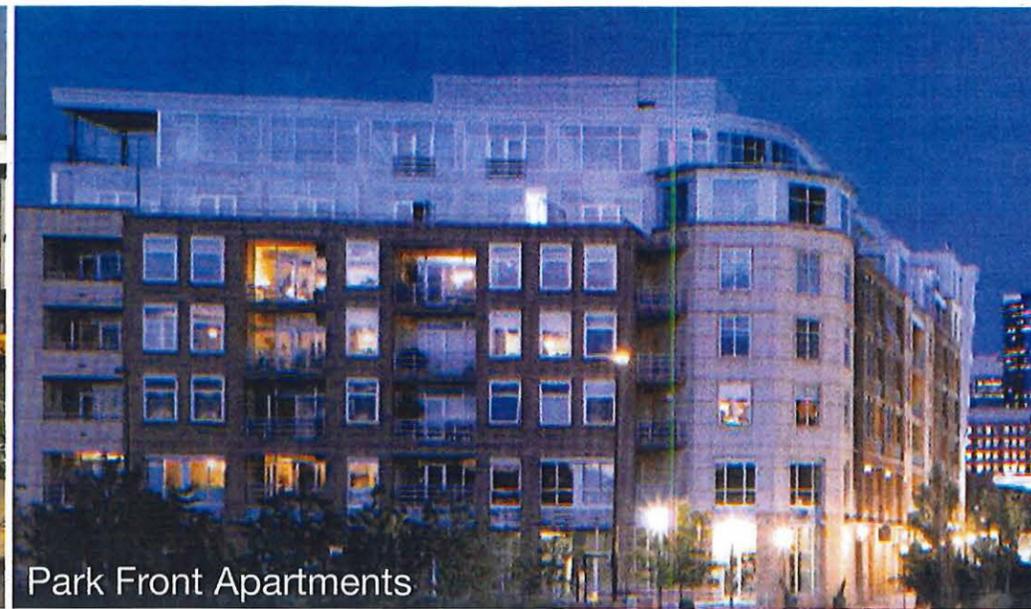
- All developments should reflect the vibe and identity of the "place making district" in which they are located as shown on Exhibit 11 and as described in the following pages.
- Locating appropriate elements of sustainable design, such as use of local and sustainable materials, daylighting, passive solar, and native and place appropriate plantings, should be incorporated.

Key Map





Contextually Sensitive Townhouses



Park Front Apartments



Watsessing Park



Historic Post Office



Historic Municipal Building



Watsessing Park



Affordable Housing

Civic District

Vibe

“Formed around the major Civic destinations including the Post Office, City Hall, the Police Station and Watsessing Park; this district is a true gateway and community hub.”

Identity

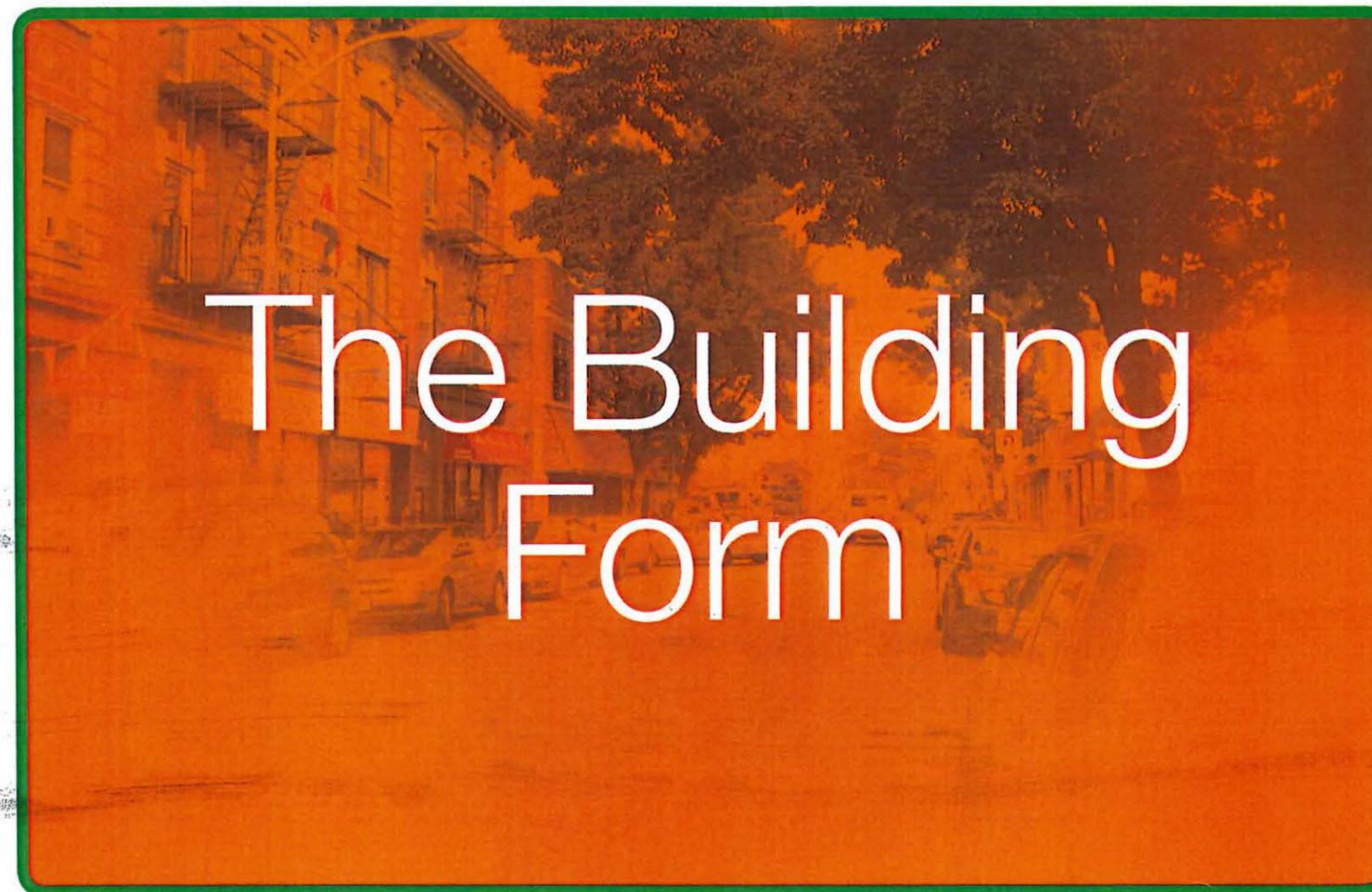
- Permanence and formality appropriate to civic uses
- “Gateway” to Bloomfield Center
- Community oriented open spaces
- Architecture is made up of:
 - Neoclassical style existing civic buildings
 - Victorian style existing residential buildings in the vicinity
 - Contextually sensitive new buildings
 - The use of traditional architectural elements
- Emphasis on traditional materials including:
 - Stone and brick
 - Glass
- Lush landscape elements

Guidelines

- All developments should reflect the vibe and identity of the “place making district” in which they are located as shown on Exhibit 11 and as described in the following pages.
- Locating appropriate elements of sustainable design, such as use of local and sustainable materials, daylighting, passive solar, and native and place appropriate plantings, should be incorporated.

Key Map





- 5B.1 Overview
- 5B.2 Urban Context
- 5B.3 The Building Envelope
- 5B.4 Building Articulation
- 5B.5 Architectural Elements
- 5B.6 Storefront and Signage

***Design
Standards
& Form
Based
Zoning***

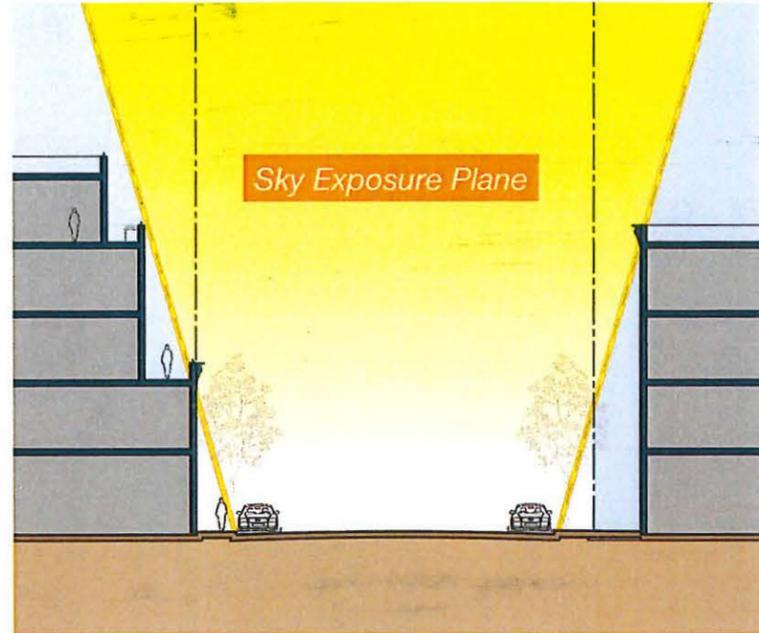
5

The Building Form Overview

Introduction

The form of the various buildings that comprise up a downtown are key in defining a great urban environment. This Redevelopment Plan strives to allow for appropriate density while "breaking down" the mass of new buildings so they do not impose on the pedestrian environment. Through various techniques, this section strives to guide redevelopers and architects in creating buildings that are the appropriate scale and character while not limiting creativity and architectural expression. These guidelines outline the following elements of Building Form:

- Urban Context
- The Building Envelope
- Building Articulation
- Architectural Elements
- Storefronts and Signage



The Building Envelope



Building Articulation



Architectural Elements



Storefronts and Signage

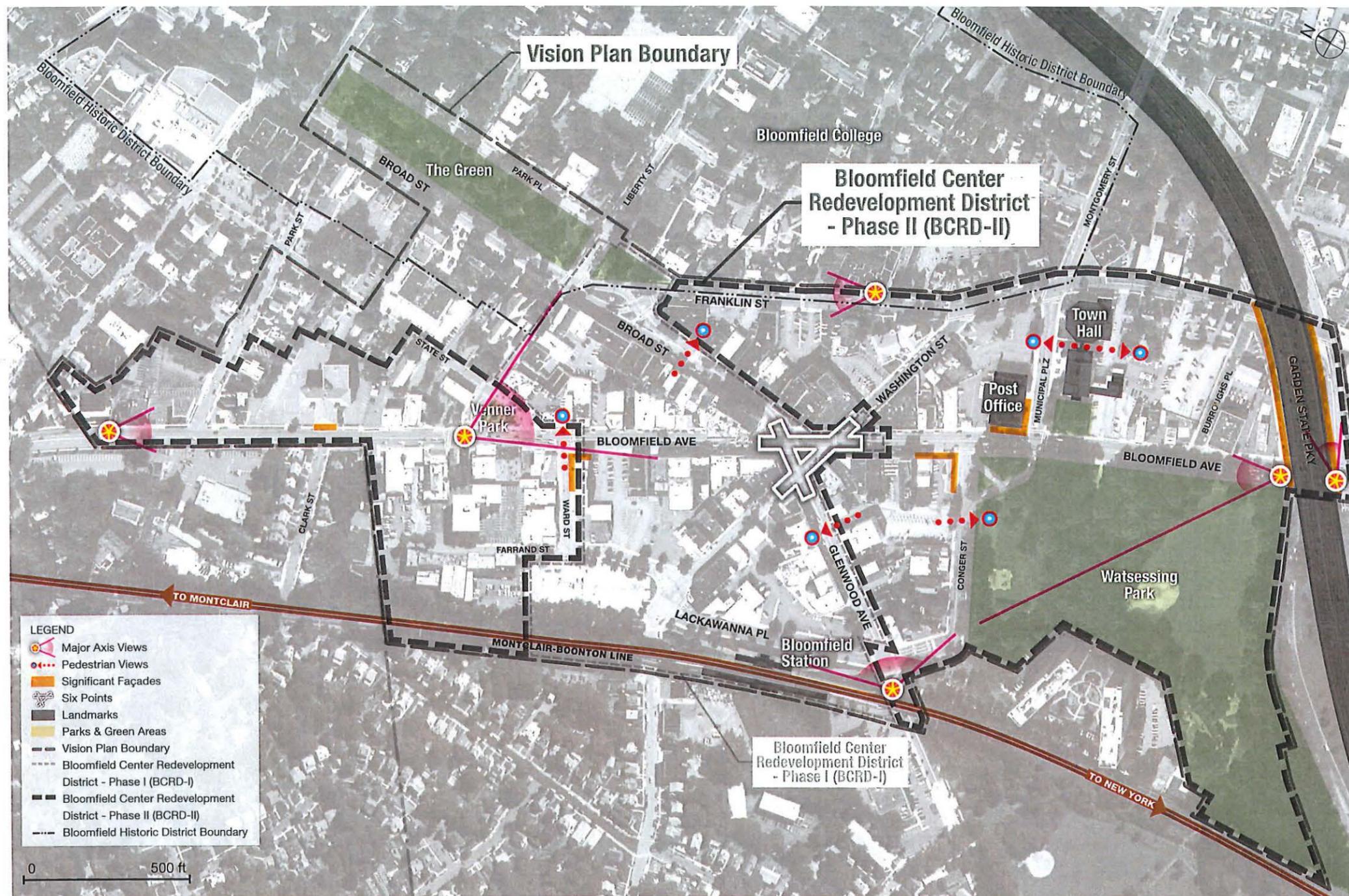


Exhibit 12. Urban Context Plan

Refer to Schedule A for precise location of "BCRD-II" boundary

Urban Context

Overview

Bloomfield Center's street layout and urban form create interesting buildings and public spaces integral to a vital downtown environment. Approaching downtown from various directions, visitors are offered views 'framed' by the street wall and terminated with either a building or area of open space. Taller towers can provide orientation while the open spaces and public plazas can create a sense of 'relief' from the consistent street wall. Terminating or framing views with architectural elements that have strong connection to the streetscape and public spaces will create interesting and dynamic buildings and experiences.

Guidelines

- Buildings that terminate key views, such as "gateways" into town, should respond accordingly with a significant architectural element or intervention (i.e. corner tower, corner bay plaza space etc).
- Buildings and edges that frame key views or public spaces should be designed and planned to create an interesting "street wall". This may be accomplished through a series of design moves as outlined in the "Building Articulation" section of this plan.
- Minor view corridors, such as those that terminate pedestrian alleys, parking exits and other such points, should respond with architectural and urban design interventions of a lesser scale than those of key views (i.e. public space, sculpture element etc).

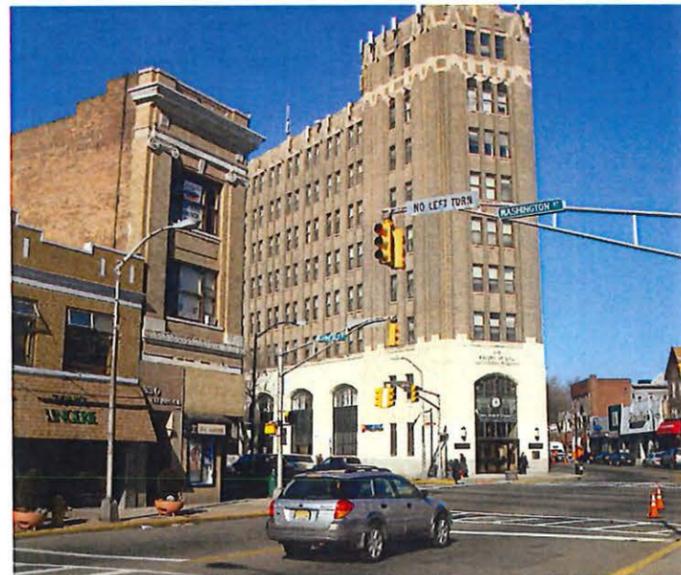
The first step in determining a planning and design direction for a development project is to evaluate the site and the surrounding context. The urban context plan (Exhibit 12) establishes some of the key considerations for planning a building or development site.



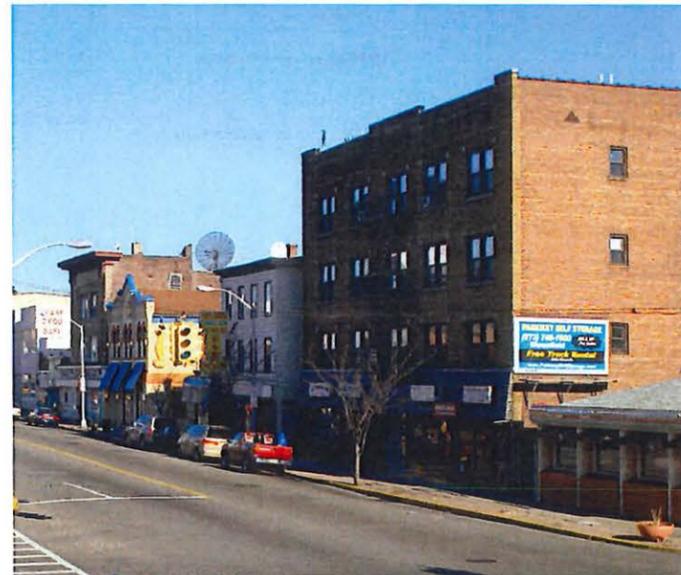
Urban Context
5B.2



Varying building height and rooflines to create a rhythm



Changes in scale



Building height and roofline variation

The Building Envelope

Overview

In order to ensure that the “mass” of a building is kept in context with streets and surroundings, minimum and maximum heights and a “sky exposure plane” are established. The “sky exposure plane” is an invisible “vertical setback line” projected up from the curb line at a predetermined angle. Buildings can only “pierce” the sky exposure plane in limited ways forcing them to either set the building back from the street or gradually “stepback” their upper floors to allow for ample light and air to reach the street.

The Height Limits and Sky Exposure Plane (“SEP”) are determined by the width and character of the streets on which they front. In the “BCRD-II”, the streets have been divided into four zones, each with unique guidelines (Exhibit 13. Building Form Zones). All new buildings and additions must comply with the Height and Sky Exposure Plane requirements set forth for the street or streets on which it fronts. Preservation or rehabilitation projects that do not modify the footprint or height of the structure are “grandfathered”, and are therefore not required to adhere to the height or SEP outlined in this plan.

Building Height and Transition

This plan encourages the voluntary assembly of small properties in order to maximize development potential. To facilitate this, at the discretion of the Mayor and Council, property owners that assemble parcels to create larger development sites may be granted permission to:

- Extend their building to the Bonus Height
- Pierce the SEP

The Building Heights, Bonus Heights and SEP are also subject to evaluation based on their impact to adjacent properties and the streets on which they front. Building heights should transition from adjacent uses and buildings as to not negatively impact these buildings and allow air and light to the street.

Methodology for Determining Bonus Heights

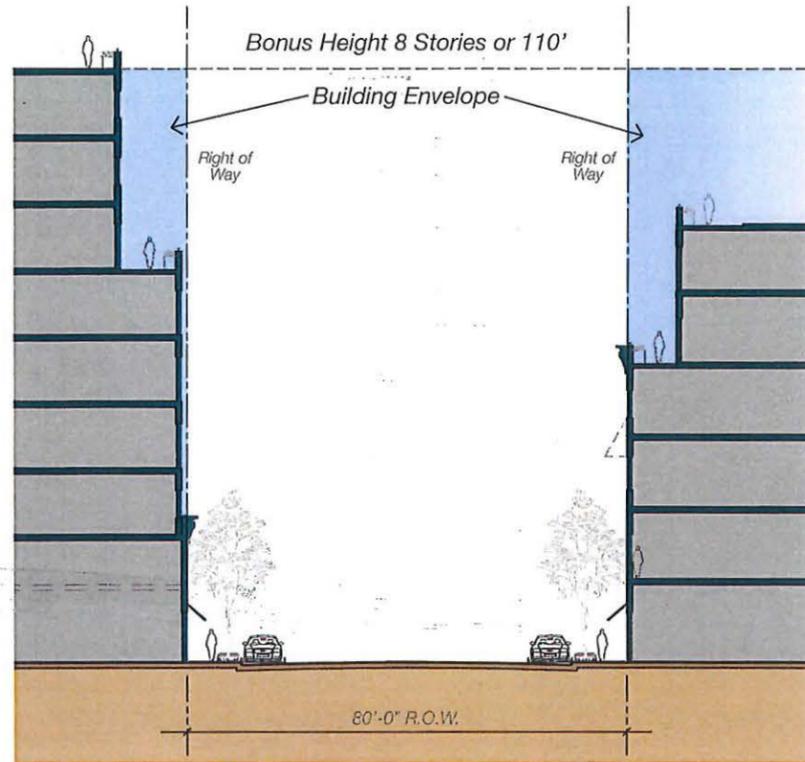
The combination of several characteristics will help determine if a property may be allowed to take advantage of the Bonus Height or pierce the SEP. Each of these characteristics provides an incentive to the property owner while working towards meeting the goals and vision of the community. These methods are intended to be guidelines only, and to be reviewed and applied together when analyzing a request to extend into the Bonus Height.

- Affordable Housing – Often times the bonus height will be utilized to allow an increase in residential density on the site. In this case, the developer is strongly encouraged to use a portion of this additional density to

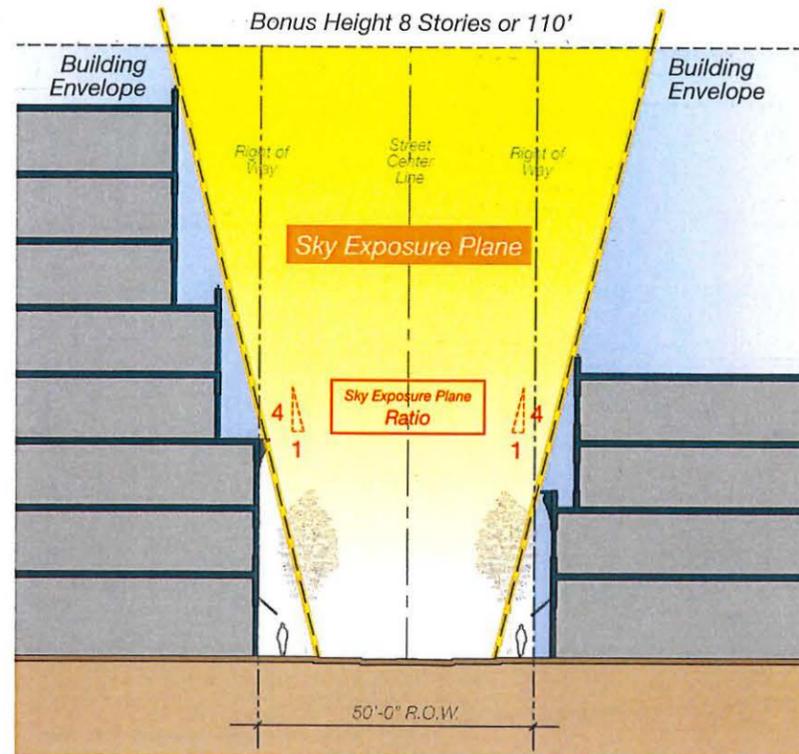
provide Affordable Housing. Inclusionary projects are strongly encouraged.

- Parcel Size – This plan encourages the assemblage of small parcels in order to create larger, more efficient development sites. To facilitate this, property owners with larger or assembled parcels should be permitted to pierce the SEP or extend to a bonus height based on the relative size of the parcel.
- Percentage of Block – A variety in heights and rooflines is a traditional characteristic of Bloomfield Center. In order to maintain this variety, only a portion or percentage of a block should be permitted to extend to the full available Bonus Height. The remainder of the block should remain within the permissible heights and SEP as shown.
- Transitions and Adjacency – It is important to allow for proper height transition between existing buildings and proposed development. This is most important when adjacent to a historic building or a building that is likely to remain. Building heights should be reviewed in comparison to these adjacent properties and heights should transition properly from the “mean height” of adjacent properties to the proposed height of the new building(s).

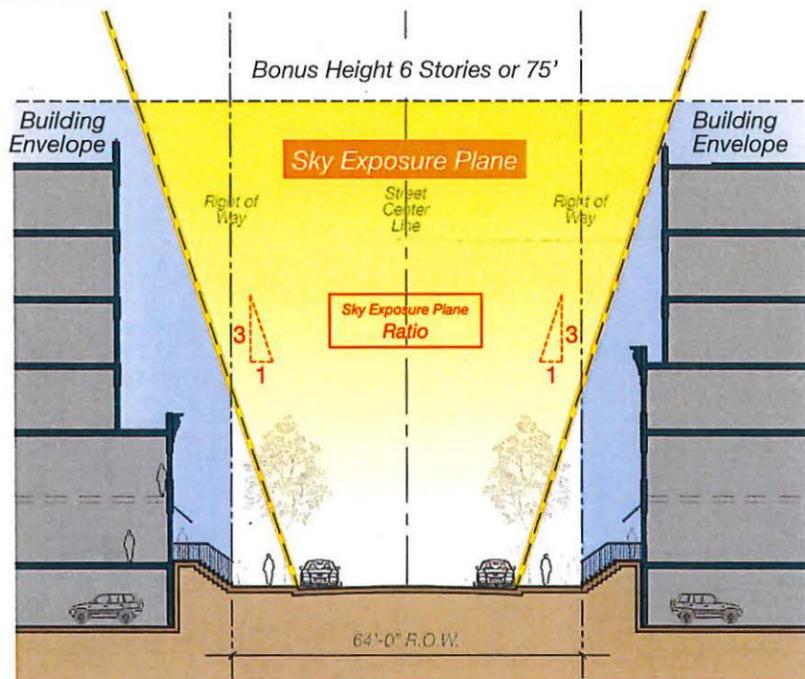
STREET TYPE 1 - Bloomfield Avenue



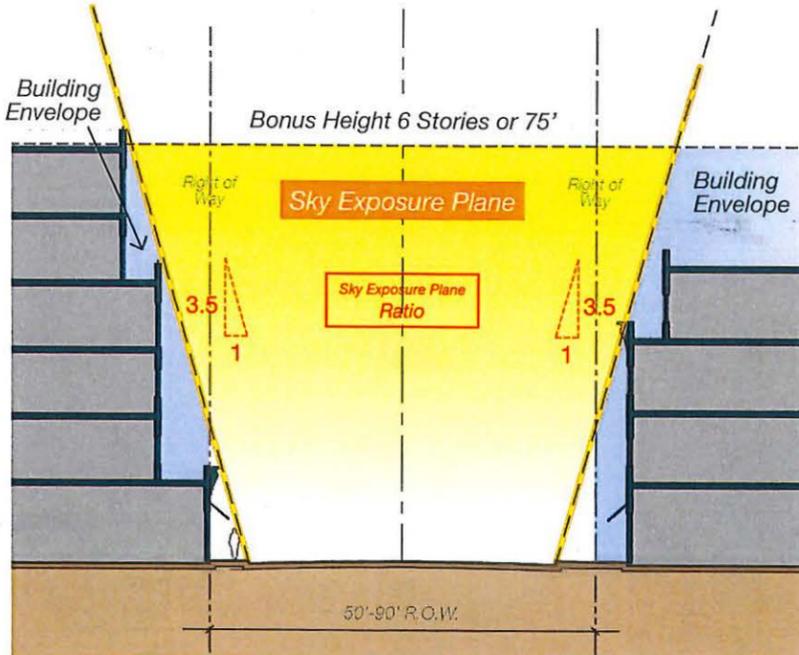
STREET TYPE 2 - Washington Street



STREET TYPE 3 - Park Street, Ward Street, State Street



STREET TYPE 4 - Liberty Street, Conger Street, Municipal Plaza, Franklin Street, Burroughs Place



The Building Envelope

(continued)

Street Type 1 Requirements

- Bonus Height: 8 Stories or 110'
- Maximum Height: 6 Stories or 88'
- Minimum Height: 4 Stories or 48'
- Sky Exposure Plane: None
- Miscellaneous: One 4'-6' Building step back between the 4 and 6 stories

Street Type 2 Requirements

- Bonus Height: 8 Stories or 110'
- Maximum Height: 6 Stories or 88'
- Minimum Height: 4 Stories or 48'
- Sky Exposure Plane: 1:4

Street Type 3 Requirements

- Bonus Height: 6 Stories or 75'
- Maximum Height: 5 Stories or 56'
- Minimum Height: 4 Stories or 48'
- Sky Exposure Plane: 1:3

Street Type 4 Requirements

- Bonus Height: 6 Stories or 75'
- Maximum Height: 4 Stories or 48'
- Minimum Height: 2 Stories or 26'
- Sky Exposure Plane: 1:3.5

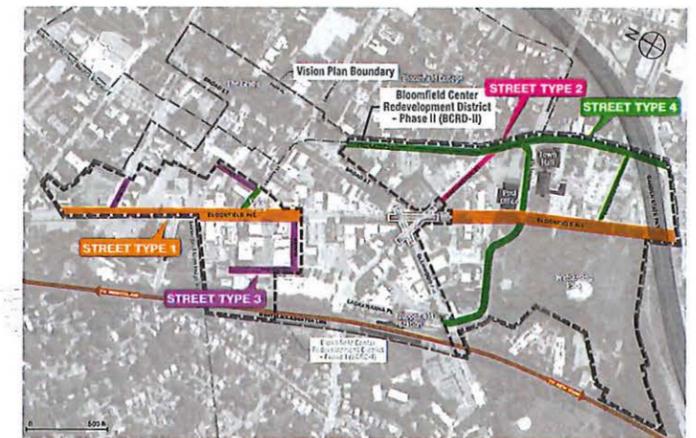


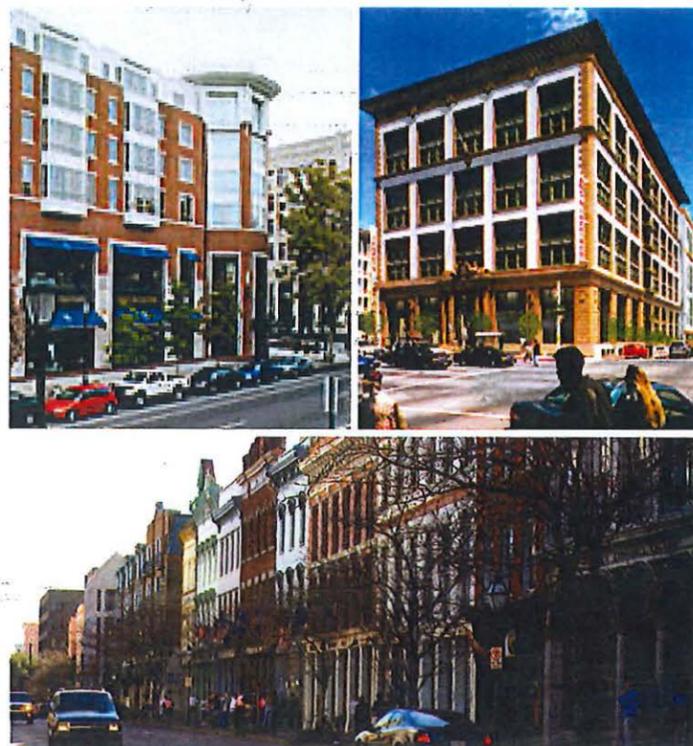
Exhibit 13. Building Form Zones

Refer to Schedule A for precise location of "BCRD-II" boundary

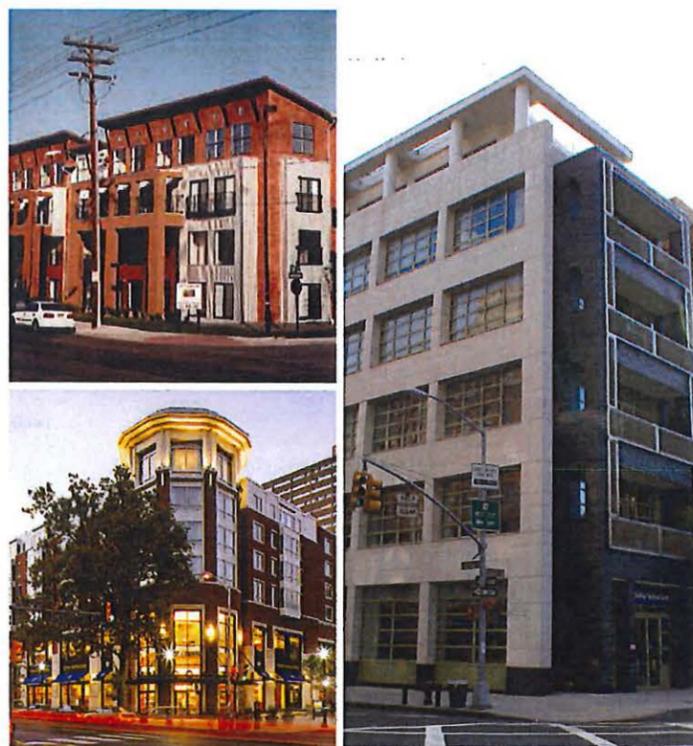
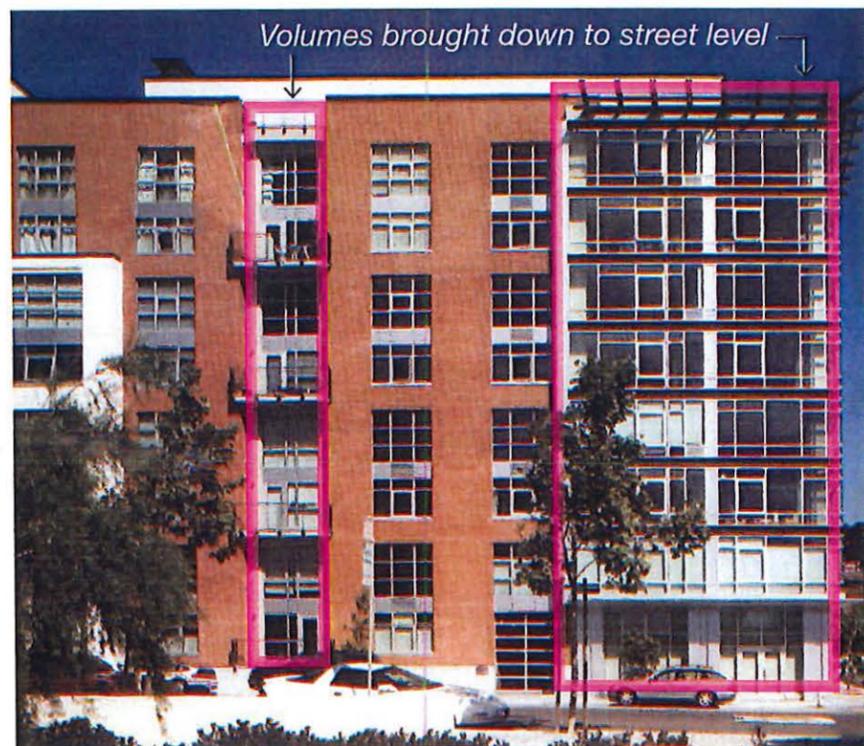
The Building Envelope

5B.3

1. Base-Middle-Top



2. Articulation of Form at the Ground Level



Building Articulation

Overview

Building Articulation is the manipulation of a building's 'forms and surfaces' in order to 1. Provide interesting and varied designs and 2. Achieve an appropriate scale. This can be achieved through a variety of methods including:

1. Base-Middle-Top Articulation
2. Building Base Articulation
3. Setbacks and Step Backs
4. Building Façade Shifts
5. Roofs & Roofscapes

Guidelines

Development projects should demonstrate a clear strategy and intent for the building articulation using one or a combination of the following strategies:

1. Base-Middle-Top

This traditional method for articulating a building, often appropriate for smaller scale buildings, highlights the functional and spatial distinction between the:

- A. **Base:** The ground floor or area of the building that meets the ground. Functionally, this is often expressed by the use of more durable materials. It is also the portion of the building that is most visible, requiring adequate attention to details.
- B. **Middle:** Typically the main bulk of the building. This area establishes the general character of the building. It typically includes repetitive elements thus requiring special attention to the organization of those elements including rhythm or pattern, depth, palette and surface quality.
- C. **Top:** Whether articulated by the upper floors or a cornice or capping element, this area serves both a visual and functional purpose

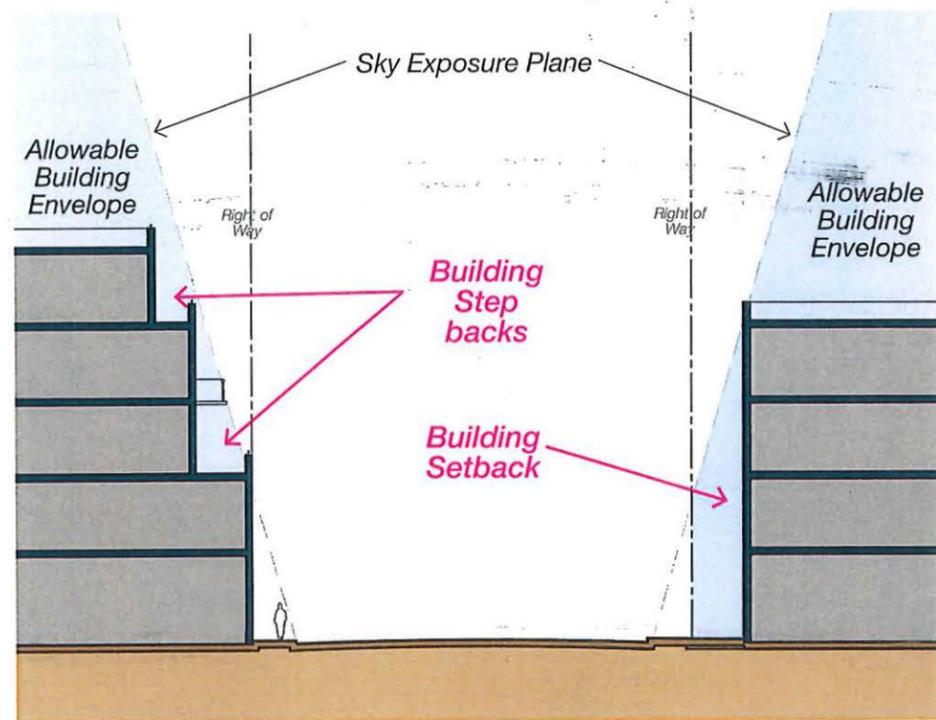
2. Articulation of Form through the Building Base

This technique, often appropriate for larger buildings, provides meaningful articulation at the base of buildings providing a richer design at the street level and can be applied in a variety of ways including:

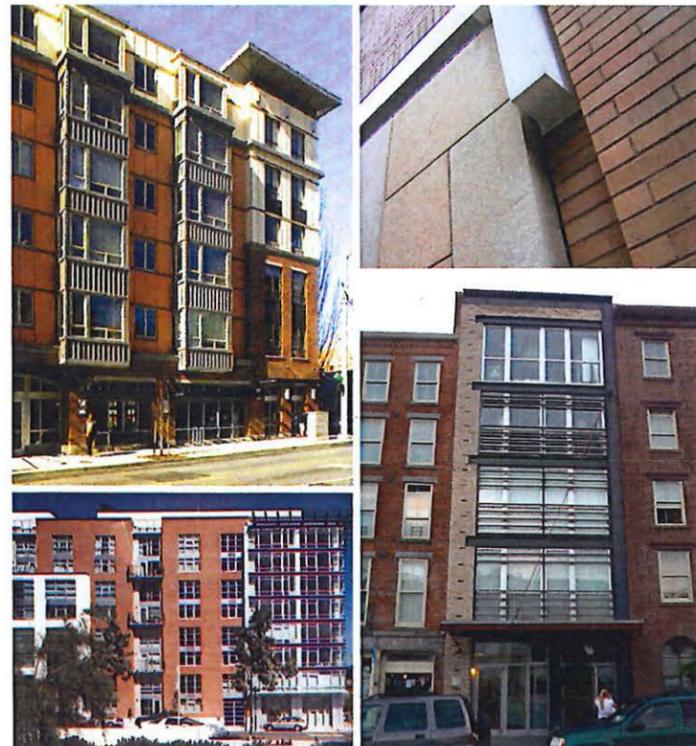
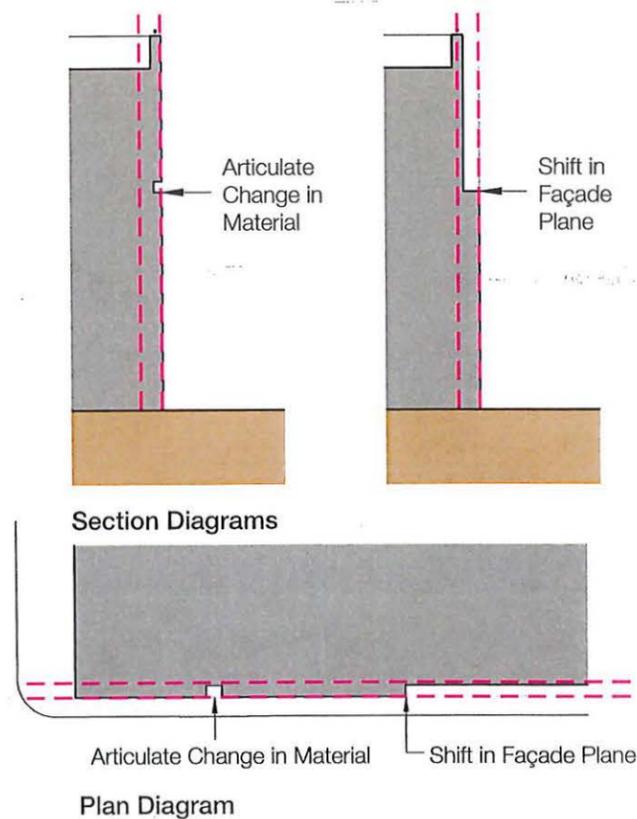
- A. The continuation of articulated volumes and/or material changes down through the base or ground floor from the upper floors
- B. Unique articulation of form and/or materials at the building base

**Building
Articulation**
5B.4

3. Setbacks and Stepbacks



4. Building Façade Shifts



Building Articulation

(continued)

3. Setbacks and Stepbacks

This technique provides meaningful articulation of the building's envelope and can be used to achieve the required Sky Exposure Plane described in the previous section.

Great urban spaces and streets are not defined by the architecture of a great building but rather by the cumulative impact of many buildings lining a street creating an interesting "streetwall". When siting a building and considering "setting it back" or "stepping it back" from the right-of-way line, consideration must be given to the overall streetwall. A building "Set Back" refers to all or a portion of the base of the building being removed a certain distance from the property line. This method allows for additional space in the front yard of the building. A building "Step Back" refers to stepping back the upper floors of the building. This method provides terracing and balconies for the upper floors and permits a greater degree of natural daylighting to lower floors and the street.

Setback Requirements

For streets in Place-Making Districts where residential buildings are permitted to have residential units at ground level (street-level), a setback measured from the street ROW line to the principle building façade for all buildings on such streets shall be provided of at least 5 feet, but not exceeding 12 feet, to accommodate the stoop and front yard green space. The area created by the setback must feature a mixture of decorative pavement and appropriate landscape materials.

For all other streets, setback will be a minimum of 0' and a maximum of 5' as measured from the property line to the face of the principle building. The area created by the setback will be treated as an extension of the sidewalk and will be paved using similar materials to those of the adjacent sidewalk. This space may be used for outdoor seating or benches. In no case may this space be entirely landscaped, fenced in or in any way physically separated from the adjacent sidewalk nor should it be designed in a way that negatively impacts the existing "street wall". In addition, a building may setback up to 8' from the property line at lobby entrances to create a defined "entry space" for offices and residential units located above. This additional setback will be limited to the lobby area as defined by the building architecture.

4. Building Façade Shifts

This technique provides a meaningful, but subtle articulation of the building's envelope and can be expressed in the following ways:

- A. A horizontal, vertical or other shift of the Façade plane
- B. A horizontal, vertical or other detailed change in material, finish or pattern. The detailed change should be expressed with an accent material, reveal or other similar technique.

**Building
Articulation**

5B.4

5. Roofs & Roofscapes

Roof Articulation



Flat Roof Strategies



Building Articulation

(continued)

5. Roofs & Roofscapes

The building's roof is an important component of the design as well as the environmental goals of the Redevelopment Area.

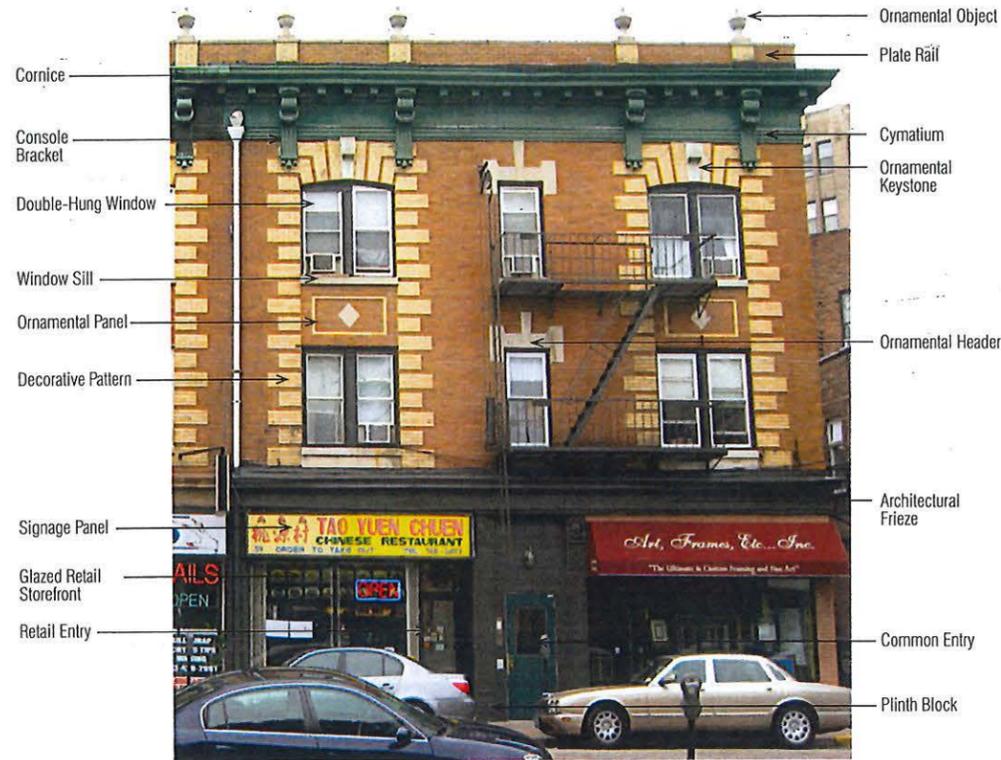
Rooflines should provide variation and interest. When determining the roof type and building height, consideration should be taken regarding adjacent buildings and how the height and roof type impact the overall "composition" of the street and block. Variation in roof heights and types is encouraged. Long stretches of a consistent roof height or type should be avoided in order to avoid a monotonous roofscape.

Roofs must be flat or articulated as follows:

1. Flat Roofs (less than pitch 2:12)
 - Provide a basic level of cohesiveness in the overall design and an opportunity for positive environmental impact.
 - Flat roofs should have one or a combination of the following treatments:
 - "Cool Roof" having a Solar Reflectance Index equal to or greater than 78 for a minimum of 75% of the roof surface (LEED-NC Sustainable Sites Credit 7.2).
 - A vegetated roof for at least 50% of the roof area (LEED-NC SS Credit 7.2).
 - On-Site Alternative Energy Production (LEED-NC Energy & Atmosphere Credit 2).

2. Visibly Articulated Roof
 - This option is available when the roof design is an integral part of the overall design concept and a flat roof is incompatible.
 - Articulated roofs should also conform to the "Cool Roof" guidelines and incorporate on-site Alternative Energy Production, i.e., building-integrated photovoltaics, or solar electric panels, and wind power devices as appropriate.

Building Elements



Example of Bloomfield Center Architecture Composition



Architectural Elements

Overview

The design of a building truly emerges through the expression and detailing of the architectural “elements”. Architectural elements are the various components that make up a building, such as doors, windows, stoops and dormers. Particular building types, whether residential, retail or commercial, contain specific building elements that relate to that use, such as storefronts for retail or stoops for residential. Through high-quality design and detailing, this plan encourages an eclectic mix of architectural styles ranging from traditional to modern.

Guidelines

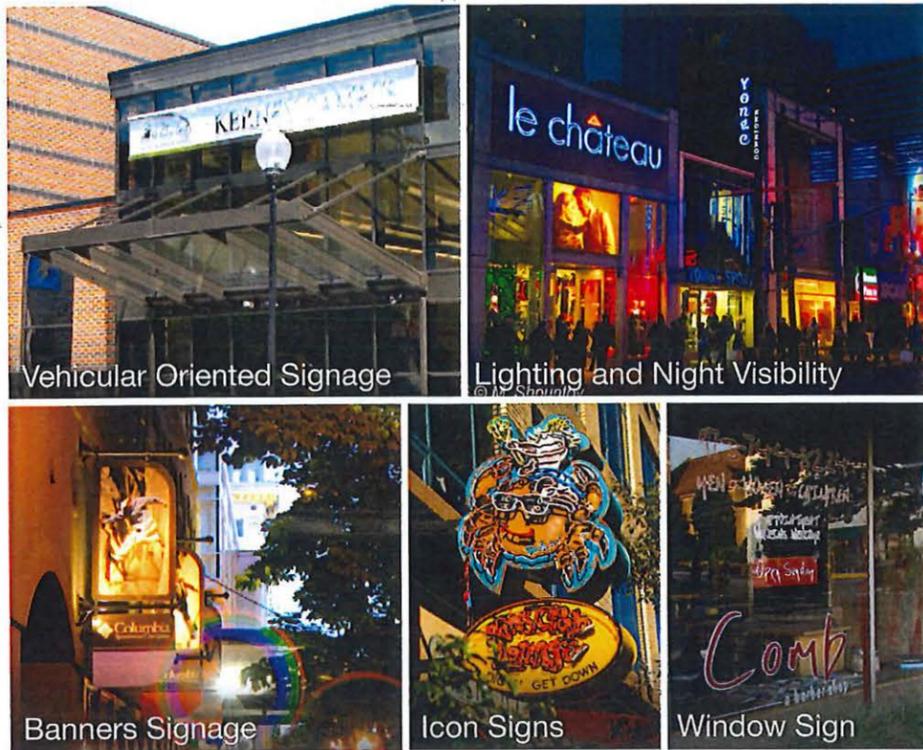
All proposed developments should demonstrate the following:

- A clear design direction
- Attention to construction quality and detail
- Attention to the use of and composition of the various Architectural Elements that comprise all building elevations

The images on this page identify typical building elements. Variations of these elements as well as additional “Architectural Elements” are encouraged (as shown) and should be well designed and detailed.

Architectural Elements
5B.5

Commercial Corridor



Vehicular Oriented Signage

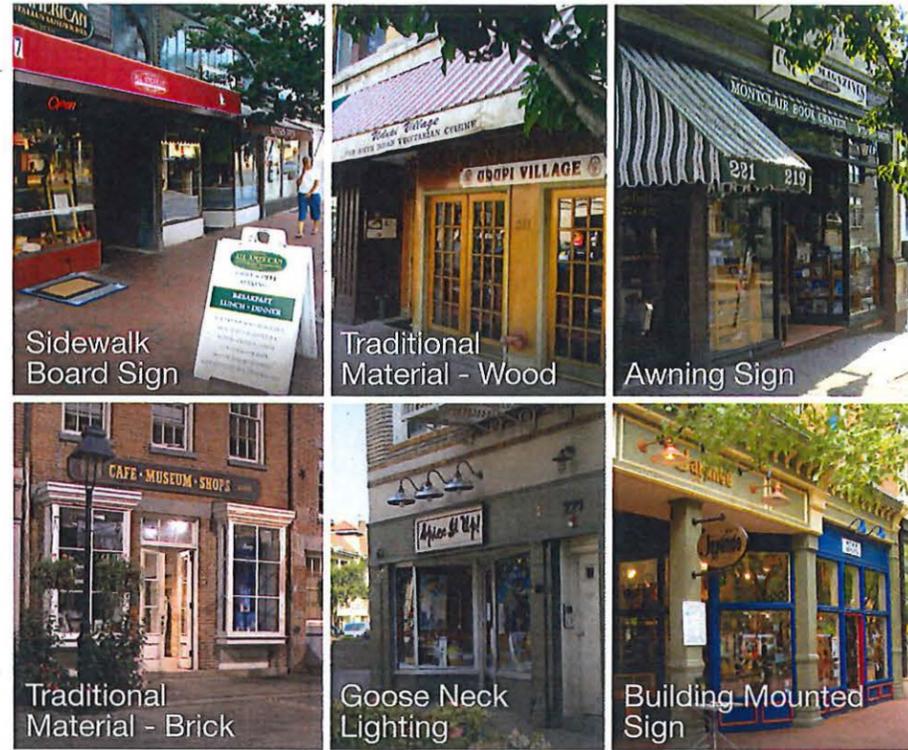
Lighting and Night Visibility

Banners Signage

Icon Signs

Window Sign

Main Street Campus



Sidewalk Board Sign

Traditional Material - Wood

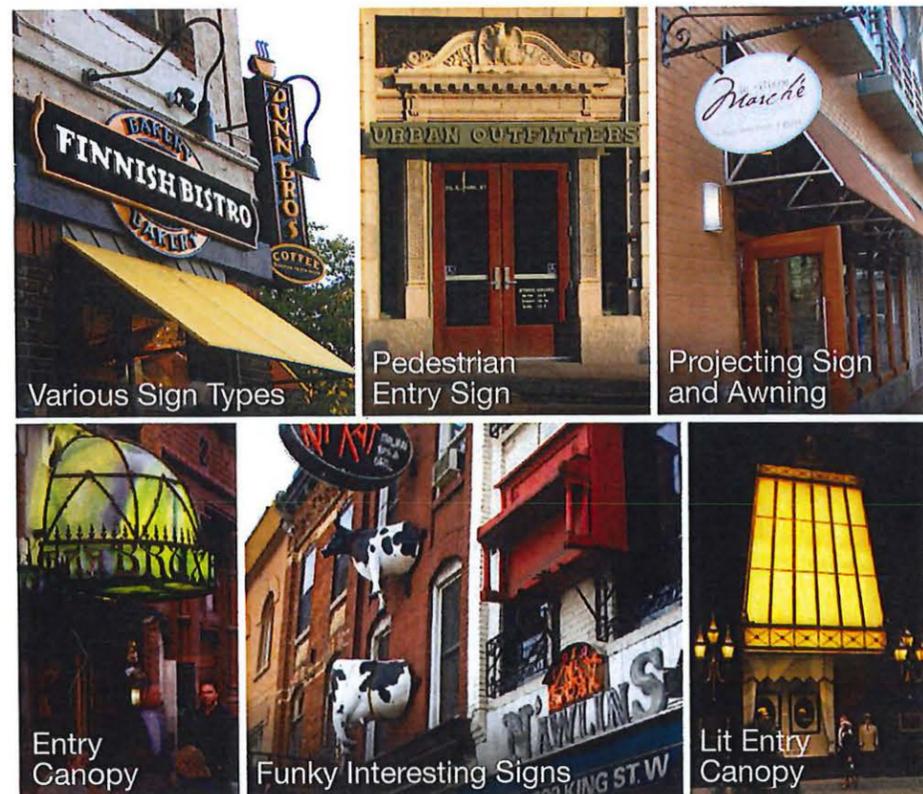
Awning Sign

Traditional Material - Brick

Goose Neck Lighting

Building Mounted Sign

Washington Street South



Various Sign Types

Pedestrian Entry Sign

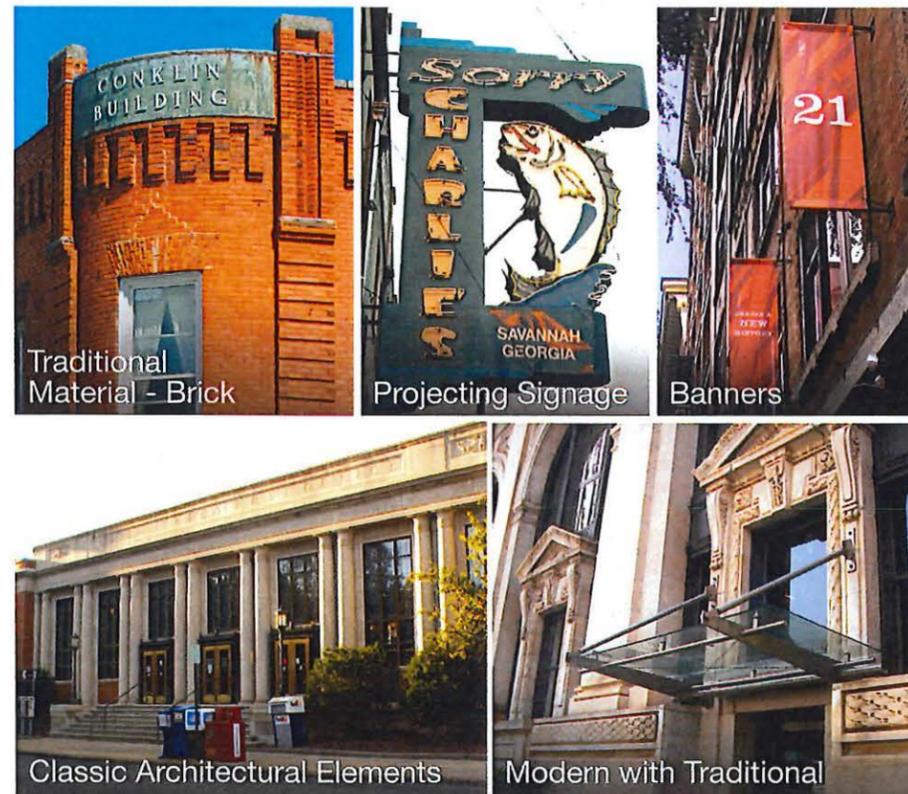
Projecting Sign and Awning

Entry Canopy

Funky Interesting Signs

Lit Entry Canopy

Civic District



Traditional Material - Brick

Projecting Signage

Banners

Classic Architectural Elements

Modern with Traditional

Storefront and Signage

Overview

A combination of types and styles of building signage in coordination with well-designed, high-quality storefronts create an enjoyable and interesting pedestrian and shopping experience. The eclectic architectural styles in Bloomfield Center lend themselves well to the incorporation of creative, innovative and unique storefronts and signage.

Requirements

All signage within the "BCRD-II" shall comply with the Bloomfield Zoning Ordinance 315-42 Signs 'A. General Provisions' and 'B. Signs Permitted in Business Zones'.

Guidelines

In addition to the requirements set forth in the Zoning Ordinance, building storefronts and signs should reflect the character of their respective "Place Making Zone" and demonstrate the following:

General

- Use of high-quality and durable materials
- Innovative Design
- Attention to Detail
- Use of durable materials
- Contribute to the overall interest and aesthetic of Bloomfield Center
- Encourage banners and projecting signs to add visual interest
- Conserve electricity through use of solar-powered and Energy Star/comparable lighting devices (LEDs, plasma, fluorescent) and time/proximity controls.
- Reduce light pollution through proper aiming and shielding

Commercial Corridor

- Oriented towards vehicles
- Larger signs
- Increased lighting and night visibility
- Avoid traditional "Goose Neck" lighting

Main Street Campus

- Pedestrian Oriented Signage
- Traditional Style and Materials
- Use of wood and external lighting (including "Goose Neck" lighting)

Washington Street South

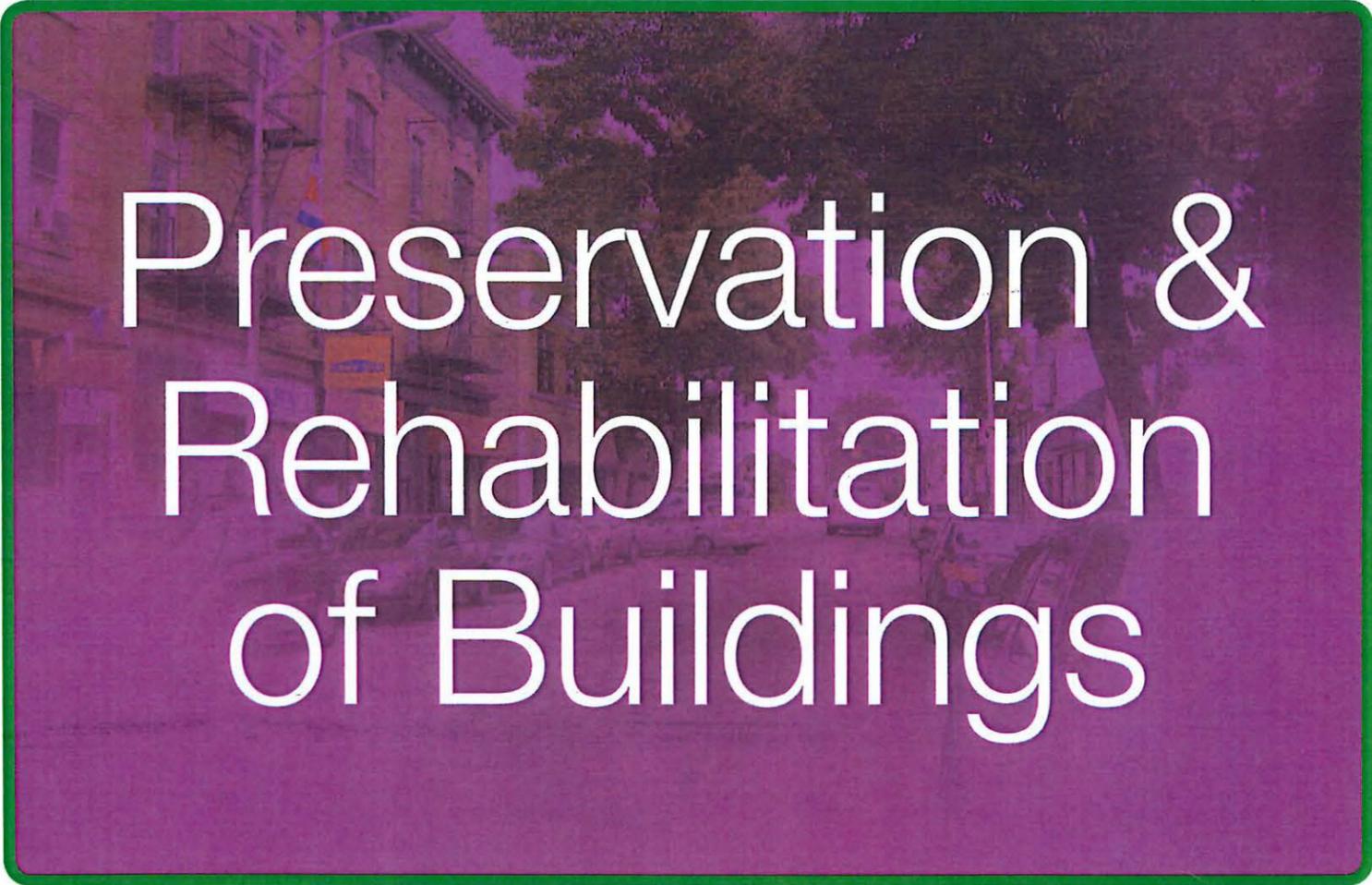
- Pedestrian Oriented signage
- Use of pedestrian scale paddle signs
- Funky, interesting sign designs
- Unique materials selection
- Unique lighting options such as Halo Lighting etc. and traditional "Goose Neck" lighting

Civic District

- Pedestrian Oriented Signage
- Traditional Style and Materials (brick, limestone/sandstone) – should be in keeping with the style of the post office and municipal building
- Artistic Lighting (up lighting, etc.)

Storefront and Signage

5B.6



Preservation & Rehabilitation of Buildings

- 5C.1 Overview
- 5C.2 Sides and Backs of Existing Buildings

***Design
Standards
& Form
Based
Zoning***

5

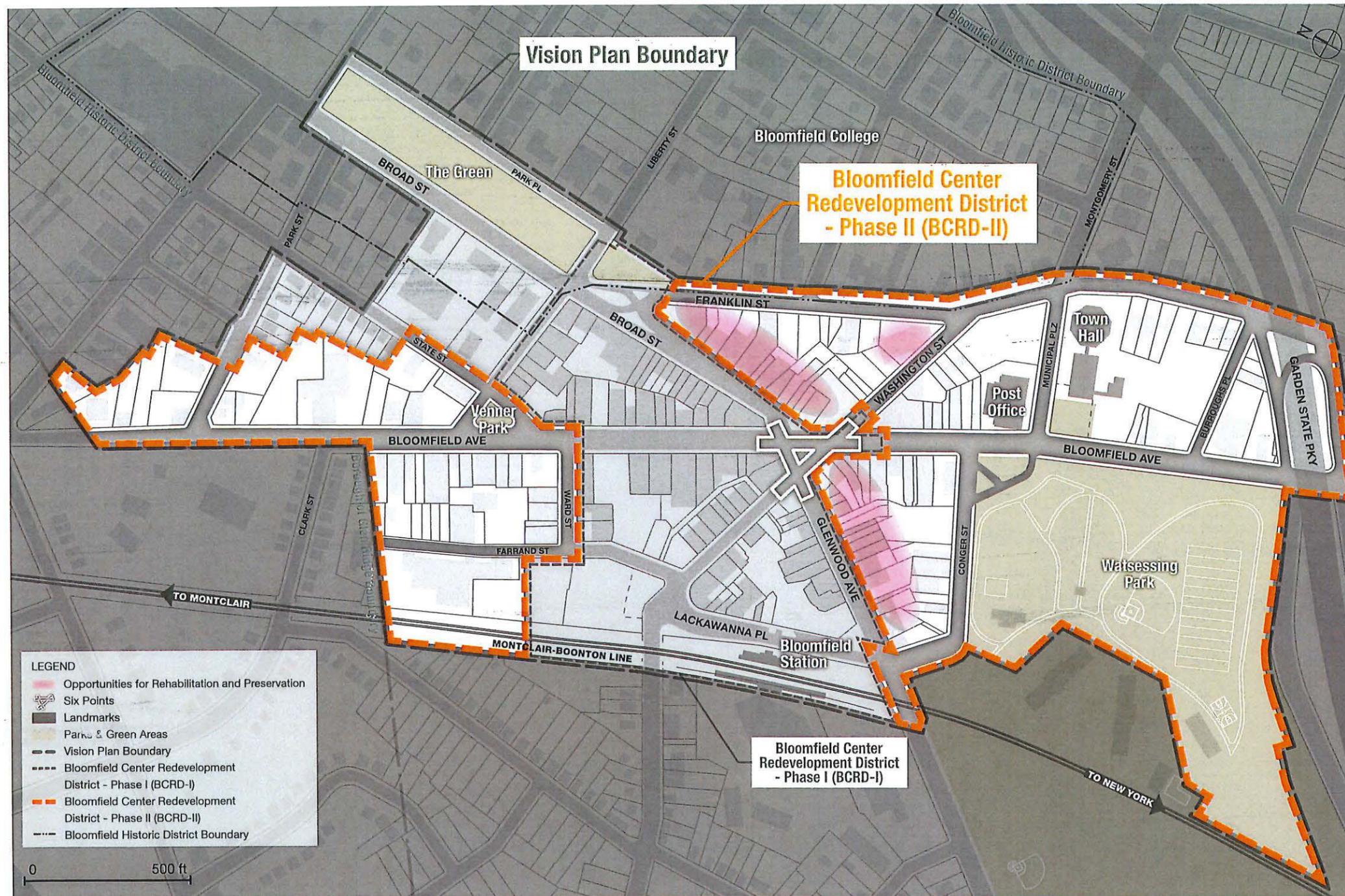


Exhibit 14. Building Preservation and Rehabilitation Map

Refer to Schedule A for precise location of "BCRD-II" boundary

Preservation & Rehabilitation of Buildings

Overview

Preserving elements of Bloomfield's architectural heritage is a vital and valuable element of maintaining the unique and eclectic character of the downtown and is a key factor toward sustainability. The "BCRD-II" is primarily an Infill and rehabilitation plan. Preservation and rehabilitation standards will be suggested for all existing properties.

Locating Opportunities for Preservation and Rehabilitation

The Building Preservation and Rehabilitation Map (Exhibit 14), identifies areas or groupings of buildings with particular opportunities for preservation or rehabilitation. However, this plan does not preclude the preservation or rehabilitation of any property within the BCRD-II. Other existing buildings not shown on Exhibit 14 may also be appropriate and desirable for preservation or rehabilitation.

The following are guidelines for determining buildings with particular preservation or rehabilitation potential:

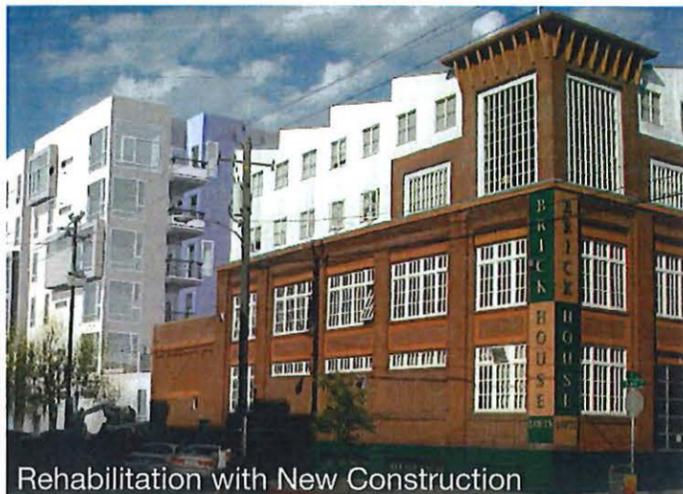
- Over 50 years old
- Structural integrity
- Historic integrity
- Contributes to the overall historic character of the town
- Adaptability to new or improved use
- Symbolic significance related to significant event or person
- Visibility and prominence



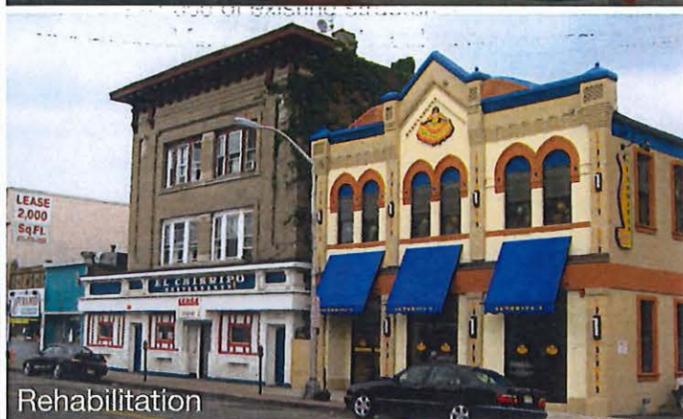
Preservation & Rehabilitation of Buildings
5C.1



Mixed-use Rehabilitation



Rehabilitation with New Construction



Rehabilitation



Preservation



Rehabilitation with New Construction

Preservation & Rehabilitation of Buildings

(continued)

Guidelines

The National Park Service offers four approaches to the treatment of historic properties. Once the appropriate approach is determined, it should be followed consistently through the project. The first two listed, Preservation and Rehabilitation, are the most likely to be applied in the "BCRD-II", though all four are appropriate. In each case, the goal is to bring out the character of the historic building. Preservation, rehabilitation, and restoration are also preferable from an environmental sustainability perspective in the re-use of existing structures and materials and reduced need for new materials and resource consumption.

1. **Preservation** "is defined as the act or process of applying measures necessary to sustain the existing form, integrity, and materials of an historic property. Work, including preliminary measures to protect and stabilize the property, generally focuses upon the ongoing maintenance and repair of historic materials and features rather than extensive replacement and new construction. New exterior additions are not within the scope of this treatment; however, the limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code-required work to make properties functional is appropriate within a preservation project."

There are several opportunities for this approach in the "BCRD-II". This strategy involves the upkeep of an "intact" existing building with minimal interventions or changes to existing architectural.

2. **Rehabilitation** "is defined as the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural, or architectural values."

There are several opportunities for this approach in the "BCRD-II". It is strongly recommended to consider this approach to keep the existing character of the district intact while adding greater density. Projects involving new construction or new architectural elements, would be required to draw a clear and complimentary distinction between the existing and new elements. This contrast between existing and new can range from subtle to bold.

3. **Restoration** "is defined as the act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time by means of the removal of features from other periods in its history and reconstruction of missing features from the restoration period. The limited and sensitive upgrading of mechanical, electrical, and plumbing systems and other code-required work to make properties functional is appropriate within a restoration project."

This method could be applied to historic buildings whose character has been marred by subsequent renovations and additions.

4. **Reconstruction** "is defined as the act or process of depicting, by means of new construction, the form, features, and detailing of a non-surviving site, landscape, building, structure, or object for the purpose of replicating its appearance at a specific period of time and in its historic location..."

This approach could be applied to an area or building identified as benefitting from the reintroduction of an accurate historic picture.

- The redeveloper must first determine which approach is the most appropriate treatment for their building then consistently follow that approach throughout the course of the project.
- The National Park Service Guidelines should be followed within the "BCRD-II". Redevelopers should consult those guidelines before any work begins.

<http://www.nps.gov/history/hps/tps/standguide/>

Existing Bloomfield



Side Building on Conger Street

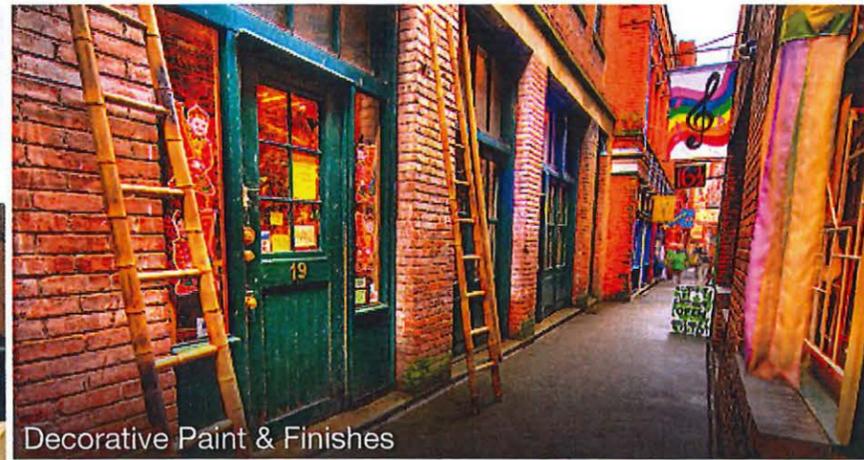


Alley Entrance on Bloomfield Avenue

Potential Bloomfield



Outdoor Restaurant Seating



Decorative Paint & Finishes



Retail Storefronts



Access Ways

Sides and Backs of Existing Buildings

Overview

One of the unique characteristics of the Bloomfield Center Redevelopment District – Phase II is the existing alleys connecting various streets. These alleys and new pedestrian walkways will perform two critical functions:

1. Access to new parking structures; and
2. Mid-block access to Bloomfield Center destinations.

Alleys running along the sides and backs of buildings add interest to the downtown and offer pedestrians a sense of 'discovery' as they navigate. By treating the sides and rears of existing buildings with various architectural, artistic and rehabilitation techniques, this Redevelopment Plan strives to bring these alleys to life. For additional information refer to "Alleys and Linkages" page.

Guidelines

The following treatments are encouraged in the redevelopment area:

- Treating and or refurbishing existing exterior walls by repointing brick, power-washing, applying various architectural finishes or installing public art pieces/murals etc
- Refurbish doors and windows that front on pedestrian alleys, allowing for visibility into the retail spaces
- Providing architectural lighting on façades and architectural elements
- Provide various signage such as paddle or wall signs to activate alleys and parking areas adjacent to building

Sides & Backs of Existing Buildings
5C.2



- 5D.1 Parking Location Access and Layout
- 5D.2 Ground Floor Parking Layout
- 5D.3 Loading Docks and Refuse Removal
- 5D.4 Services

*Design
Standards
& Form
Based
Zoning*

5

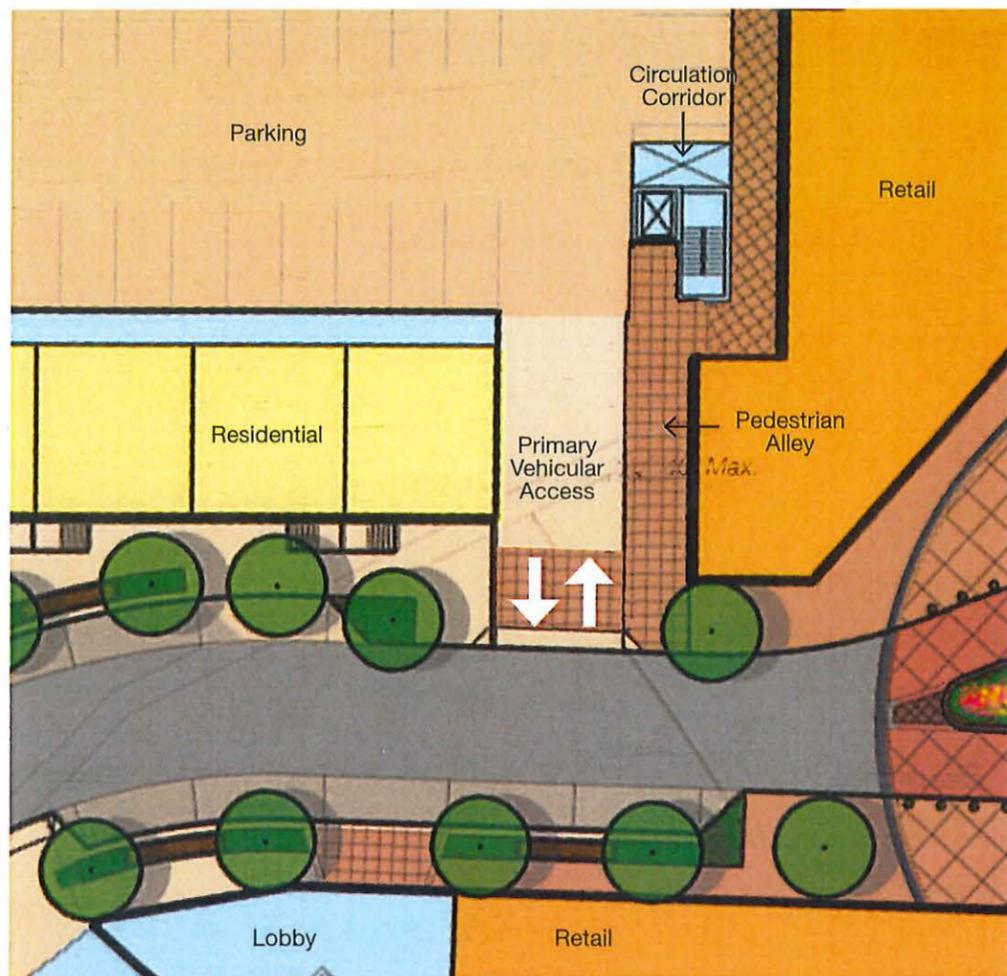


Diagram 1. Access Enlargement Example

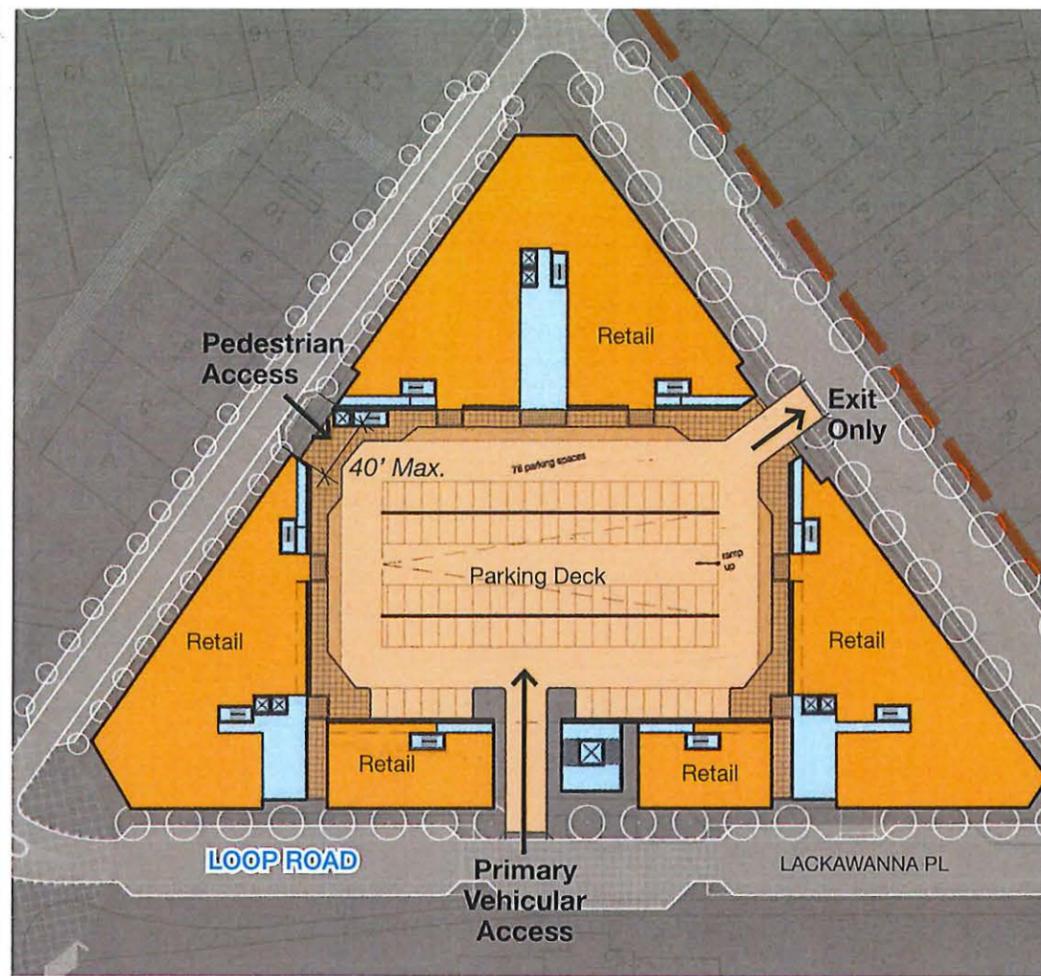


Diagram 2. Access and Location (using Block 228 as example)

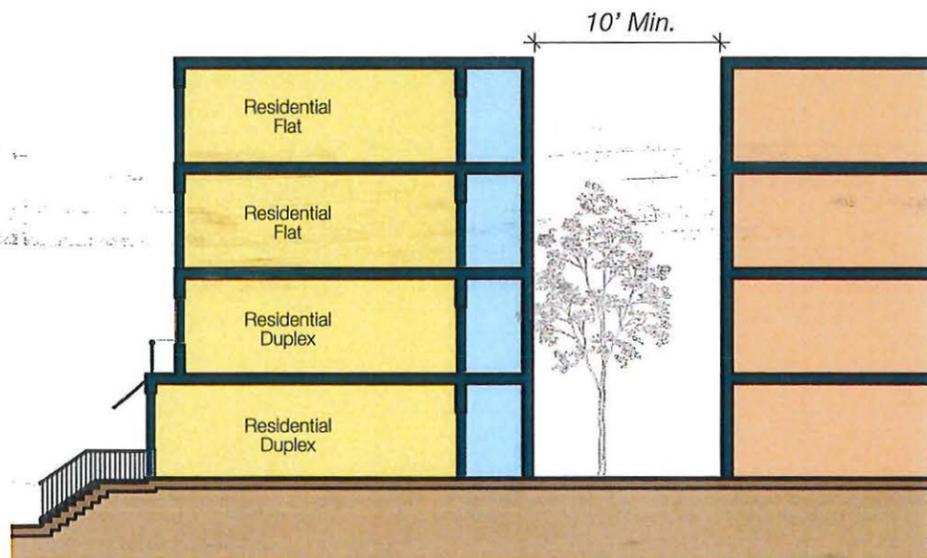


Diagram 3. Detached Garage Structure Example

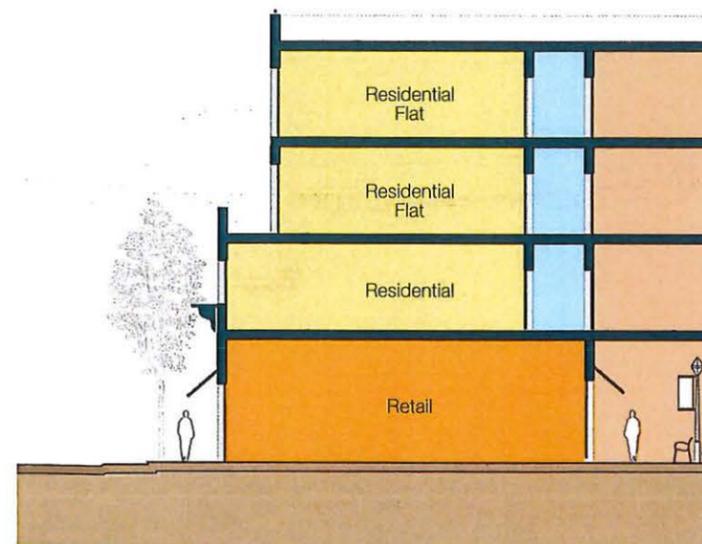


Diagram 4. Integral Garage Structure Example

Parking Location Access and Layout

Overview

Convenient shared parking facilities – for residents, visitors and commuters – are essential to the success of Bloomfield Center. However, the design of the parking facilities and how well they are integrated into the urban fabric will greatly effect the ultimate success of the downtown. This section will help guide in the planning and design of such facilities.

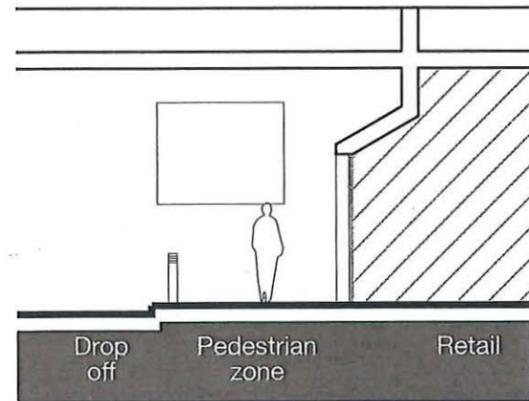
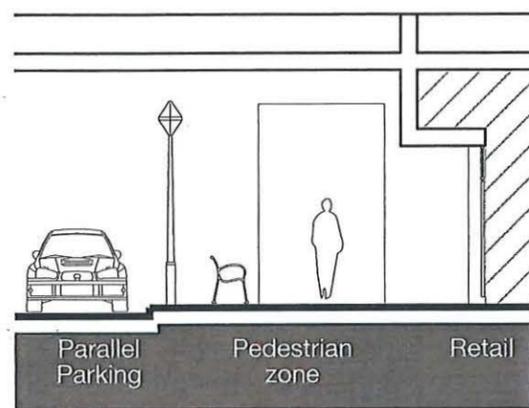
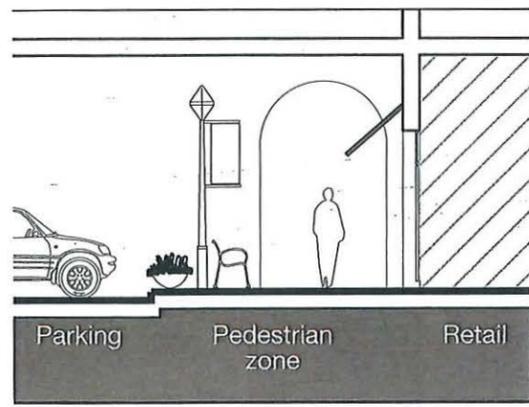
Requirements

- All off-street parking in the district shall be located behind buildings and out of view from the street (Diagram 2) with the exception of interim or temporary parking areas.
- Small portions of garage structures may be exposed to the street if designed as an integral part of the overall architecture of the building and the opening does not exceed 40' in length as measured along the ROW line. No more than 2 openings permitted per side and they shall not be less than 100' apart.

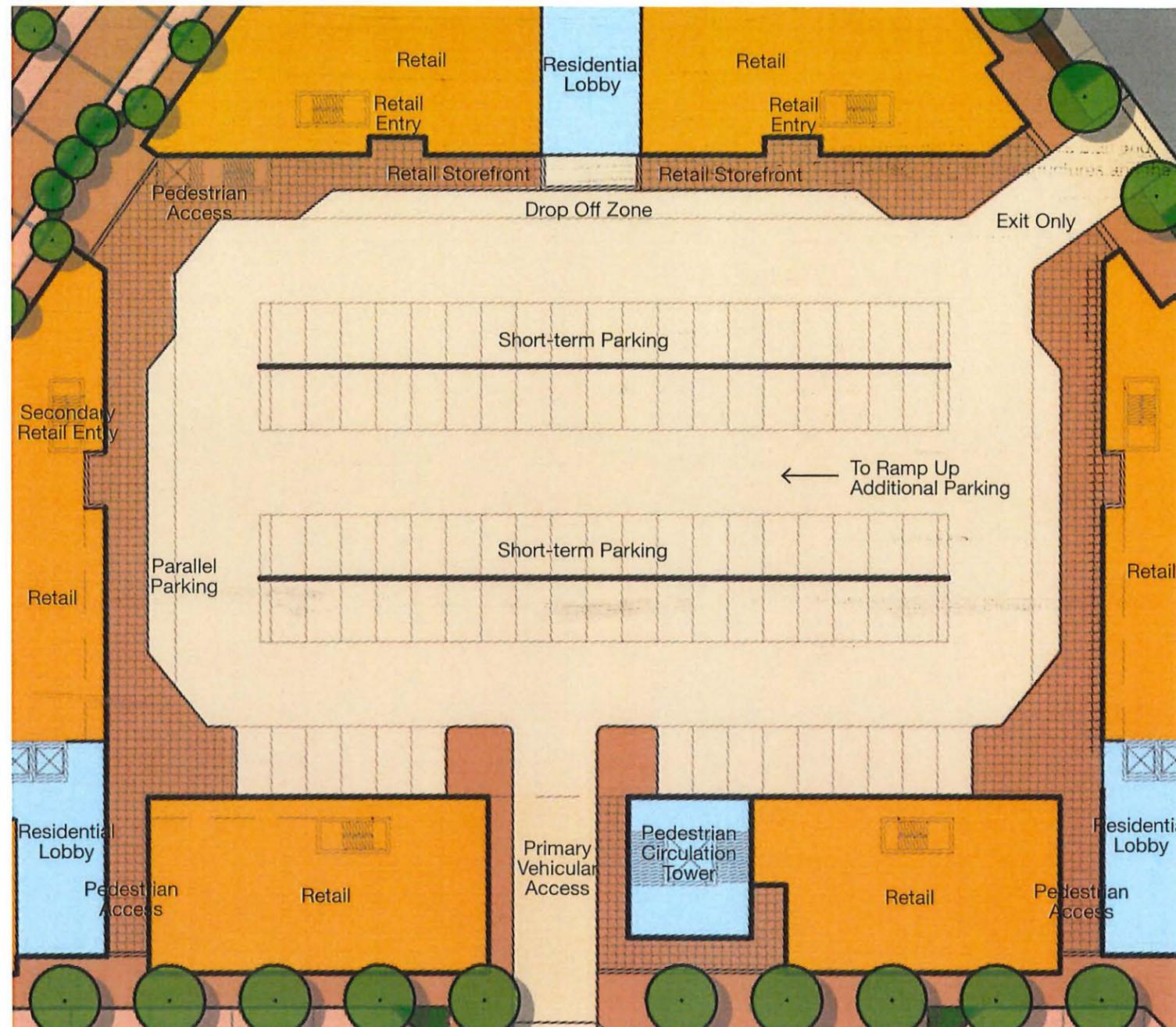
Guidelines

- Primary access to and from the garage should be provided from roads that are part of "The Loop" (Diagram 2).
- Multiple pedestrian access points should be provided in different areas of the garage to provide visitors with options to exit towards different destinations in the downtown (train station, shopping areas, residential entries etc).
- Parking Structures may be constructed as either integral to the main building which wraps the garage structure (Diagram 4) or detached from the main building (Diagram 3). If detached from the garage, a minimum of 10' separation should be provided.
- All access points, both vehicular and pedestrian, should be designed and detailed to properly announce this entrance. This includes: decorative pavement for sidewalks and driveway aprons from curb face to building face, pedestrian or wall mounted lighting, signage (Diagram 1)
- All vehicular access points should also provide a pedestrian sidewalk with a minimum width of 5', clear of obstructions. At no point should pedestrians be forced to use the drive aisle to exit the structure.
- Access widths and building openings should be kept to a minimum as to not negatively impact the street wall (22' Driveway – 5' sidewalk). In no case should the access opening exceed 40' in width unless caused by an unavoidable circumstance. No more than 2 permitted per side and they shall not be closer than 100' apart.
- Exterior top-level parking surfaces should strive to conform to cool roof guidelines, having a Solar Reflective Index equal to or greater than 78 for a minimum of 75% of the roof surface, or a vegetative roof for at least 50% of the roof area.
- Preferred parking spaces should be allocated and marked for use by sustainable transportation, i.e., carpool, compact, hybrid, electric, biofuel, and low-emissions vehicles.





Ground Floor Parking Interior Layout Options



Ground Floor Parking Layout (using Block 228 as example)

Ground Floor Parking Layout

Overview

Attracting and expanding regional, local and national retailers is an important element to the success of this plan and ultimately, Bloomfield Center. The parking structures and the way that they interact with the street, retail and pedestrian experience will play a critical role. In contrast to most typical parking structures, the ground floor of the parking structures in this plan should act as an extension of the streetscape. Comfortable, decorative sidewalks; attention to architectural detail; and double-sided retail with an interior storefront entry are a few of the interventions that can help achieve this goal. This concept will extend the shopping season, provide easy convenient access to retail, provide pedestrians with protection during inclement weather and create a comfortable, seamless pedestrian environment.

Guidelines

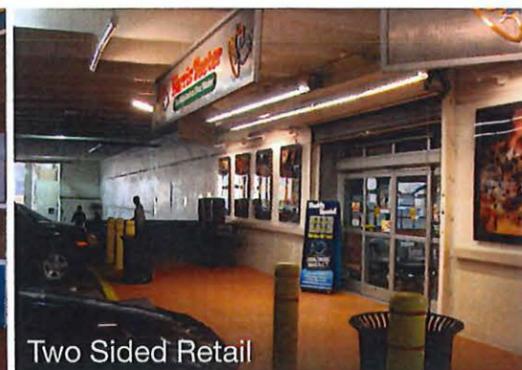
The following guidelines are encouraged for the ground floor parking and associated retail spaces:

- All retail adjacent to ground floor parking (surface or structured) should provide "Dual Storefronts". One storefront entry on the street and one storefront entry in the parking structure, unless this is deemed to be cost prohibitive.
- Continuous, ample sidewalks (8' Min.) should be provided along all interior retail Façades. Sidewalks should be a decorative material and should be easily differentiated from the vehicular lanes.
- Walls and ceilings adjacent to and above the pedestrian sidewalks should be treated with architectural finishes equivalent to those used on an arcade or colonnade.
- Lighting within the ground floor should be limited to "white light" sources. High Pressure Sodium lighting should not be used on the ground floor.
- Large, high wattage "flood lighting" or "site lighting" typically found in parking structures should not be used to light sidewalk and storefront areas. Lighting sources in these areas should be pedestrian scale lighting.
- Pedestrian elements typically found in the streetscape, including but not limited to, pedestrian scale lighting fixtures, wayfinding signs, benches, bicycle racks, planters (if possible), etc should be provided along the sidewalks.
- Retail spaces that front on both the street and parking structure/surface parking lots providing "Dual Storefronts" are permitted to apply the requirements set forth in the Bloomfield Zoning Ordinance 315-42 Signs 'A. General Provisions' and 'B. Signs Permitted in Business Zones.'
- The sidewalks and pedestrian circulation should have clear and visible access and connection to the street. Dead-end sidewalks should be avoided. If a sidewalk must end without continuing around the perimeter of the parking, an exit or connection to the street should be provided.

Illustration of Retail Façades Inside Parking Structures



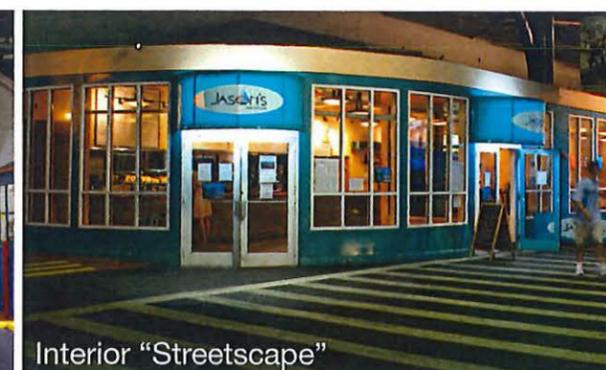
Pedestrian Amenities



Two Sided Retail

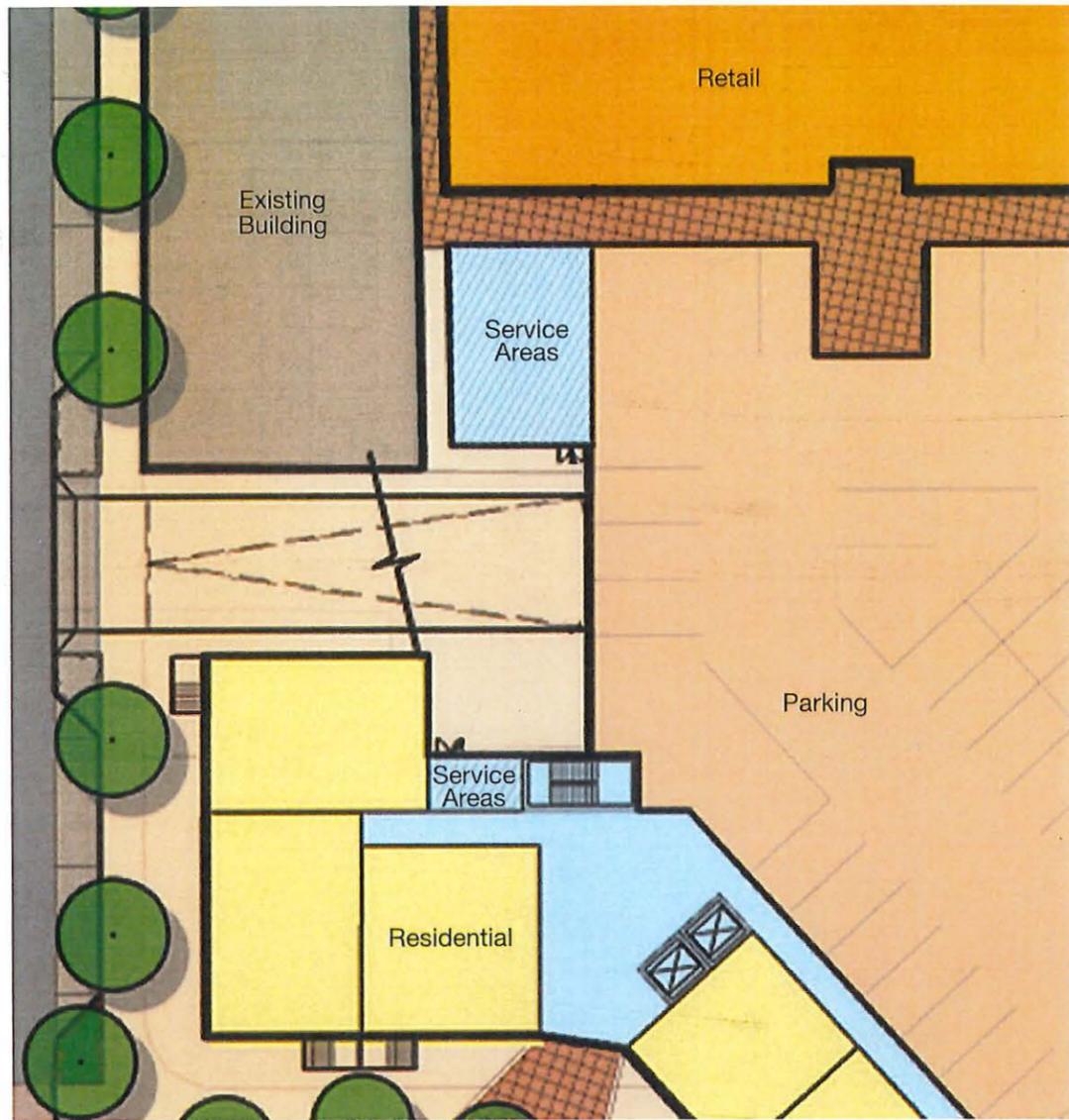


Designed & Detailed Entry

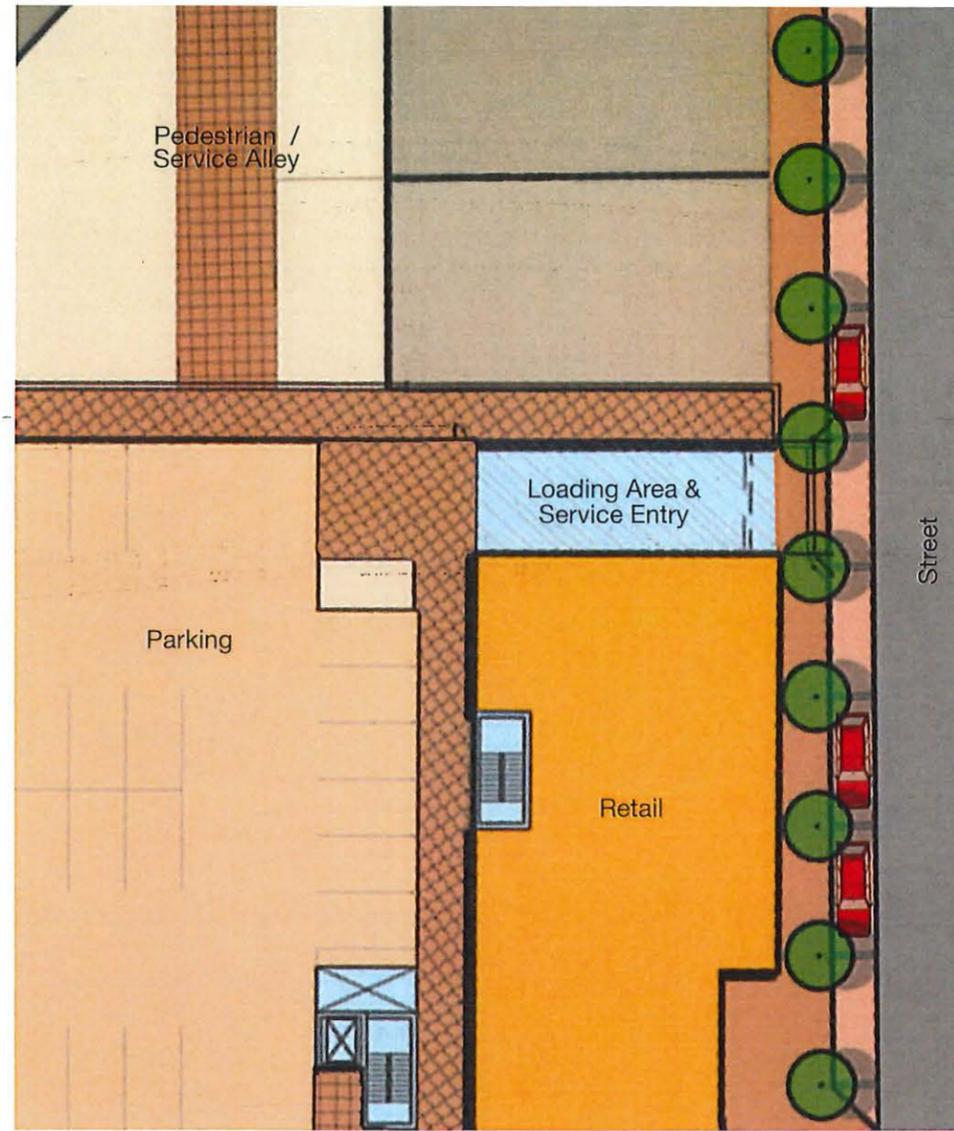


Interior "Streetscape"

Ground Floor Parking Layout
5D.2



Service / Utility Spaces



Loading Area

Loading Docks and Refuse Removal

Overview

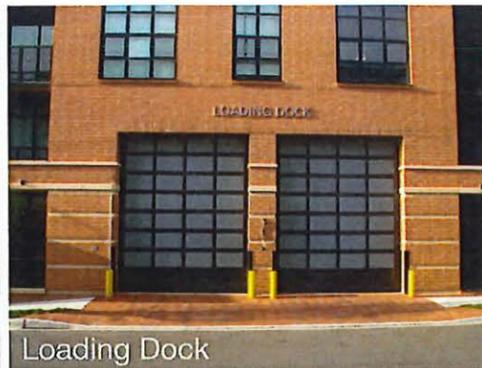
Loading docks, garbage and recycling storage and disposal are essential to the functionality of new development. It is important that the functionality of these areas are balanced with the aesthetic and other impacts that these areas may have. Buildings should be organized so that these elements are designed into the buildings or landscape so that their impact on streets, open space and adjacent homes are minimal.

Guidelines

- Layout of refuse and recycling areas should be done in a way that meets township servicing requirements unless other accommodations for removal are being proposed.
- Locate loading, refuse and recycling and other services so they do not negatively impact adjacent residents or property owners. Screen using fencing and/or landscaping or integrate into the design of the building so that they are not visible from the street, open spaces or adjacent residences.
- Whenever possible, loading, refuse and recycling removal areas should be consolidated to one area and shared by multiple or all tenants/landowners.



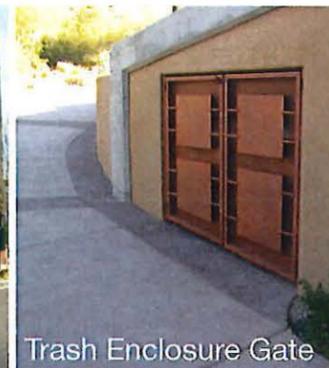
Building Entrance with Garage



Loading Dock



Vehicular Access



Trash Enclosure Gate



Service Entry

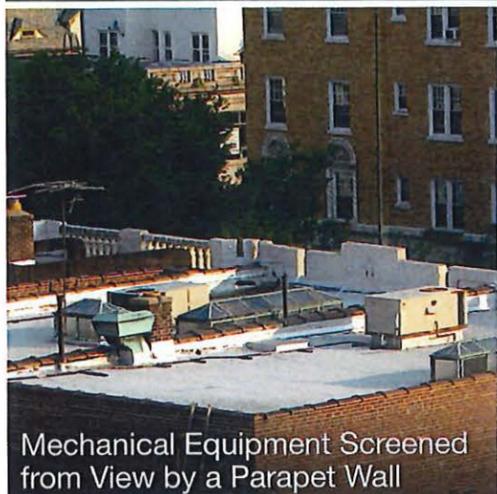




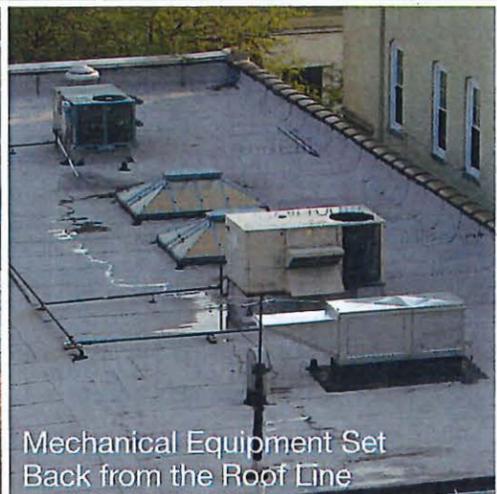
Mechanical Equipment Not Set Back from Roof Line



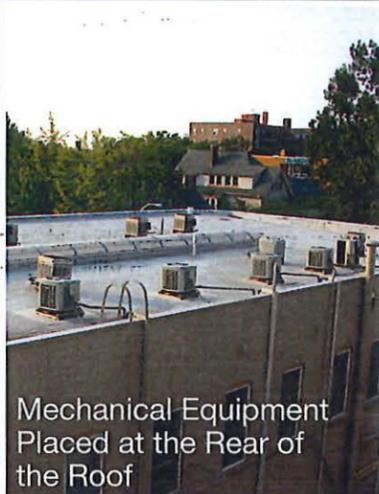
Mechanical Equipment 'Littering' the Rooftop



Mechanical Equipment Screened from View by a Parapet Wall



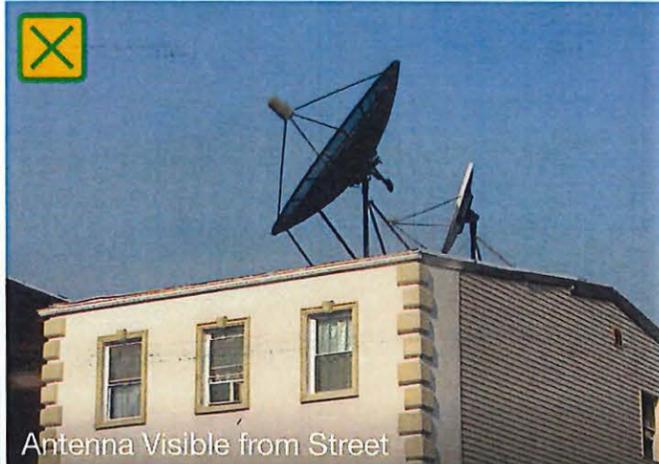
Mechanical Equipment Set Back from the Roof Line



Mechanical Equipment Placed at the Rear of the Roof



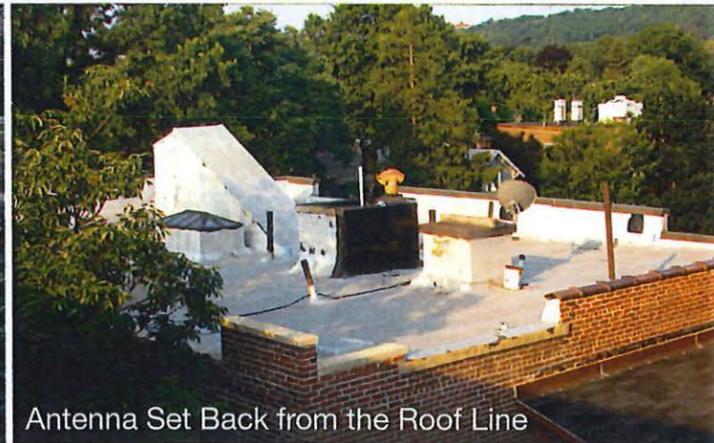
Antenna Not Set Back from Roof Line



Antenna Visible from Street



Antenna Placed at the Rear of the Roof



Antenna Set Back from the Roof Line

Services

Overview

Utilities, transformers, meters, HVAC, alternative energy production and other equipment are elements that are essential to constructing modern, efficient new development. Additional public utilities such as wireless communication facilities (cellular towers) have become a part of the urban fabric that also need to be addressed when designing and developing a downtown. These elements should be located carefully as to avoid negatively impact the views and vistas from streets, open space and residential areas throughout the downtown.

Rooftop Utilities

Guidelines

- All rooftop utilities shall be located as to minimize visibility from adjacent streets, sidewalks and open space.
- Methods for minimizing visibility may include setting utilities back from roof-line, locating at the rear of the roof-line and screening.
- Screening may be provided but should be designed as an integral part of the building's architecture. (i.e. It should not be a stand alone, fenced in area on the roof)

Wireless Communication Facility

Antennas located on towers or monopoles shall not be permitted in the "BCRD-II". All applicants seeking to install cellular communication antennas within the "BCRD-II" are subject to the standard project approvals process as outlined in this plan. All Telecommunications facilities located on top of buildings and structures within the redevelopment area should meet the following guidelines:

Guidelines

- Avoid any potential adverse impacts to residential areas and land uses
- Minimize the number of towers, monopoles and antennas throughout the community
- Investigate the potential of utilizing existing tower/monopole sites prior as a primary option rather than constructing new, single facilities. The applicant should demonstrate that no other site, existing tower or structure or alternative technology that does not require the use of towers or structures and is not within the redevelopment area is available that can accommodate the applicant's targeted market coverage area in full compliance with the township zoning ordinance.
- Utilize innovative design, planning, siting, screening and/or camouflaging techniques
- Consider public health and safety as it relates to wireless communication requirements.

- Antennas will be limited to buildings above 4 stories.
- When mounted on a building, the antenna and supporting electrical and mechanical equipment should be of a neutral color that is identical to, or closely compatible with, the color and design of the building and should be designed to be as unobtrusive as possible.

Submission Requirements (Wireless Communication Facility)

In addition to the information required by the Mayor and Council as outlined in the project approvals section of this plan, applicants must provide the following:

- Visual Impact Analysis
 - Computer Generated Architectural renderings or "before and after" photo montages of the antenna and all ancillary components.
 - A statement, certified by the applicant, to assure that the proposed antenna and its ancillary elements will be placed in a reasonably available location which will minimize the visual impact of the surrounding area
- Radio Frequency Coverage Analysis
- Inventory of Proposed and Existing Sites within 1/2 mile of township (including location, height and design of each facility)
- Availability of alternative structures – A written report that sufficiently demonstrates the absence of any other available options.
- Availability of Alternative Technology – Demonstrate that technologies that do not require building mounted antennas are not suitable for this application. Excessive cost shall not be considered a "sole" reason for determining a technology unsuitable.





- 5E.1 Street Typology
- 5E.2 Streets
- 5E.3 Alleys and Linkages

**Design
Standards
& Form
Based
Zoning**

5

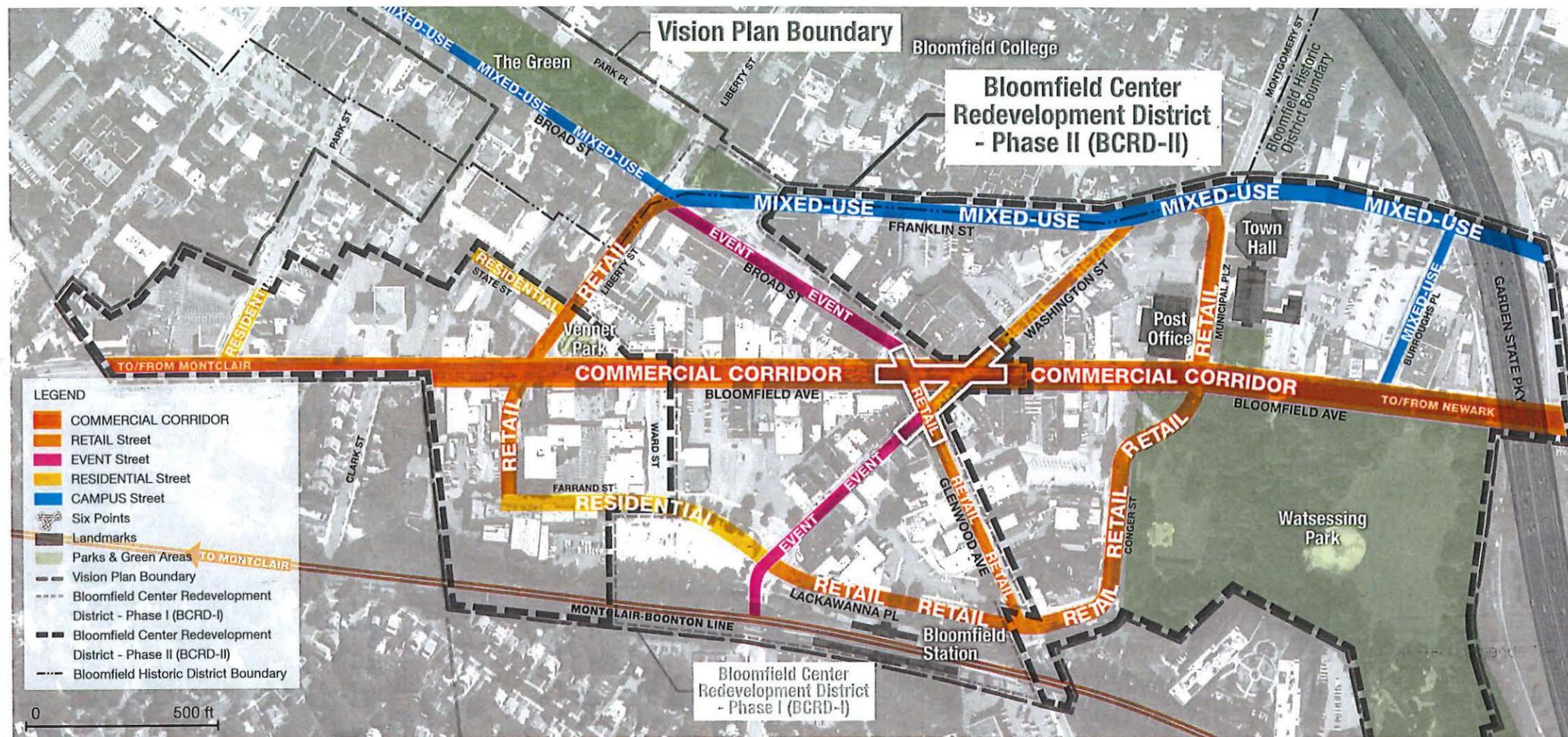


Exhibit 15. Street Typologies

Refer to Schedule A for precise location of "BCRD-II" boundary

	Use	Sidewalk Width	Cartway	Bike
Commercial Corridor	<ul style="list-style-type: none"> Active Pedestrian Cars 	10' - 15' (Ideal)	<ul style="list-style-type: none"> 4 Lanes 44' Width On-Street Parking 	"Share the Road" Signs
Event Street	<ul style="list-style-type: none"> Active Pedestrian Cafes Events Bicycles 	Flexible	<ul style="list-style-type: none"> One Way / Two Way 16'-30' Width Flexible Parking Lane 	None
Residential Street	<ul style="list-style-type: none"> Passive Pedestrian Bicycles 	6' Planting 6' Paved	<ul style="list-style-type: none"> 2 Lanes 24' Width On-Street Parking 	* "Share the Road" Signs
Mixed Retail	<ul style="list-style-type: none"> Active Pedestrian Passive Pedestrian Bicycles 	6' - 10'	<ul style="list-style-type: none"> 2 Lanes 24' - 30' Width On-Street Parking 5' Bicycle Lanes on Broad Street 	* "Share the Road" Signs Bicycle Lanes on Broad Street
Multi-Use Street	<ul style="list-style-type: none"> Active Pedestrian Passive Pedestrian Bicycles 	6' - 11' Pavement & Planting	<ul style="list-style-type: none"> 2 Lanes 22' Width One Side On-Street Parking 5' Bicycle Lanes on Franklin Street 	Bicycle Lanes on Franklin Street

* Bike Lane to be considered for "The Loop"

Street Typology

Bloomfield Center is characterized by a unique assemblage of streets that come together at the historic "6-Points" intersection. Each of these streets has a distinct character and 'vibe' that is derived from the physical characteristics - street width, location, buildings lining the streets, scale and usage. For simplicity, these streets have been grouped into five "Street Typologies":

- **Commercial Corridor** – Envisioned as an exciting, urban boulevard that maintains a high level of service for vehicles traveling through the area, but balances that with an inviting pedestrian environment that provides a comfortable shopping experience.
- **Event Street** – The funky, fun and unique areas of the downtown, these streets are geared towards pedestrians and maintain very low vehicular volumes. These streets may have the ability to be closed to cars completely in order to host seasonal events.
- **Residential Street** – A transformation of "industrial" back roads into lush tree-lined green residential streets lined with stoops and front yard gardens.
- **Mixed Retail** – The common downtown street with comfortable sidewalk widths, ample street trees and seating areas, perfect for informal meetings with neighbors while running your daily errands.
- **Multi-Use Street** – This street has a very lush, green, tree-lined feel while accommodating many different types of uses such as cars, bikes and pedestrians.

The following actions and improvements are recommended as part of this plan:

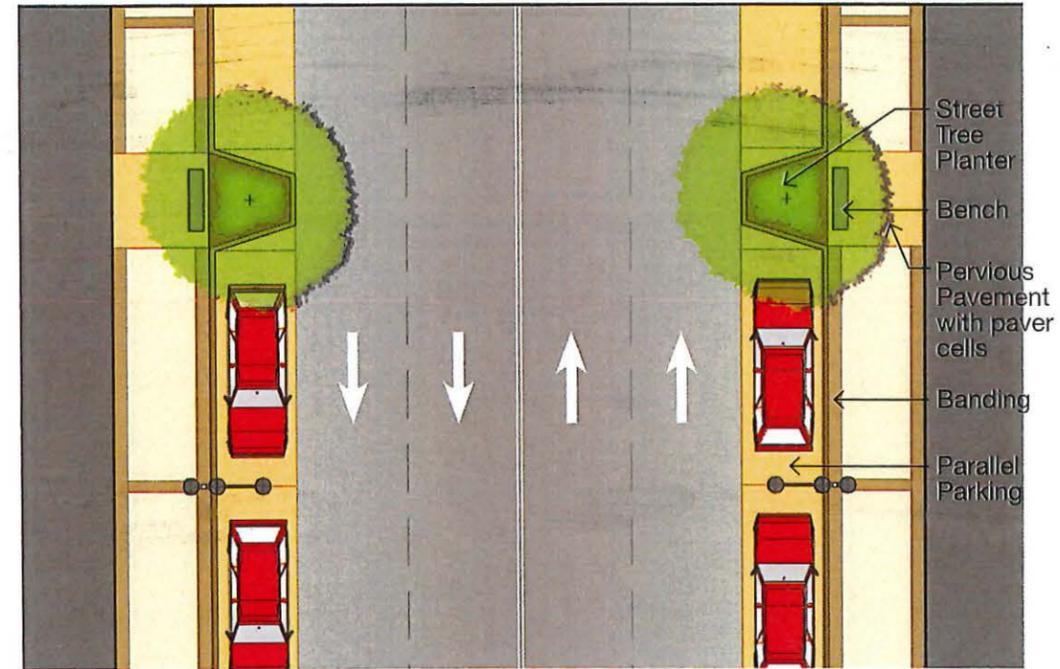
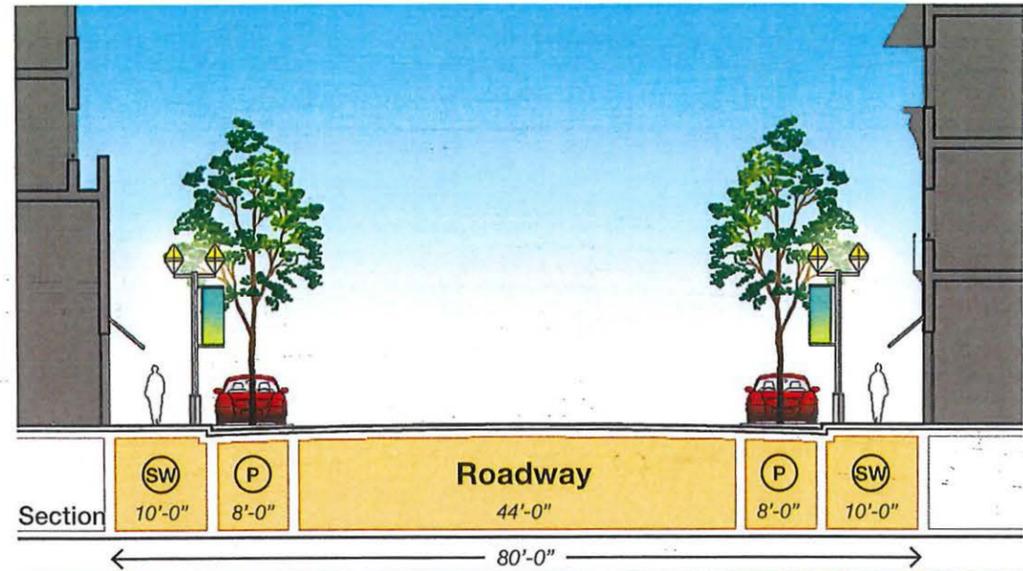
General Improvements

- **Lighting** – Consistent street and sidewalk lighting comprised of pedestrian scale fixtures approximately 16' in height. Throughout the district, these fixtures will be single head, post top style fixtures. On Bloomfield Ave, the same fixture will be used in a post top double "T" configuration appropriate for creating a "boulevard" feel, distinguishing this portion of Bloomfield Avenue and creating a "sense of arrival" in Bloomfield Center. Lighting will be designed to be energy efficient and prevent light pollution
- **Sidewalks** – Ample continuous sidewalks throughout using well designed, decorative pavement. ADA compliant curb ramps at all intersections and crossings
- **Street Trees** – Street trees at no greater than 40' O.C. except on Bloomfield Avenue. All trees should be limbed up to 8' Min.
- **Furniture** – Benches and Trash/Recycling receptacles should be located in coordination with street trees and lighting to create comfortable seating and gathering spaces for pedestrians.
- **Street Furniture** – Existing street furniture should be reviewed and coordinated with BCA. If new or in good condition, matching or building upon this furniture should be considered.
- **Wayfinding System** – A clear and comprehensive way finding system should be developed. This should be done in coordination with efforts currently underway by BCA and outlined in the "Bloomfield Center Streetscape and Circulation Guidelines", dated April 30, 2004.

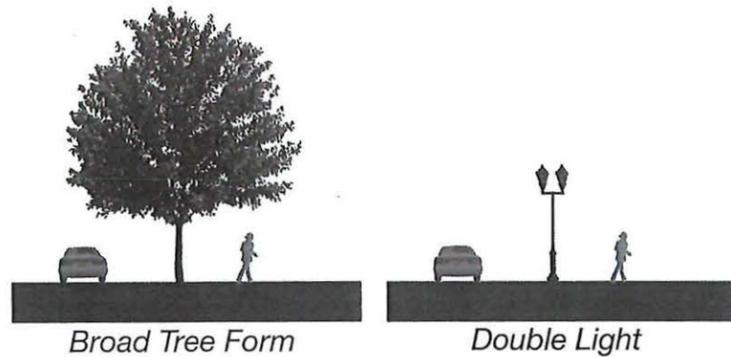
Street Typology

5E.1

Commercial Corridor



Plan

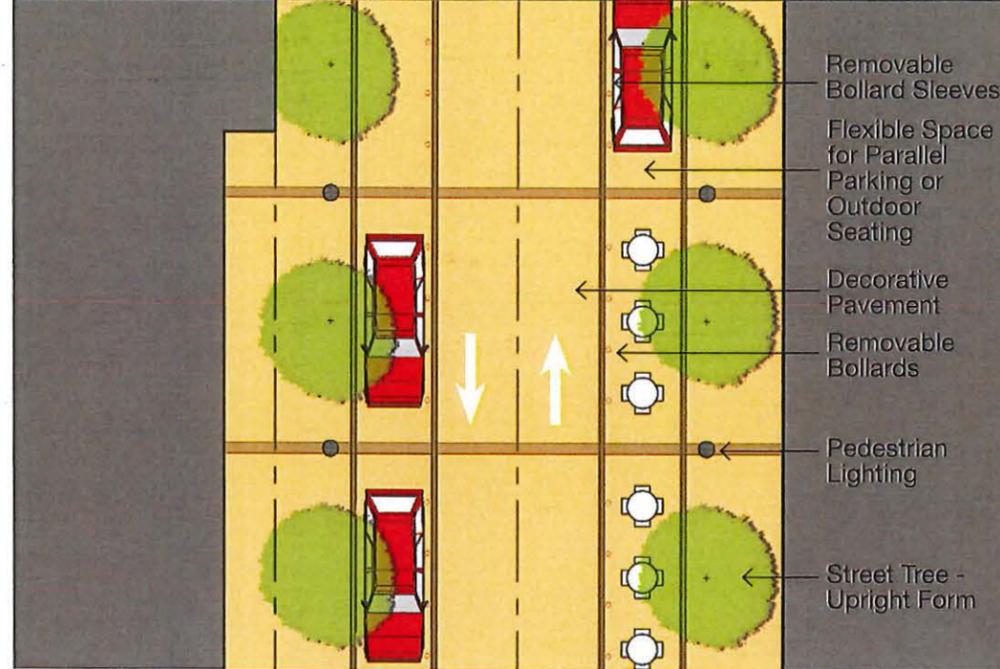
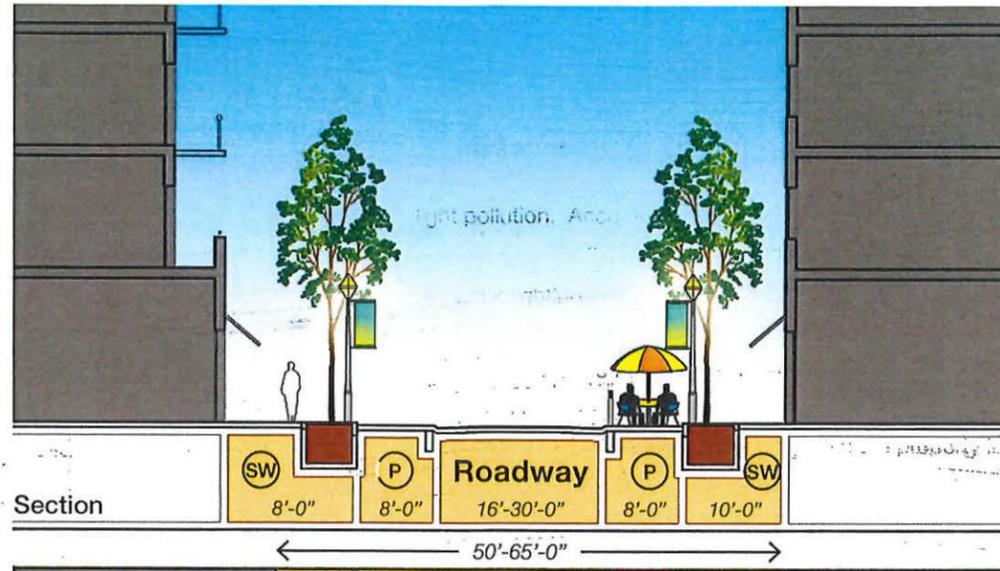


Details

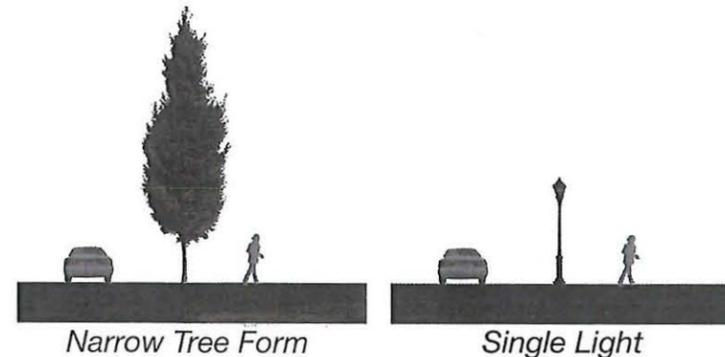
Key Elements

- Bump out for Trees & Amenities
- Pedestrian Lights
- Clear Sidewalks

Event Street



Plan



Details

Key Elements

- Outdoor Cafes
- Ability to Host Functions
- Flexible Parking Lane

Streets

Commercial Corridor

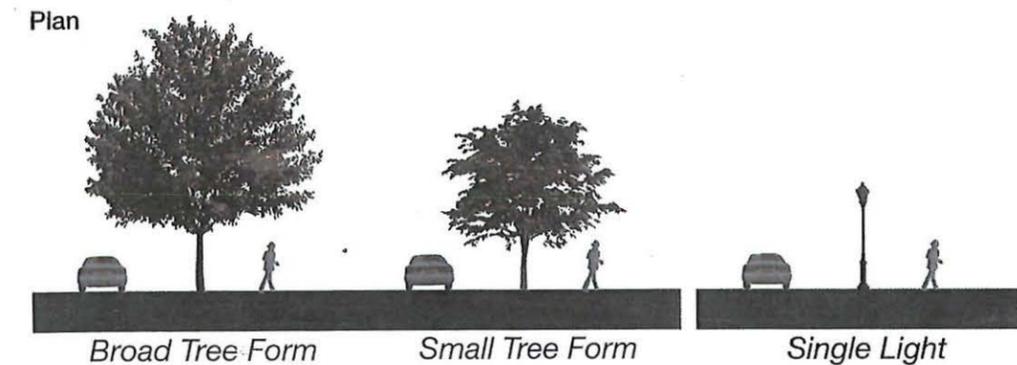
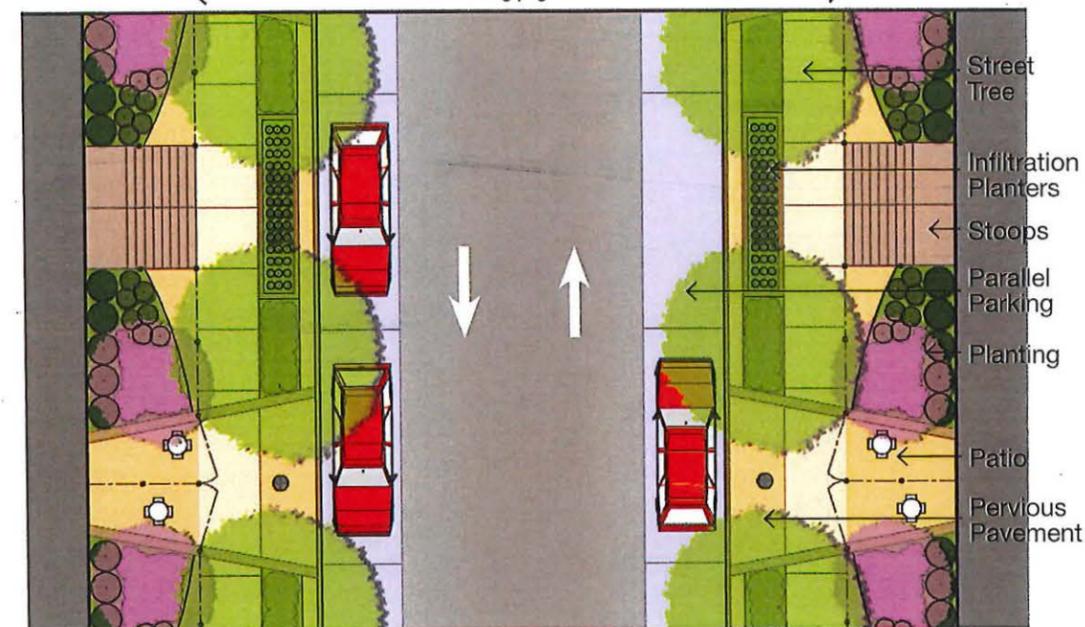
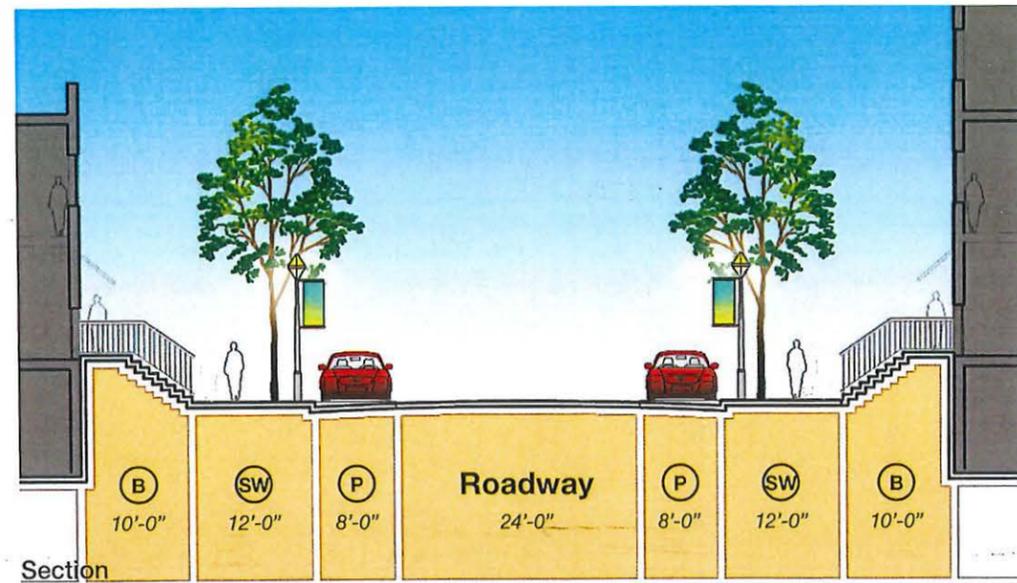
- **Lighting:** In lieu of traditional "Acorn Drop" style street lighting, a pedestrian scale (+/- 16' Max. height), double headed "boulevard" style fixture should be used in order to distinguish this portion of Bloomfield Avenue from adjacent towns. Lighting will be designed to be energy efficient and prevent light pollution. Accommodations should be provided for mounting banners. Electrical outlets should be provided at both the pole top and base to accommodate vendors and seasonal lighting.
- **Sidewalks:** Concrete with brick or concrete paver banding with distinct paving patterns at "pocket parks", seating areas, alley entries etc. Wherever possible, sidewalk should be expanded to an ideal 15' width. Building owners should be encouraged to "setback" their building from the property line (as permitted) and the additional space paved as expanded sidewalk area.
- **Street Trees:** Due to minimal sidewalk widths, curb bump outs will be constructed to accommodate street trees and seasonal plantings. These "bump outs" will be provided every two parking spaces as possible. Tree form should be broad, but light in texture to provide maximum canopy while ensuring that they do not hinder visibility of adjacent retailers.
- **Furniture:** Benches and Trash/Recycling receptacles should be located in coordination with street trees to create comfortable seating and gathering spaces for pedestrians.
- **Bicycle Facilities:** "Share the Road" signs should be designed and located frequently along the roadway with bike racks located within 100' of each building entrance.

Event Street

- **Lighting:** Single headed pedestrian scale fixtures. Accommodations should be provided for mounting banners. Electrical outlets should be provided at both the pole top and base to accommodate vendors and seasonal lighting. Lighting will be designed to be energy efficient and prevent light pollution.
- **Sidewalks:** The sidewalk should be paved using a decorative brick paver or equal.
- **Street Trees:** Trees should be located at 25'-30' on center. Tree form should be upright and light in texture to provide ensuring that they do not hinder visibility of adjacent retailers.
- **Furniture:** Benches and Trash/Recycling receptacles should be located frequently throughout the street in groupings to create small gathering spaces.
- **Flexible Street Concept:** The "parking lanes" on either side of Washington Street should be designed as "flexible space" that can either be used for parking or for programming (i.e. outdoor café seating, vendor carts). Removable bollards will be installed along the "inside" of the lane. These bollards may be installed or removed by the town or BCA in order to delineate certain areas for use other than parking. This maximizes the use of all areas of the street, adds excitement to the street, accommodates a variety of seasonal and non seasonal uses and ultimately creates an interesting, dynamic streetscape and shopping experience.

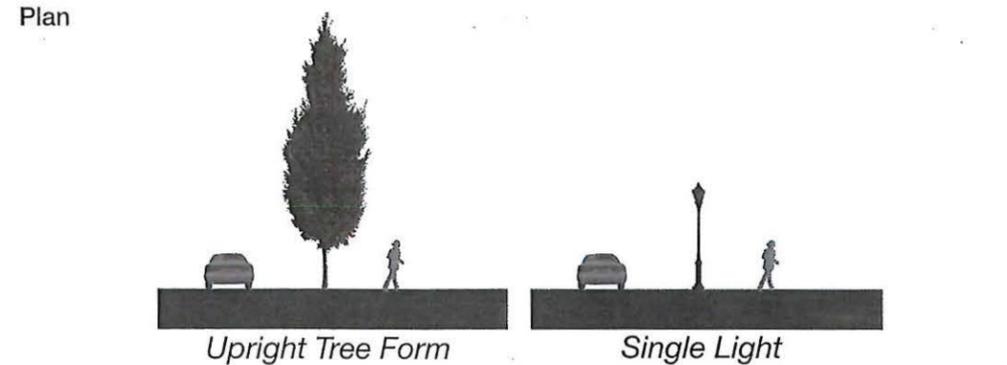
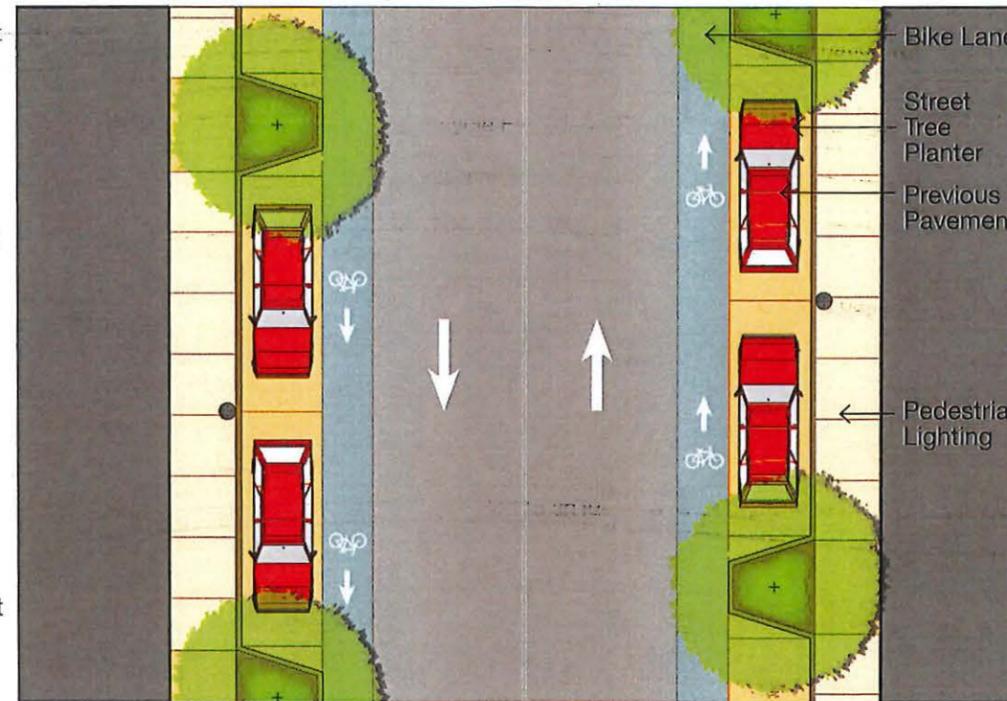
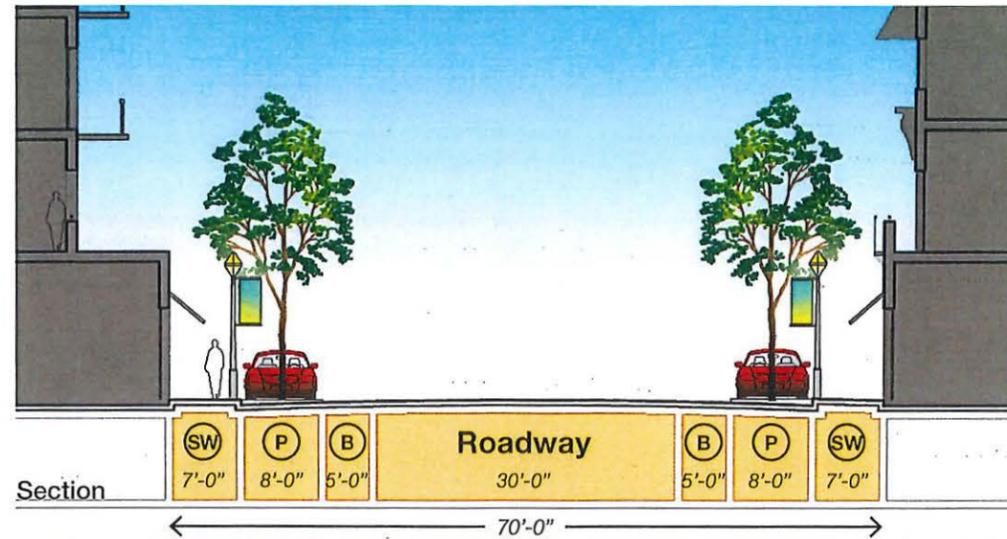


Residential Streets



- Details**
- Key Elements**
- Green Street Edge
 - Stoops & Frontyard Gardens

Mixed-Retail Streets



Streets

(continued)

Residential Streets

- **Lighting:** Single headed pedestrian scale fixtures. Lighting will be designed to be energy efficient and prevent light pollution.
- **Sidewalks:** Sidewalks in the residential streets should be comfortable, lush streets with large street trees and planting areas. As "Green streets" these streets will accommodate "infiltration planters" – a sustainable stormwater collection and infiltration method – along the curblines.
- **Stoops:** All residential units facing onto the residential streets should have front stoops that engage the street.
- **Street Trees:** Trees should be located at 25'-30' on center. Tree form should be broad and provide ample shading of the sidewalks and streets.
- **Furniture:** Benches should be located intermittently along the street to provide resting places for residents. Trash/Recycling receptacles should be located in coordination with street trees and benches to encourage proper street waste disposal.
- **Bicycle Facilities:** "Share the Road" signs should be designed and located frequently along the roadway. Bike racks should be located within 100' of each building entrance.

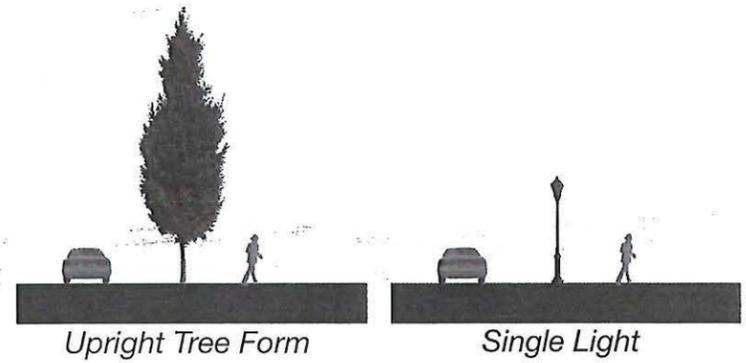
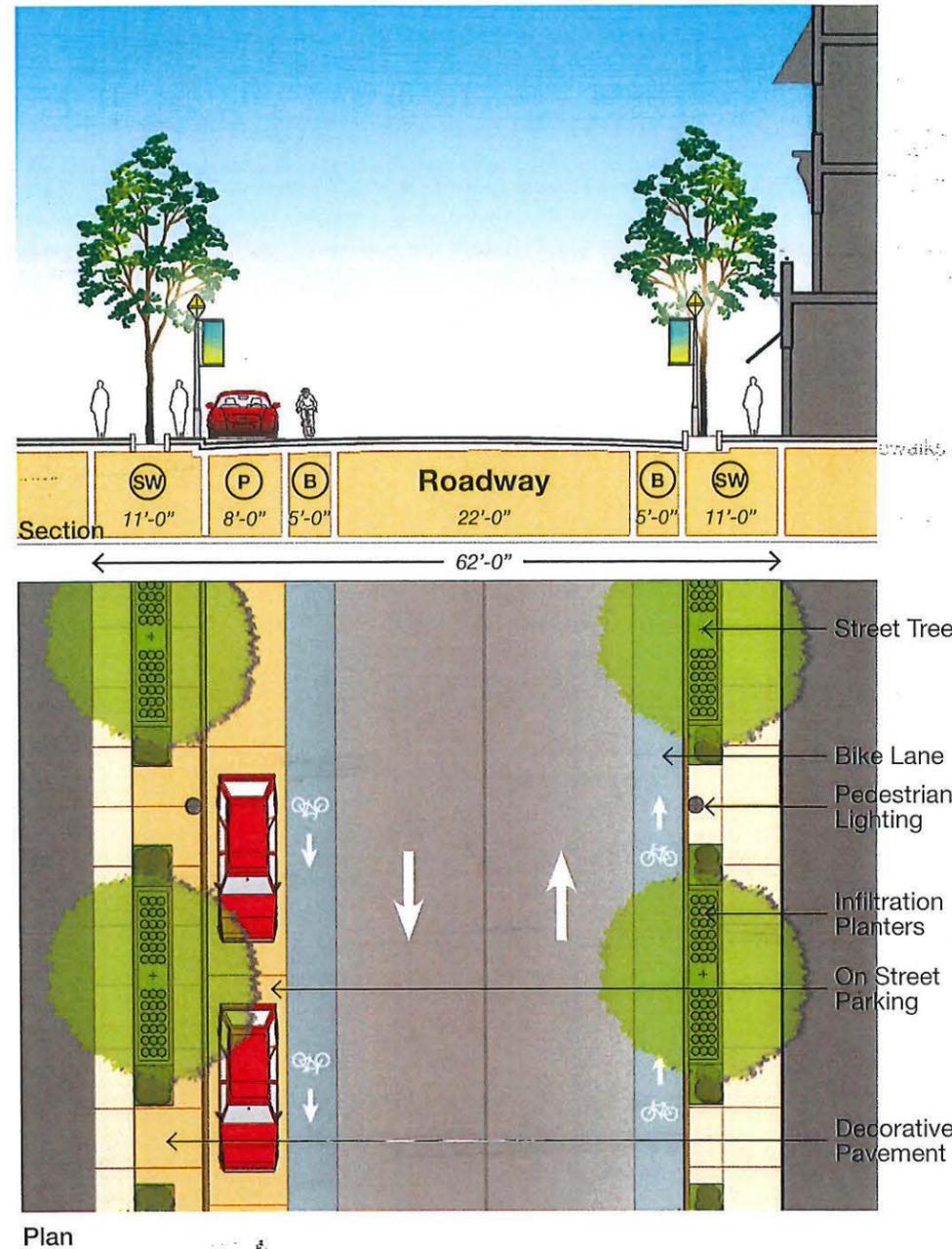
Mixed-Retail Streets

- **Lighting:** Single headed pedestrian scale fixtures. Accommodations should be provided for mounting banners. Electrical outlets should be provided at both the pole top and base to accommodate vendors and seasonal lighting. Lighting will be designed to be energy efficient and prevent light pollution.
- **Sidewalks:** Concrete with brick or concrete paver banding with distinct paving patterns at "pocket parks", seating areas, alley entries etc. Wherever possible, sidewalks should be expanded to an ideal 10' width. Building owners should be encouraged to "setback" their building from the property line (as permitted) and the additional space paved as expanded sidewalk area.
- **Street Trees:** Where sufficient width exists, street trees should be accommodated within the sidewalk area. In areas of minimal sidewalk widths, curb bump outs will be constructed to accommodate street trees and seasonal plantings. These "bump outs" will be provided every two parking spaces as possible. Tree form should be upright and light in texture to provide maximum canopy while ensuring that they do not hinder visibility of adjacent retailers.
- **Furniture:** Benches should be located intermittently along the street to provide resting places for residents. Trash/Recycling receptacles should be located in coordination with street trees and benches to encourage proper street waste disposal.
- **Bicycle Facilities:** Continuous 4'-5' wide bicycle lanes should be provided on both sides of the street whenever sufficient width can be made available. This is particularly important on Broad Street, linking the 6-Points intersection to the many destinations along Broad Street (particularly The Green). Bike racks should be located within 100' of each building entrance.

Streets

5E.2

Multi-Use Streets



- Details
- Key Elements**
- Green Street Edge
 - Stoops & Frontyard Gardens

Streets

(continued)

Multi-Use Streets

- **Lighting:** Single headed pedestrian scale fixtures. Accommodations should be provided for mounting banners. Electrical outlets should be provided at both the pole top and base to accommodate vendors and seasonal lighting.
- **Sidewalks:** Sidewalks in the multi-use streets should be comfortable, lush streets with large street trees and planting areas. As "Green streets" these streets will accommodate "infiltration planters" – a sustainable storm water collection and infiltration method – along the curblines.
- **Street Trees:** Trees should be located at 25'-30' on center. Tree form should be broad and provide ample shading of the sidewalks and streets.
- **Furniture:** Benches should be located intermittently along the street to provide resting places for residents.
- **Bicycle Facilities:** Continuous 5' wide bicycle lanes should be provided on both sides of the street whenever sufficient width can be made available. This is particularly important on Franklin Street, linking the Broad Street intersection and Bloomfield College to the light rail station at Grove Street.



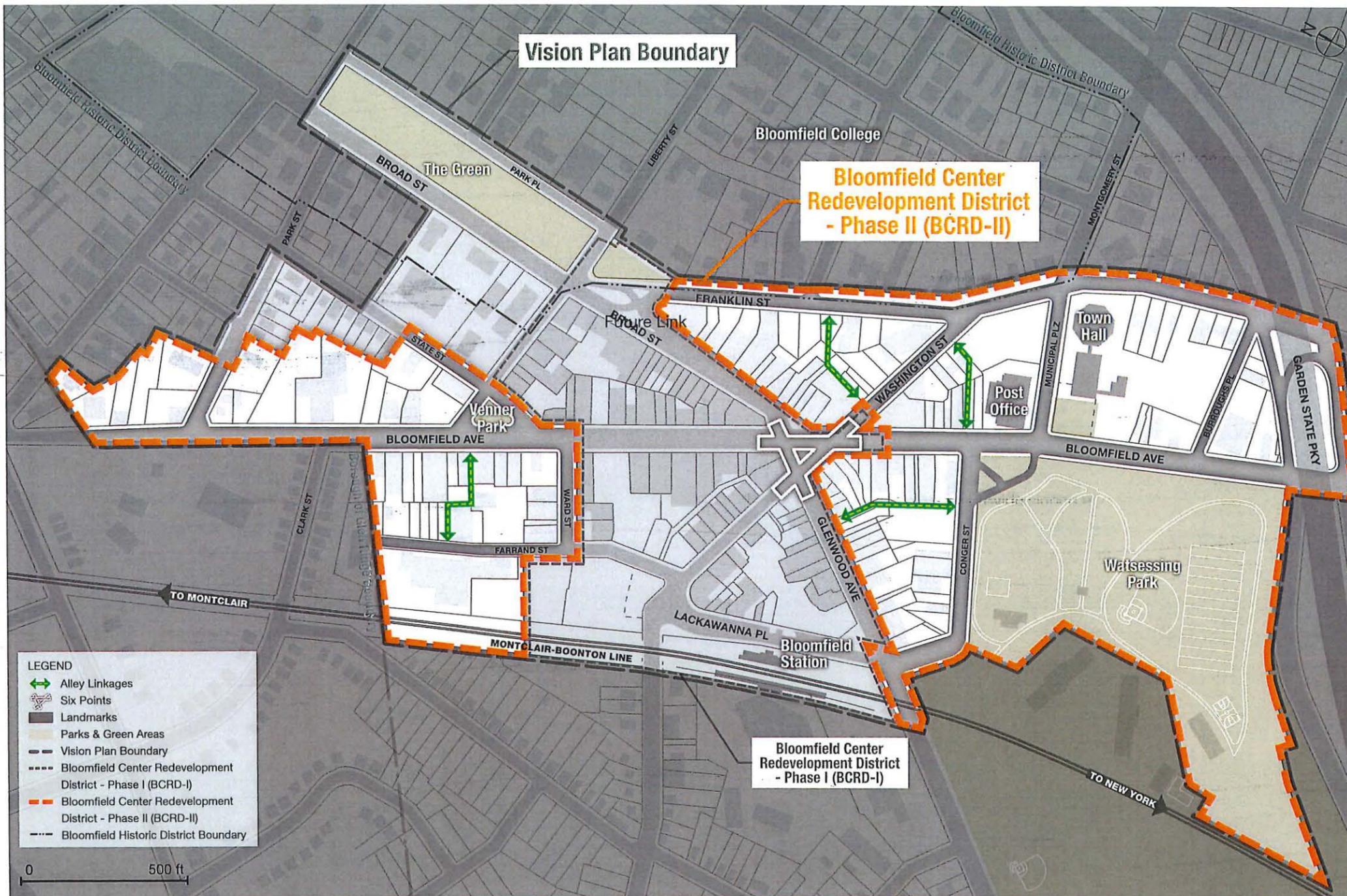


Exhibit 16. Alleys and Linkages

Refer to Schedule A for precise location of "BCRD-II" boundary

Alleys and Linkages

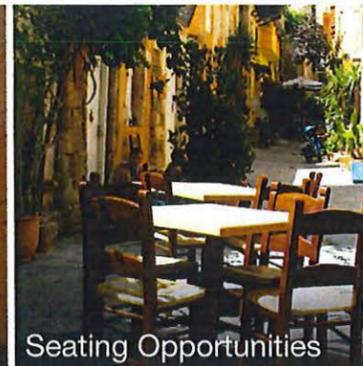
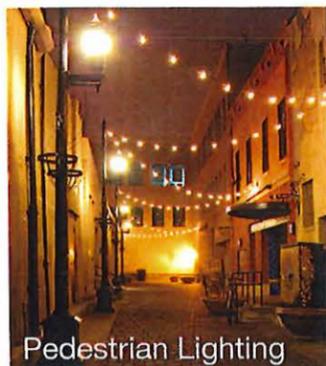
Overview

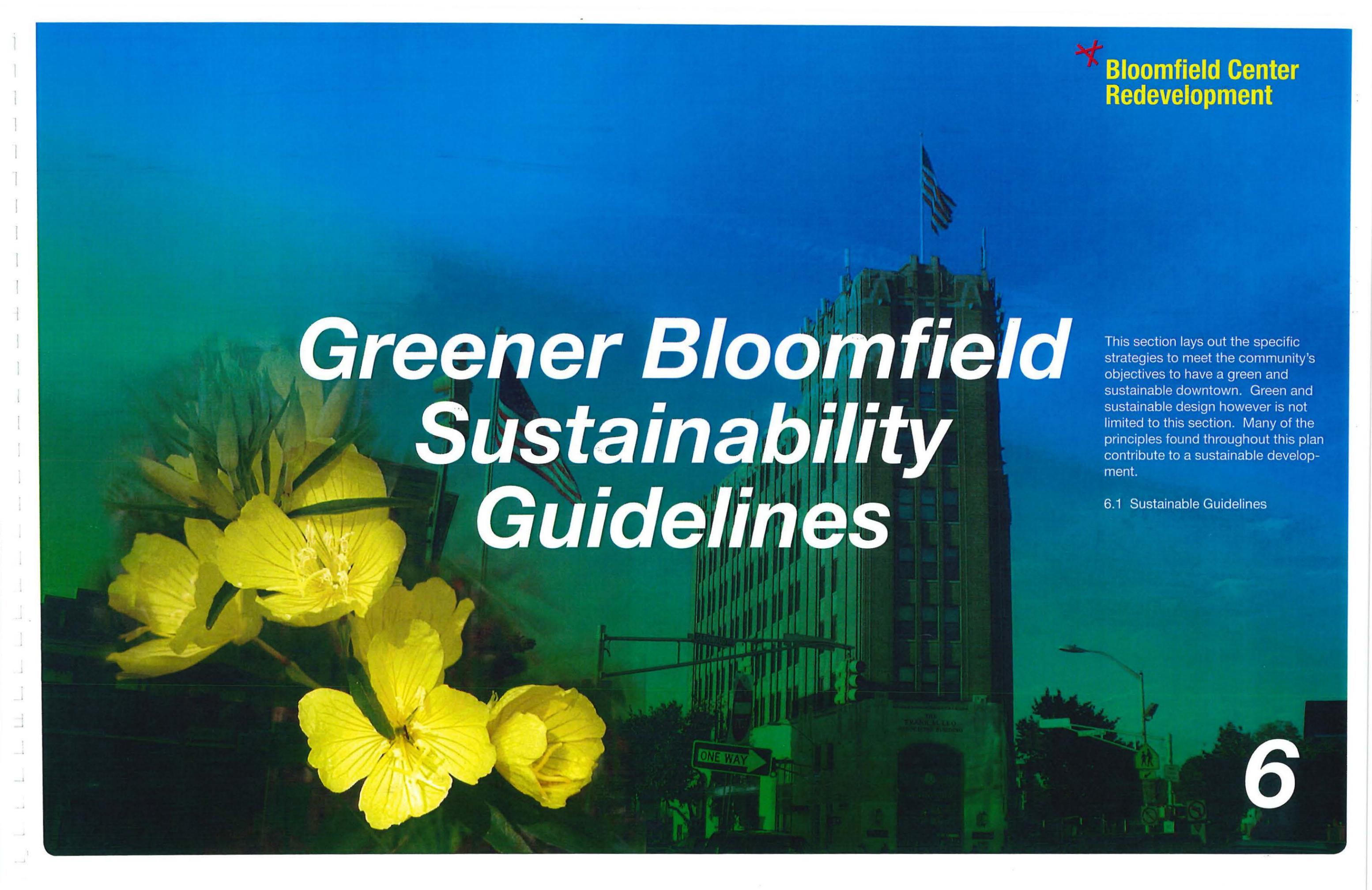
The street grid in downtown Bloomfield has a distinct character similar to that of European streets and alleys. Building on this existing infrastructure, pedestrian alleys should be promoted as an integral component of the overall hierarchical system of movement and connection throughout the downtown. The purpose of these alleys is to connect pedestrians to parking, streets and other significant destinations. Alleys give pedestrians the option for continuous movement with minimal interruption by vehicular traffic.

Guidelines

Alleys within the Redevelopment Area should:

- Design new construction and renovations to accommodate key pedestrian alleys and linkages (Exhibit 16. Alleys and Linkages)
- Connect parking to retail streets and destinations
- Provide signed entries, with wayfinding signage
- Provide ample light with a variety of lighting types such as paver lighting, wall sconces and catenary lighting to ensure a pleasant and safe experience for the user
- Serve as secondary access points to various destinations
- Provide well lit, interesting store windows, paddle signs, etc to achieve the alley.
- Provide varying entry designs such as arbors, gates, archways, etc
- Always connect through to public streets and never end in a "dead end"

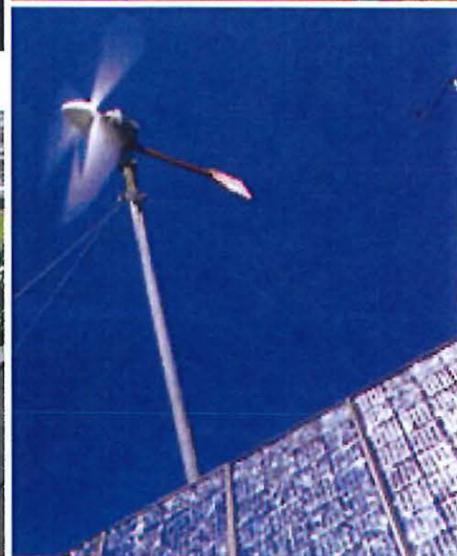
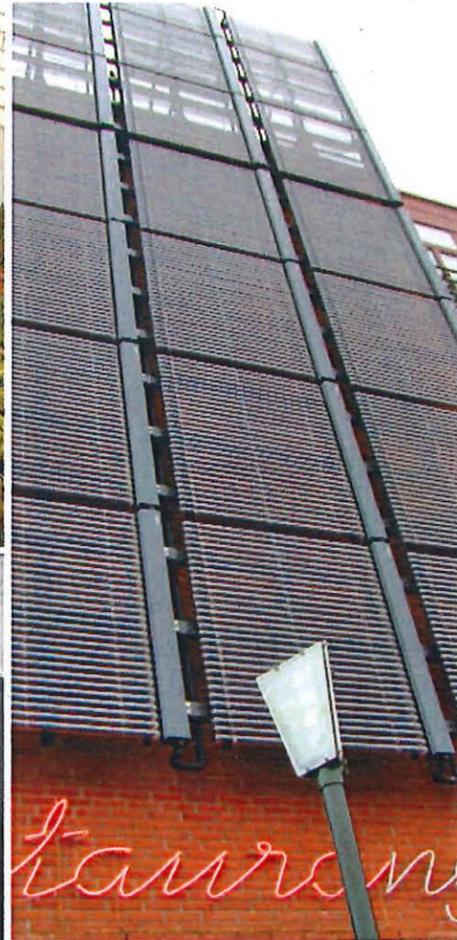




Greener Bloomfield Sustainability Guidelines

This section lays out the specific strategies to meet the community's objectives to have a green and sustainable downtown. Green and sustainable design however is not limited to this section. Many of the principles found throughout this plan contribute to a sustainable development.

6.1 Sustainable Guidelines



Sustainable Guidelines

Overview

"Sustainability : Meeting the needs of the present without compromising the ability of future generations to meet their own needs"

The Bloomfield Center Redevelopment Plan – Phase II embodies a strategy for achieving "A Green Downtown". This strategy was developed in coordination with the "Greener Bloomfield" task force. The plan addresses the town's long term goals of economic, social and environmental sustainability, often referred to as the "Triple Bottom Line".

"The Triple Bottom Line":

1. **Economic Sustainability:** Produce an environment that is financially attractive for new and existing businesses, residents, visitors, and the township with good jobs, compelling destinations, lower long-term operating costs, and an improved tax base.
2. **Social Sustainability:** Provide a liveable, attractive and inclusive community
3. **Environmental Sustainability:** Reduce the overall demands on local infrastructure systems, the use of natural resources and sources of pollution

Strategies:

- Establish and encourage appropriate minimum/maximum densities to conserve land and reduce automobile dependency
- Provide space for high quality commercial tenants
- Design convenient shopping and entertainment to attract business and foster social interaction
- Capitalize upon the train station as a centrally located public service and amenity
- Reduce automobile dependence and congestion, improving air quality and quality of life
- Improve and expand pervious landscaped zones to mitigate heat island effect and improve stormwater management capabilities
- Provide comfortable pedestrian areas including public amenities, landscaped open spaces and high quality streetscapes fostering community activity and a healthier environment
- Reduce township and building operating costs through higher performance buildings
- Reduce water consumption and conveyance, including sewage, and improve storm water management systems
- Reduce the demand for fossil fuels and encourage the use of alternative energy sources
- Reduce the use of polluting materials, lighting and activities thus improving air quality and conserving the quality and quantity of natural resources

Sustainable Guidelines
6.1

Approach

Bloomfield aims to address the specific needs and be a leader in sustainable redevelopment by:

- Adopting New Jersey's Smart Growth strategies as the basis of the Redevelopment Plan
- Shaping the Redevelopment Plan to take full advantage of the existing sustainable features of the redevelopment area including:
 - The proximity to Bloomfield's train station and the Garden State Parkway
 - The existing building stock and residential density
 - Watsessing Park and The Green
- Aligning the Redevelopment and the requirements for potential developments with the Redevelopment Plan with the most current version of the U.S. Green Building Council's LEED (Leadership in Energy and Environmental Design) Green Building Rating Systems that exists at the time of the adoption of the Bloomfield Center Redevelopment Plan – Phase II and the Mayor and Council reserve the right to utilize the then current LEED Standard at the time of the project (hereinafter the "current version"). The USGBC, a recognized leader in environmentally responsible buildings and environments, established LEED as a voluntary national rating system.
- Incentivizing new and existing buildings to obtain third party certification for sustainable performance
- Identifying Bloomfield's specific infrastructure and environmental issues and addressing them within the design of the Redevelopment Plan as follows:
 - Improving parking facilities and capacities through covered, shaded and structured parking reducing congestion, the amount of storm water and ground water contamination
 - Improving streetscapes with increased vegetation and shading, open spaces, pervious surfaces and appropriate street furniture, signage and lighting thus improving the quality of life, air quality, safety and stormwater management and reducing energy demand
 - Providing bicycle lanes and secure bicycle racks to promote alternative modes of transportation, reducing pollution and promoting a healthy lifestyle
 - Using appropriately designed and low energy demand lighting to minimize light pollution, energy use and maintenance
 - Setting requirements for reducing potable water demand and the volume of waste water conveyance to conserve natural resources and energy while covering the demand on existing water and sewage conveyance infrastructure
 - Increasing the number of trees and amount of vegetation while reducing the amount of asphalt and impervious surfaces to mitigate heat-island effect and demand on the stormwater management infrastructure
 - Setting requirements for roof surfaces to mitigate heat island effect, increase on site stormwater retention and/or produce on site alternative energy
 - Encouraging the preservation and rehabilitation of existing buildings conserving natural resources and historic context

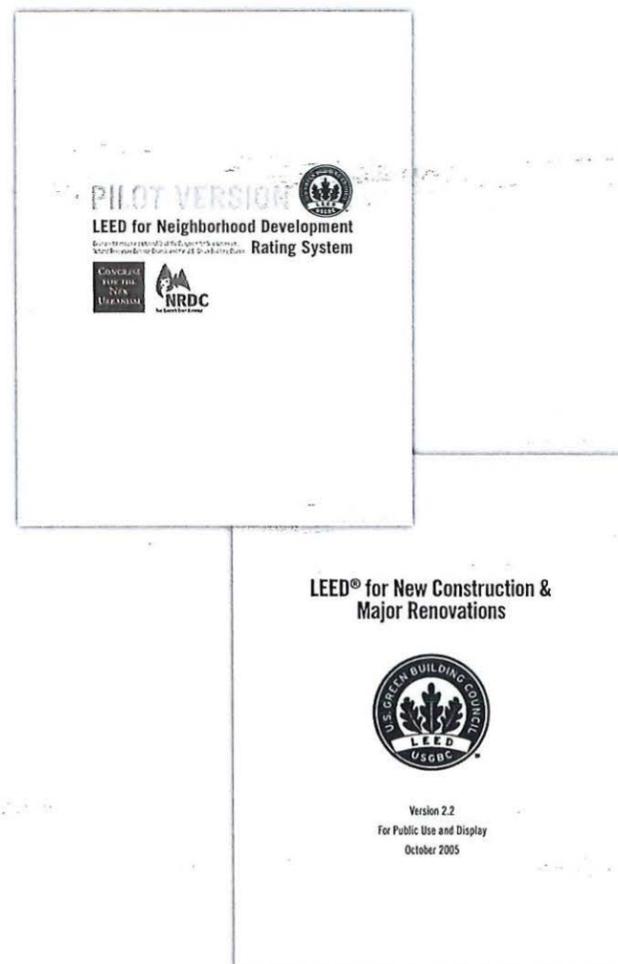
Guidelines

1. Overall Redevelopment Plan:

This Redevelopment Plan seeks to achieve "LEED-ND" (Neighborhood Development) status for Bloomfield Center. All potential developers and entities working within the Redevelopment Plan area are encouraged to work with the mayor and council to ensure overall compliance with the current version of the LEED-ND Pilot program for future certification by the township. Detailed provisions regarding the LEED-ND prerequisites and specific credits identified as attainable will be set forth in the Redeveloper's Agreement to be negotiated.

2. Restoration & Rehabilitation:

Existing buildings being restored or rehabilitated but not meeting the USGBC's definition for "Major Renovation" are encouraged to obtain the current version of the LEED-EB (LEED Existing Building: Operations and Maintenance) certification and follow New Jersey's Clean Energy Program.



3. Individual Development Sites:

All development projects are encouraged to meet criteria set forth in the current LEED Green Building Rating System and New Jersey's Clean Energy Program. It is up to the potential developer to determine the most appropriate LEED Rating System for their project.

All projects are required to meet Tier 1, as defined below. Tiers 2 and 3 are optional and qualify the projects for specific incentives.

INDIVIDUAL DEVELOPMENT SITES

Tier 1

Meet all LEED-* prerequisites including:

- 1.1 LEED-NC, -CS and -R: 2 points under Energy and Atmosphere Credit 1 (mandatory under LEED- NC Version 2.2)
- 1.2 LEED-H:
 - Energy & Atmosphere Prerequisite 1.1: meet the performance for Energy Star Homes OR
 - Energy & Atmosphere Prerequisites 2.1, 3.1, 4.1, 5.1 & 6.1
 - Meet LEED-NC Sustainable Sites Credit 7.2: Heat Island Effect Roofs
 - Meet one credit under LEED-* Water Efficiency

Tier 2: optional (incentivized)

- 2.1 Obtain LEED Certification
- 2.2 Meet one additional credit under LEED Water Efficiency

Tier 3: optional (incentivized)

Obtain LEED Silver Certification (In addition to Tier 2)

4. Occupied Buildings (ongoing):

Bench Mark: Current version of LEED Existing Buildings: Operations and Maintenance (EB)

To address the ongoing performance and energy and resource consumption of occupied buildings, meeting the criteria below is strongly encouraged (for buildings occupied at least two years):

OCCUPIED BUILDINGS

Tier 1: optional (incentivized)

- 1.1 Meet all LEED-EB Prerequisites including the mandatory 2 points under Energy & Atmosphere Credit 1
- 1.2 Meet requirements for 2 credits for LEED-EB Water Efficiency Credit 2.2

Tier 2: optional (incentivized)

- 1.1 LEED-EB Certification
- 1.2 Obtain 2 credits for LEED-EB Water Efficiency Credit 2.2
- 1.3 Renewal of Certification during fifth year of occupation



Relationship to Local Objectives

This section spells out how this Redevelopment Plan relates to the general objectives of Bloomfield Township. It specifically shows how this Redevelopment Plan relates to the Bloomfield Zoning Ordinance, the regional plans and policies and the New Jersey State plans.

- 7.1 Relationship to Other Local Objectives
- 7.2 Proposed Land Uses and Building Requirements in the Project Area and Superseding Zoning
- 7.3 Relocation
- 7.4 Property to be Acquired
- 7.5 Relationship to Master Plans of Adjacent Municipalities, Essex County and the State Development & Redevelopment Plan

Relationship to Other Local Objectives

The most current statement of the local planning objectives of the Township of Bloomfield is addressed in the 2008 Master Plan Update. The 2008 Master Plan Update outlines these objectives as follows:

The 2003 Bloomfield Station Redevelopment Plan was framed around the following goals:

- Redevelopment of Bloomfield Station, renovate the train station, create commuter-oriented activities such as shops and restaurants.
- Create a mixed-use transit village around Bloomfield Station with new public spaces for public events, pedestrian linkages to the Center, Bloomfield College and the Town Green, and streetscape and façade improvements.
- Spur revitalization throughout Bloomfield Center, improve public perception of the area, improve pedestrian and vehicular circulation, and preserve historic character of the Center.
- Revitalize the Township, create new jobs, improve the Township's tax base, strengthen the neighborhood character, and reintegrate Bloomfield Center back into the Township.

The Township recently created a Parking Authority to deal with the overall need for public parking around the train station and to serve the multiple needs for parking in the area. In addition, this Plan will address and rectify the limitations imposed by the roadway configuration that evolved over the Township's history and that poses circulation challenges to the revitalization of the Downtown.

The Township has recently adopted the Bloomfield Center Redevelopment Plan – Phase I. The BCRP-I includes a section titled “The Bloomfield Center Redevelopment Vision” which outlines a “Vision Plan Area”. The BCRP-I covered approximately 1/3 of this Vision Plan area. This Plan, the BCRP-II, covers the remaining properties within the Vision Plan Area. This Plan incorporates and supports all of the elements of the BCRP-I and is intended to create a seamless pair of plans that cover the entire Vision Plan area.

The 2008 Master Plan Update also outlined the following continuing objectives:

- a. *Encourage the continued development of a fully intermodal circulation system that integrates roadways, mass transit, pedestrian/bicycle routes, greenway corridors and freight and goods movement facilities. Coordinate land uses with transportation facilities to facilitate access and encourage alternatives to driving.*

Under the New Jersey Transit Village initiative, the State granted “Transit Village” designation to Bloomfield in 2003. The Transit Village area extends in a

1/2 mile radius from the Bloomfield train station. As a Transit Village, Bloomfield receives State aid to revitalize the area around its train station with dense mixed-use development that encourages the use of public transit and decreases the dependence on the car.

The “Bloomfield Center Redevelopment Vision” and the BCRP-I began to capitalize on this Transit Village status and encourage Transit Friendly Development. As an extension of the BCRD-I, the public improvements proposed consolidate parking within structures, connect the retail and office uses of the downtown core with Bloomfield College and the Civic District and integrate higher density residential focused around the train station are all components of this Plan that advance the Transit Village ideals.

The “Land Preservation Recommendations” of the Open Space and Recreation Plan (2004) propose four greenways, four linkages, and four hiking/biking trails all to interconnect with destination points within Bloomfield, such as existing parks, Bloomfield College, and the train station. To the extent that the “loop” will not only introduce a shuttle function to make it easier for pedestrians to circulate through the entire downtown, including the train station, without using their cars, it will also make it easier to circulate by bicycle and intersection improvements will facilitate a more comfortable crossing of Bloomfield Avenue for people on foot and on bicycles, thereby advancing the goals of the Open Space and Recreation Plan.

To reinforce the redevelopment efforts of the private sector, the Township has also been working with NJ Transit on upgrading mass transit facilities for commuters in recognition of the greatly enhanced service available through the connection of the Bloomfield Center and Watsessing rail stations to the Midtown Direct line as a result of the long awaited Montclair Connection. The Township has directed its grants consultants, Funding Group Initiatives, Inc. (FGI) and Millennium Strategies, to focus on securing funding for upgrading these two stations. To date, FGI, working with the Mayor and Township Council, has coordinated with NJ Transit to obtain commitments for a variety of improvements to both stations. These improvements include:

Bloomfield Center (Lackawanna) Station

Renovation of the Shelter and additional platform improvements through the following funding initiatives:

- 2004:
 - \$750,000 (Federal) Transportation Enhancement Grant
- 2006:
 - \$100,000 (Federal) Transportation Enhancement Grant
 - \$500,000 (Federal) FY 2006 Budget – direct

appropriation via Rep. Pascrell

- 2007:
 - \$235,000 (State) Monies left over from Phase one

NJ Transit has advised the Township that it plans to rehab the shelter in cooperation with the State Historic Preservation Office (SHPO). The basic plans are as follows and are estimated to be completed in 18 months to two years:

1. The temporary roof will be replaced with one made of synthetic Spanish tiles;
2. Replacement of interior plaster walls with sheet-rock, but stained to resemble the original plaster
3. Installation of wrought iron fencing around all ten windows and one door to match the current fence at the track
4. Replacement of ceiling with beaded wood to replicate the original ceiling
5. Replacement of terrazzo floor
6. Installation of wood-benches throughout with heating ducts underneath
7. An area will be set aside for a concession stand.

Watsessing Station

Phase I of the renovations to Watsessing Station are estimated to take about one year to complete. Costs are estimated to be 2.5 million dollars and are expected to be covered by the NJ Transit Capital Improvement budget. Specific improvements include:

1. Historically compatible roof repairs to the inbound and outbound platform canopies on the station side of Watsessing Avenue
2. Design and installation of new canopy drainage
3. Installation of decorative railing/fence off the back side of the inbound canopy
4. Repair of all concrete walls at back of platforms
5. Installation of historically compatible canopy lighting
6. Clean up of debris west of Watsessing Avenue Bridge
7. Improved lighting in stairwell may be included by NJT for Phase I.

Phase II would begin upon securing of funding by NJT and the Township for costs estimated to be 5 to 7 million dollars and construction has been estimated to take 42 months. Phase II improvements are intended to complete the total restoration of the Station and would include such tasks as:

1. Demolition of west stairs from both platforms to Orange Street;
2. Demolition of canopies over both platforms west of Watsessing Avenue Bridge;
3. Installation of passenger communication systems;

4. Installation of decorative concrete fencing/railing at street level;
5. Re-grading of the areas off both sides of the track west of the platforms;
6. Upgrading of facility signage;
7. Clean and protect underside of Watsessing bridge canopy;
8. Repair of all concrete parapet walls at street level;
9. Installation of new sidewalks;
10. Restoration of historic circular window;
11. Repair of all concrete walls and ceilings in remaining stairs from Watsessing Avenue and Westinghouse Plaza;
12. Clean and restore masonry façade;
13. Restoration of interior building to accommodate new passenger waiting area if funds can be raised and the existing tenant can be accommodated.

- b. *Promote the growth of a diversified economic base that generates employment growth, increases tax rates, improves income levels and facilitates the redevelopment of Bloomfield sites. Focus economic development efforts on growth sectors of the economy and existing commercial and industrial districts.*

The Bloomfield Center Alliance, Inc. (BCA), a non-profit organization, is the management entity for the Bloomfield Center Special Improvement District (SID). The SID was created in 2001, and comprises over 200 residential and commercial properties. The commercial property owners are assessed an additional 6 percent of taxes paid on their total assessed value to fund capital programs, marketing and operations that enhance and revitalize the SID. The BCA is made up of property and business owners, residents, Bloomfield College, and Township representatives.

The successful implementation of this Plan by both redevelopers and existing property owners will provide a shot of adrenalin to the vitality of Bloomfield's downtown, infusing a richer variety of residential unit types to enliven the street both day and night, weekday and weekend. Such a revitalization will strengthen the Township's economy and propel the BCA to larger projects and more ambitious undertakings.

- c. *Maintain the existing system of parks, recreation and open space and explore the development of additional facilities to meet the needs of Township residents. Advocate for increased maintenance and improvements in Essex County parks.*

In November 2001, the Township

Relationship
to Local
Objectives

7.1

voters approved a dedicated open space tax of one cent (\$0.01) per one hundred dollars (\$100.00) assessed value to provide a steady source of funding to acquire property or easements in the Township for the purposes of active recreation, passive recreation, and water quality protection. An Open Space Trust Fund Committee was created in 2003 to advise the Mayor and Council on future acquisitions. In August 2004, the Open Space Trust Fund Committee in partnership with the Morris Land Conservancy (now the "Land Conservancy") compiled an Open Space and Recreation Plan (OSRP) to serve as a guide for the acquisition and maintenance of land for open space and recreational purposes, and increase the Township's resident's quality of life and maintain Bloomfield as a desirable community.

While preservation of open space is not normally a part of a redevelopment plan for a downtown, the enhancement of Watsessing Park and creation of new public open spaces, in the form of plazas, small sitting areas and pocket parks, are important additions to the system of parks and open space within the Township.

Proposed Land Uses and Building Requirements in the Project Area and Superseding Zoning

The proposed land uses and building requirements in the project area are set forth in Sections 3 through 6 of this Redevelopment Plan. The zoning for the properties identified in this Redevelopment Plan as Areas in Need of Redevelopment and Areas In Need of Rehabilitation are superseded by the land uses identified in this Bloomfield Center Redevelopment Plan – Phase II, and all development and redevelopment for said properties shall be governed by the land use provisions and design guidelines contained herein. The zoning district map, which is attached hereto and made a part of, is amended upon the adoption of this Redevelopment Plan to include the superseding provisions of this Redevelopment Plan.

Relocation

To the extent required by law and in the event that residents or businesses in the Redevelopment Area are displaced as a result of the acquisition of property, adequate provision for the temporary and permanent relocation of such residents or businesses, as necessary, shall be made in accordance with all applicable regulations. Prior to the undertaking of any voluntary acquisition of property by the designated redeveloper(s), to the extent required by law, a Workable Relocation

Assistance Plan shall be submitted to and approved by the Department of Community Affairs in accordance with the requirements of N.J.A.C. 5:11-1.1 et. seq. It is estimated that sufficient decent, safe and sanitary dwelling units affordable to displaced residents will be available to them in the existing local housing market.

Property to be Acquired

All property situated in the Redevelopment Area and the Rehabilitation Area as identified in this Redevelopment Plan may be acquired through voluntary negotiation only. The Mayor and Council may sell, lease or otherwise convey to a designated redeveloper(s), subject to restrictions, controls and requirements of this Redevelopment Plan, all or any of the properties that it owns or may acquire.

Eminent Domain will not be utilized under the enabling provision of the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-8. However, to achieve a coordinated solution to the need for public parking to support the redevelopment and rehabilitation contemplated within the BCRD-II it may be determined by the Township Council, acting as the Redevelopment Entity, to enter into a Redeveloper Agreement with the Bloomfield Parking Authority to implement portions of The Bloomfield Center Redevelopment Plan – Phase II in accordance with its statutory powers and to acquire property for such purposes and to provide one or more public parking facilities on any block within the BCRD-II in accordance with this Redevelopment Plan. Should the Parking Authority not be able to acquire private property needed for such projects through a negotiated purchase, the Mayor and Council has the authority in its discretion to grant the power of Eminent Domain to the Bloomfield Parking Authority pursuant to the Parking Authority Law, N.J.S.A. 40:11A-1 et. seq., separate and apart from the authority granted in Section 8 of the Local Redevelopment and Housing Law.

Pursuant to N.J.S.A. 40A:12A-15, Eminent Domain is not legally permitted in furtherance of a redevelopment plan for an area in need of rehabilitation. Additionally, the Township determines not to utilize Eminent Domain as authorized in the enabling provision of the Local Redevelopment and Housing Law to acquire property situated in the areas in need of redevelopment that are subject to this Redevelopment Plan. However, the use of Eminent Domain shall not be limited for the acquisition of property by a public body or any interest therein by a public body for any other public purpose authorized by law such as streets, public utilities, parks, parking facilities, etc.

Relationship to Master Plans of Adjacent Municipalities, Essex County and the State Development & Redevelopment Plan

Plans of Adjacent Municipalities

The Township of Bloomfield is located on the northern border of Essex County. The adjoining municipalities are Belleville Township, Clifton City, East Orange City, Glen Ridge Borough, Montclair Township, Newark City, and Nutley Township.

- Glen Ridge Borough**
The BCRD-II is adjacent to the Borough of Glen Ridge, which is linked to Bloomfield's downtown by Bloomfield Avenue. As Glen Ridge is primarily a residential community situated between the downtowns of Montclair and Bloomfield along the Bloomfield Avenue corridor, this Redevelopment Plan can be expected to provide new services and products resulting from the Redevelopment Plan that will be available to residents of Glen Ridge, many of whom can be expected to utilize Bloomfield Station. As can be seen in the comparison of the Zoning Maps of the Borough of Glen Ridge and Township of Bloomfield, the two municipalities share a common boundary that runs southwest to northeast. Residential neighborhoods along that boundary are consistent and almost indistinguishable from one side of the municipal boundary to the other. Along Bloomfield Avenue, the B1 Zone in Bloomfield is consistent with the B Zone and OS-H (Open Space Historic) Zones in Glen Ridge. As this Redevelopment Plan is intended to diversify and strengthen the downtown and supplement the B1 Zoning with consistent business, retail, office, residential and mixed uses, this Plan is consistent with the Zone Plan of the Borough of Glen Ridge.
- Belleville Township**
Belleville Township borders Bloomfield Township along the southern half of Bloomfield's eastern border, from Hoover Avenue in the north to Bloomfield Avenue to the south. The 2002 Master Plan found that "the land use and zoning pattern along the municipal border is consistent with minor exceptions where the redevelopment of former industrial sites has occurred". The Belleville border is a significant distance from the BCRD-II and the most direct vehicular link is via Franklin Street and Newark Avenue on the south side of the Garden State Parkway. The Bloomfield Center Redevelopment Plan – Phase II will therefore not materially change the consistency with the zone plan for Belleville Township.
- Clifton City**
The City of Clifton borders Bloomfield Township to the north. The 2002 Master Plan states that "the land use and zoning pattern along the municipal border

is consistent with the exception of the area west of the Garden State Parkway. In this area, the land use and zoning for properties fronting on Broad Street in Bloomfield is residential while in Clifton it is commercial." The BCRD-II is at the southwestern edge of Bloomfield Township, while Clifton is at the extreme northeasterly border, with several exits of the Garden State Parkway in between. For those reasons, The Bloomfield Center Redevelopment Plan – Phase II will therefore not materially change the consistency with the zone plan for the City of Clifton.

- East Orange City**
The City of East Orange shares a boundary along the extreme southerly boundary of Bloomfield Township. The 2002 Master Plan describes the common boundary between the two municipalities as follows: "The land use and zoning pattern along the municipal border is consistent reflecting a common development history and neighborhood compatibility. The major transitional area is in the section of the Township consisting of Watsessing Center and the former Westinghouse site". The Westinghouse site was recently rezoned from M-1 (manufacturing) to Commuter Oriented Residential District (CORD) in anticipation of its redevelopment as a Transit Oriented Development (TOD) within close proximity to the Watsessing Train Station. This rezoning is consistent with the Transit Village designation and TOD emphasis of The Bloomfield Center Redevelopment Plan – Phase II.
- Montclair Township**
The majority of Bloomfield's westerly border is shared with the Township of Montclair. The 2002 Master Plan describes the area along the border as being "characterized by a majority of residential uses with parks and open space". Single family neighborhoods span the border, as well as a shared County park. Because the BCRD-II is to the south of the common border with Montclair and is separated from Montclair by the Borough of Glen Ridge, The Bloomfield Center Redevelopment Plan – Phase II is consistent with the zone plan of the Township of Montclair.
- Newark City**
The City of Newark shares a relatively small border with Bloomfield Township at the southeast corner, very near the Belleville town line. The 2002 Master Plan describes the area along the border with Newark as the area between Bloomfield Avenue to the north and First Avenue to the south, which "is characterized by a mix of residential and commercial uses with neighborhood retail/services on Bloomfield Avenue and detached one and two-family housing to the south". Bloomfield Avenue is the common corridor linking the two towns, ultimately leading to the BCRD-II.

However, because even the Vision Plan boundaries extend only to the Garden State Parkway and the redevelopment plan boundaries are smaller still, the consistency between the Bloomfield Center Redevelopment Plan and the zone plan for the City of Newark will remain unchanged from the 2002 Master Plan.

- Nutley Township

The Township of Nutley borders Bloomfield along the northern half of its easterly boundary, from the Belleville line at Martin Street/East Passaic Avenue north to the Clifton line. The 2002 Master Plan describes the common border as an area “characterized by a majority of residential uses with scattered commercial uses on East and West Passaic Avenues. The land-use and zoning pattern along the municipal border is consistent and no changes are recommended.” As there are no direct connections between East Passaic Avenue and the BCRD-II (East Passaic runs south parallel to the Nutley border, but then turns west to its junction with JFK Boulevard, which then runs south again to the Central Business District), the BCRP-I will not change the findings of consistency made in the 2002 Master Plan.

Essex County Cross-Acceptance Report

Because the Essex County Master Plan has not been updated in many years, the 2004 Essex County Cross-Acceptance Report was used as a surrogate for the County Master Plan because it is relatively current, comprehensive in scope and addresses numerous municipal and county planning issues. This Redevelopment Plan incorporates many of the key findings and recommendations of the County Cross-Acceptance Report, as follows:

- Redevelopment and Revitalization

The Redevelopment Plan supports the continued redevelopment and revitalization of Bloomfield.

- Transportation

The Redevelopment Plan promotes alternative transportation methods with provisions for a shuttle and/or bus service within the redevelopment area to connect with the township’s existing mass transit network.

- Aging Infrastructure

The Redevelopment Plan will provide for utility and infrastructure upgrades necessary to support the redevelopment, especially the need for structured parking solutions for downtown Bloomfield in the area around Bloomfield Station.

ible with the State Plan’s intention for the Metropolitan Planning Area, which is to provide for much of the state’s future redevelopment; revitalize cities and towns; promote growth in compact forms; stabilize older suburbs; redesign areas of sprawl; and protect the character of existing stable communities. The redevelopment plan also furthers the following State Plan policy objectives:

- Land Use

Ensure efficient and beneficial utilization of scarce land to strengthen its existing diversified and compact nature.

- Housing

Provide a full range of housing choices through redevelopment, new construction, rehabilitation, adaptive reuse and the introduction of new housing into appropriate nonresidential settings.

- Economic Development

Promote economic development by encouraging strategic land assembly, site preparation and infill development, public/private partnerships and infrastructure improvements.

- Redevelopment

Encourage redevelopment at intensities sufficient to support transit, a broad range of uses and efficient use of infrastructure. Promote design that enhances public safety, encourages pedestrian activity and reduces dependency on the automobile.

- Public Facilities and Services

Complete, repair or replace existing infrastructure systems to eliminate deficiencies and provide capacity for sustainable development and redevelopment.

New Jersey State Development & Redevelopment Plan

The State Development and Redevelopment Plan places the Township of Bloomfield within the Metropolitan Planning Area (PA-1). The Redevelopment Plan is compat-



Exhibit 17. Zoning Map of Borough of Glen Ridge, NJ

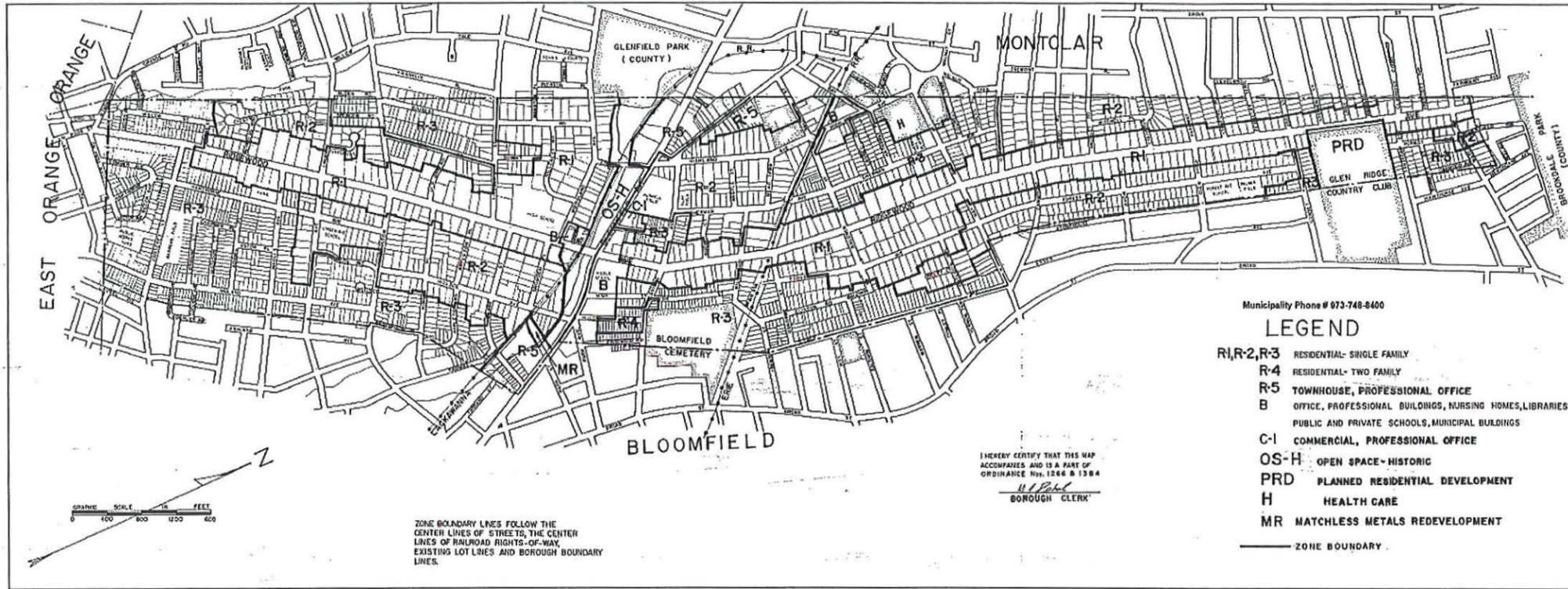
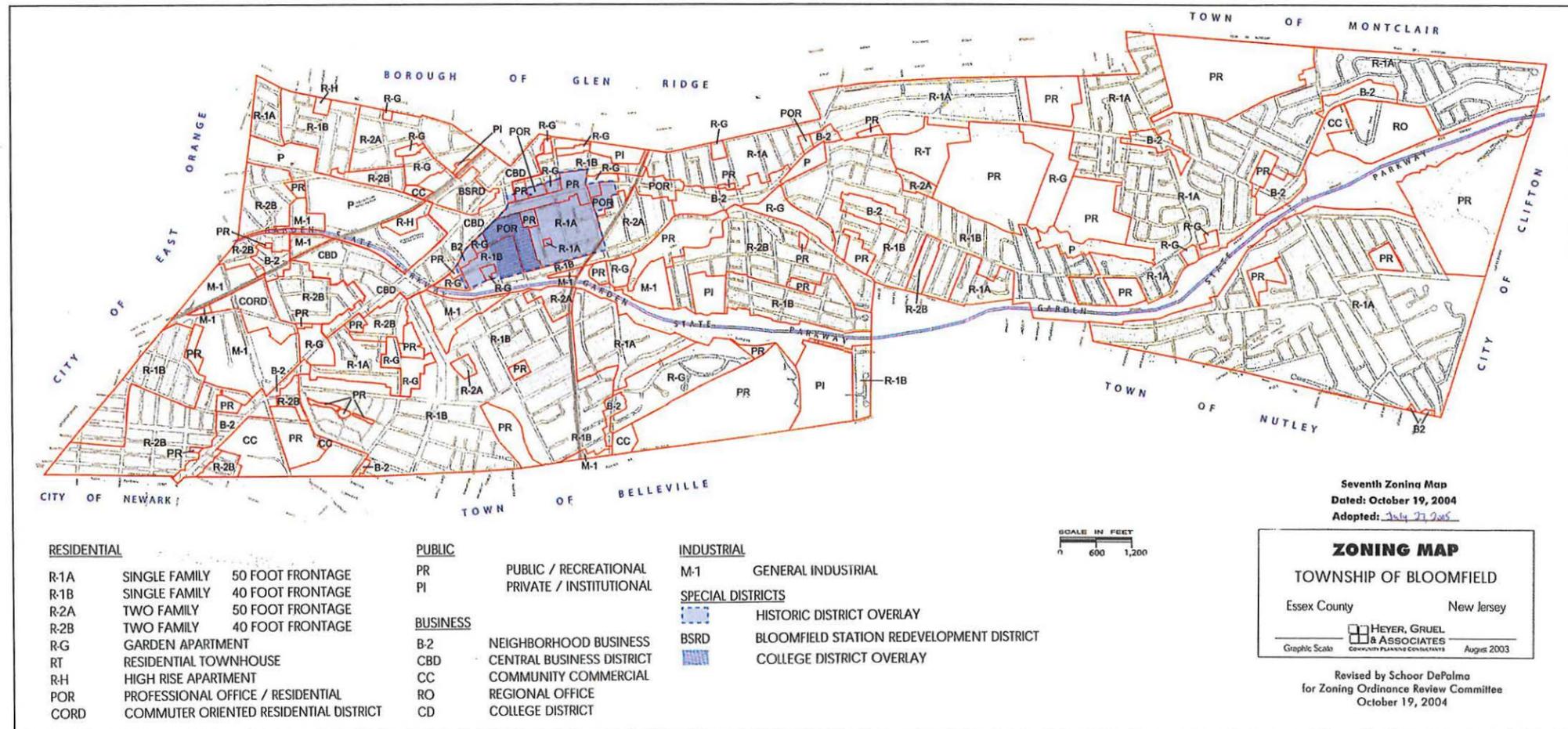


Exhibit 18. Zoning Map of Borough of Bloomfield, NJ





Redevelopment Plan Organization

This section lays out the role of the town and process for moving the redevelopment into implementation.

- 8.1 Role of Township
- 8.2 Redeveloper Selection
- 8.3 Affordable Housing Requirement
- 8.4 Public Financing and Incentives
- 8.5 Project Approvals Process

PROJECTS THAT MAY PROCEED DIRECTLY TO THE PLANNING BOARD

A "Rehabilitation Project" is defined as: "An undertaking, by means of extensive repair, reconstruction or renovation of existing structures, with or without the introduction of new construction or the enlargement of existing structures, in any area that has been determined to be in need of rehabilitation or redevelopment, to eliminate substandard structural or housing conditions and arrest deterioration of that area." N.J.S.A. 40A:12A-3.

The following Rehabilitation Projects do not constitute "Substantial Rehabilitation Projects," and may therefore proceed directly to the Township of Bloomfield Planning Board for review in accordance with Municipal Land Use Law, N.J.S.A. 40:55D-1 et. seq.:

- Residential: Rehabilitation Projects for residential use consisting of less than 5 residential units
- Non-residential: Rehabilitation Projects for non-residential use consisting of less than 10,000 square feet
- Mixed Use: Rehabilitation Projects for non-residential use consisting of less than 10,000 square feet per building and consisting of 1 to 4 residential units

The aforementioned Rehabilitation Projects do not require redeveloper selection by the Mayor and Council nor do they require review by the Mayor and Council prior to proceeding to the Planning Board. The aforementioned Rehabilitation Projects do not require a Redevelopment Agreement nor do they require compliance with the procedures set forth below under the heading "Substantial Rehabilitation Projects."

SUBSTANTIAL REHABILITATION PROJECTS

A "Substantial Rehabilitation Project" means an "Improvement" or "Construction" of the following:

- Residential: Rehabilitation Projects for residential use consisting of at least 5 residential units
- Non-residential: Rehabilitation Projects for non-residential use consisting of at least 10,000 square feet
- Mixed Use: Rehabilitation Projects for non-residential use consisting of at least 10,000 square feet per building or consisting of at least 5 residential units

"Substantial Rehabilitation Project" shall also mean any new Construction.

"Improvement" means a modernization, rehabilitation, renovation, alteration or repair which produces a physical change in an existing building or structure that improves the safety, sanitation, decency, or attractiveness of the building or structure as a place for human habitation or work, and which does not change its permitted use. In the case of a multiple dwelling or commercial or industrial structure, it shall not include ordinary painting, repairs and replacement of maintenance items, or an enlargement of the volume of an existing structure.

"Construction" means the provision of a new dwelling, multiple dwelling or commercial or industrial structure, or the enlargement of the volume of an existing multiple dwelling or commercial or industrial structure, or the conversion of an existing building or structure to another use.

All of the following procedures apply to projects that constitute a Substantial Rehabilitation Project:

Role of Township

The Township of Bloomfield, through the Mayor and Council acting as the Redevelopment Entity will be solely responsible for the implementation of the "BCRP-II". All redeveloper agreements will be executed through authorization of the Mayor and Council.

Redeveloper Selection

The Mayor and Council may in its discretion make interim redeveloper selections, subject to the negotiation and execution of an interim redevelopment agreement, and require the interim redeveloper to establish a separate escrow to reimburse the Township for all expenses in connection therewith.

In order to assure that the vision of the "BCRP-II" will be successfully implemented in an effective and timely way to promptly achieve the public purpose goals of the Redevelopment Plan, the Mayor and Council, acting as the Redevelopment Entity, will designate the redeveloper(s) for any redevelopment/rehabilitation project. All redeveloper(s) will be required to execute a redevelopment agreement satisfactory to the Mayor and Council as one of the requirements to be designated as the redeveloper(s).

It is anticipated that the implementation of this Redevelopment Plan will utilize a process for the competitive selection of one or more redeveloper(s).

The intent of this section of the Plan is to set forth the procedural standards to guide redeveloper selection. The Mayor and Council, acting as the Redevelopment Entity may, at any time, proactively solicit potential redevelopers by utilizing appropriate methods of advertisement and other forms of communication, or may, in its discretion, entertain an unsolicited proposal from a prospective redeveloper(s) for redevelopment of one or more redevelopment parcels.

Since this Redevelopment Plan includes lands of an Area in Need of Rehabilitation, the present owners of property within the "BCRD-II" may be given an opportunity to participate in the redevelopment program through the reinvestment, rehabilitation, and/or redevelopment of their properties in accordance with the land uses, building and design requirements of this Redevelopment Plan. To that end, property owners within the "BCRD-II" are encouraged to present their own proposals for redevelopment in accordance with this Plan. Each owner shall have the opportunity, at the discretion of the Mayor and Township Council, to become the redeveloper for their property, provided that all requirements have been abided by, and approvals of submitted applications have been granted.

The selection of a redeveloper by the Mayor and Council, the Township of Bloomfield's Redevelopment Entity, may be based on a competitive selection process. Under a competitive selection process, which may be undertaken from time to time in the discretion of the Mayor and Council, an applicant for selection as a redeveloper will be required to submit materials to the Mayor and Council that specify their qualifications, financial resources, experience and design approach to the property in question. The competitive selection process will likely include the submission of some or all of the following materials (additional submission materials may be requested by the Mayor and Council as deemed appropriate to the lands in question):

- Conceptual plans and elevations sufficient in scope to demonstrate that the design approach, architectural concepts, sustainability guidelines, number and type of dwelling units, parking, traffic circulation, landscaping, recreation space and other elements are consistent with the objectives and standards of this Redevelopment Plan.
- Anticipated construction schedule, including estimated pre-construction time period to secure permits and approvals
- Documentation evidencing the financial responsibility and capability with respect to carrying out the proposed redevelopment and/or rehabilitation including but not limited to: type of company or partnership, disclosure of ownership interest, list of comparable projects successfully completed, list of references with name, address and phone information, list of any general or limited partners, and financial profile of the redeveloper entity.

- If land acquisition is contemplated or necessary, specific identification of land requiring acquisition. The estimated offering price and status of negotiation to purchase the lands in question should be provided.

The following provisions regarding redevelopment are hereby included in connection with the implementation of this Redevelopment Plan and the selection of a redeveloper(s) for any property or properties included in the Redevelopment Plan and shall apply notwithstanding the provisions of any zoning or building ordinance or other regulations to the contrary:

1. The redeveloper will be obligated to carry out the specified improvements in accordance with the Redevelopment Plan.
2. The redeveloper, its successor or assigns shall develop the property in accordance with the uses and building requirements specified in the Redevelopment Plan.
3. Until the required improvements are completed and a Certificate of Completion is issued by the Redevelopment Entity, the redeveloper covenants provided for in N.J.S.A. 40A:12A-9 and imposed in any redeveloper agreement, lease, deed or other instrument shall remain in full force and effect.
4. The redevelopment agreement(s) shall include a provision that requires the redeveloper to provide for all affordable housing that results from the calculation of the "Growth Share" generated by its project, in compliance with the then applicable Rules and Regulations of the Council on Affordable Housing (COAH), or as otherwise provided by law.
5. The redevelopment agreement(s) shall contain provisions to assure the timely construction of the redevelopment project, the qualifications, financial capability and financial guarantees of the redeveloper(s) and any other provisions to assure the successful completion of the project.
6. The designated redeveloper(s) shall be responsible for any installation or upgrade of infrastructure related to their project whether on-site or off-site. Infrastructure items include, but are not limited to gas, electric, water, sanitary and storm sewers, telecommunications, recreation or open space, streets, curbs, sidewalks, street lighting and street trees or other improvements. The extent of the designated redeveloper's responsibility will be outlined in the redeveloper's agreements with the Township. All utilities shall be placed underground.

Redevelopment Plan Organization

8.1-4

7. The designated redeveloper will be responsible for all costs and fees related to compliance with and verification of sustainability guidelines and LEED certification.
8. All infrastructure improvements shall comply with applicable local, state and federal law and regulations, including the Americans with Disabilities Act and the Prevailing Wage Law, where applicable.
9. In addition to the provision of the infrastructure items set forth herein, the Redevelopment Agreement may provide that the redeveloper(s) will agree to provide amenities, benefits, fees and payments in addition to those authorized under the Municipal Land Use Law.

Affordable Housing Requirements

Pursuant to N.J.S.A. 40A:12A-7 a redevelopment plan for a designated redevelopment area requires an inventory of affordable housing units and a plan to replace any units that may be displaced as a result of the redevelopment. More specifically, the legislation requires that a redevelopment plan include (i) as of the date of the adoption of the resolution finding the area to be in need of redevelopment, an inventory of all affordable housing units that are to be removed as a result of implementation of the redevelopment plan; and (ii) a plan for the provision, through new construction or substantial rehabilitation of one comparable, affordable replacement housing unit for each affordable housing unit that has been occupied at any time within the last 18 months, that is subject to affordability controls and that is identified as to be removed as a result of implementation of the redevelopment plan.

The BCRD-II area is not designated, either as a whole or in part, as an area in need of redevelopment. Therefore, the inclusion in this Plan of an inventory of housing units affordable to low and moderate income households within the BCRD-II is not required pursuant to N.J.S.A. 40A:12A-7. Furthermore, there are no units located in the BCRD-II that are subject to affordability controls. Therefore, no replacement plan is required in this Plan. However, as was stated in the Introduction of this Plan, there may be area(s) within the BCRD-II that may qualify and be designated as an area in need of redevelopment at some future date. If any section(s) of the BCRD-II is designated as an area in need of redevelopment, this Plan will be amended in accordance with N.J.S.A. 40A:12A-7 and an appropriate affordable housing inventory and replacement plan will be implemented as necessary.

Public Financing and Incentives

As part of this Redevelopment Plan, a Financing Programs resource guide has been developed to assist property owners, developers and other interested parties in financing potential projects. The resource guide provides a detailed outline of various grants, loans, and incentive programs applicable to development in the Township of Bloomfield. The summarized programs are designed to increase the overall financial feasibility of development projects from the perspective of the municipality, developers and investors. The summary of each program includes a general background, eligibility guidelines, and types and amount of funding available. These programs are offered by a variety of government agencies and non-profit foundations at local, state and federal levels. The programs are categorized by eligible uses. A brief description of each category is listed below:

Predevelopment – Studies and Planning

These programs provide funds for various types of market and feasibility studies, including green design and energy modeling, as well as preliminary planning and related soft costs.

Predevelopment – Acquisition

Programs with funds allocated for land acquisition and other pre-construction costs such as demolition or remediation.

Streetscape Improvements

The programs listed in this category finance streetscape activities that promote access to various types of transportation and promote a pedestrian-friendly environment.

Green Building

These programs provide financial incentives for green building techniques, with emphasis on energy-efficient technologies and renewable energy systems.

Affordable Housing

These incentives and loans facilitate the development of well-designed affordable housing.

Economic Development

The programs listed in this category encourage the participation of businesses in the Bloomfield Center Redevelopment by providing funds for working capital and the purchase of fixed assets.

General Financing

These programs supply funds to finance various project costs including, but not limited to, infrastructure improvements, predevelopment costs, and construction.

The Long Term Tax Exemption Law (N.J.S.A. 40A:20-1 et. seq.) authorizes municipalities to enter into agreements with redevelopers to provide certain tax exemptions for projects within that portion of the BCRD-II which have been designated as in “need of redevelopment” – as dis-

tinguished from those designated as “in need of rehabilitation”.

The Five-Year Exemption and Abatement Law (N.J.S.A. 40A:21-1 et. seq.) authorizes short term abatements/exemptions for properties which have been designated as “in need of rehabilitation” – as distinguished from those designated as “in need of redevelopment”, if the municipality has adopted an ordinance to authorize such favorable treatment. The Mayor and Council have authorized consultants to explore the advisability of authorizing such a program in certain portions of the Township.

Note that the resource guide is intended to be a comprehensive analysis of available programs. However, there may be other available programs that are not mentioned in the report. In addition, the information cited in the document is subject to change due to the availability of funds and modification of the available programs.

Project Approvals Process

The provisions of this Redevelopment Plan change the process by which approvals for the development of land are typically granted. For a typical development application, a property owner submits plans and an application to the Planning Board or Zoning Board of Adjustment, and the Board schedules a hearing on the application. However, in order to comply with this Redevelopment Plan and to streamline the review process, the following procedure will be followed: Proposed redevelopment projects that include intent and specifications that would lead to USGBC LEED certification, including a preliminary LEED checklist and anticipated rating, will receive priority attention at all steps of the approval process.

Mayor and Council Review

The Mayor and Council acting as the Redevelopment Entity shall review all proposed redevelopment projects within the redevelopment area to ensure that such project(s) is consistent with the Redevelopment Plan and relevant redeveloper agreement(s). Such review shall occur prior to the submission of the redevelopment project(s) to the Planning Board. As part of its review, the Mayor and Council may require the redeveloper(s) to submit proposed site plan applications to such reviewing committee as the Mayor and Township Council shall from time to time determine prior to the submission of such applications to the Planning Board. Such Committee may include members of the Mayor and Council and any other members and/or professionals as determined necessary and appropriate by the Mayor and Council. Such Committee shall make its recommendations to the Mayor and Council.

In undertaking its review, the Mayor and Council shall

determine whether the proposal is consistent with this Redevelopment Plan and relevant redeveloper agreement(s). In addition, the review may address the site and building design, and sustainability elements of the project to ensure that the project adequately addresses the goals and objectives of the plan.

Planning Board Review Process

After the designated redeveloper and the Township have executed a redevelopment agreement, all development applications shall be submitted to the Township of Bloomfield Planning Board through the normal site plan and subdivision procedures as outlined in N.J.S.A. 40:55D-1 et. seq.

The Planning Board shall deem any application for redevelopment and/or rehabilitation for any property subject to this Redevelopment Plan incomplete if the applicant has not been designated by the Mayor and Council as a redeveloper(s). Additionally, the Planning Board shall deem any application for redevelopment and/or rehabilitation for any property subject to this Redevelopment Plan incomplete if the applicant has not received approval from the Mayor and Council or any committee that it may designate for such purpose, stating that the application is consistent with the Redevelopment Plan and Redevelopment Agreement.

Neither the Planning Board nor the Board of Adjustment shall grant any deviations from the terms and requirements of this Redevelopment Plan, including the granting of any ‘c’ or ‘d’ variances. Any proposed changes to the Redevelopment Plan shall be in the form of an amendment to the Redevelopment Plan adopted by the Mayor and Council in accordance with the procedures set forth in the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1 et. seq.

Amending the Redevelopment Plan

This Redevelopment Plan may be amended from time to time in accordance with the procedures of the Redevelopment and Housing Law. To the extent that any such amendment materially affects the terms and conditions of duly executed redevelopment agreements between one or more redevelopers and the Township of Bloomfield, the provisions of the Redevelopment Plan amendment will be contingent upon the amendment of the redeveloper agreement to provide for the plan amendment.

Certificate of Completion and Compliance

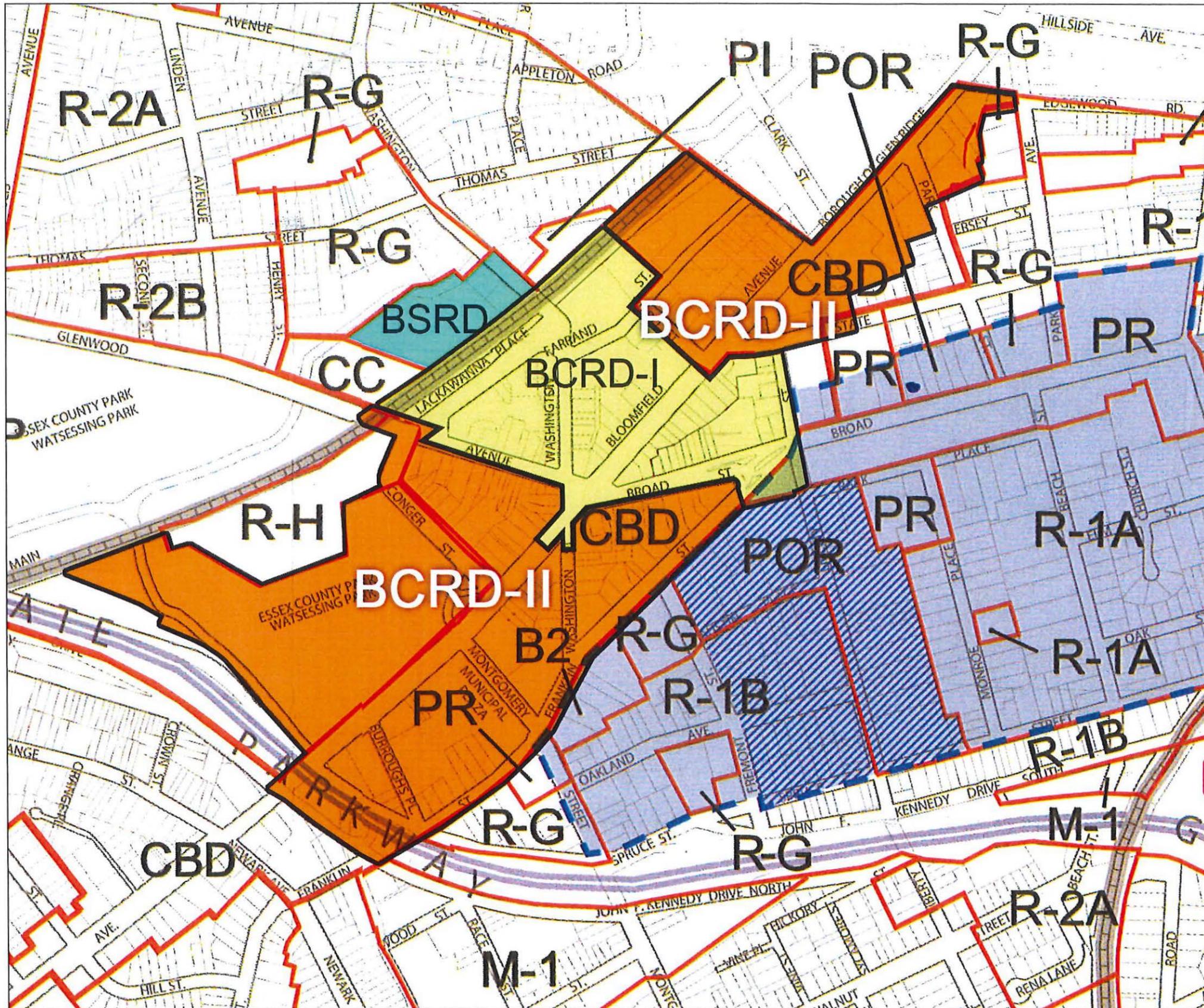
Upon the inspection and verification by the Mayor and Council that the redevelopment of a parcel subject to a redeveloper agreement has been completed, a Certificate of Completion and Compliance will be issued to the redeveloper and such parcel will be deemed no longer in need of redevelopment.

This Redevelopment Plan will remain effective until the RPA has been redeveloped and deemed no longer in need of redevelopment by the Mayor and Council.

Severability

The provisions of this Redevelopment Plan are subject to approval by Ordinance. If a Court of competent jurisdiction finds any word, phrase, clause, section, or provision of this Redevelopment Plan to be invalid, illegal, or unconstitutional, the word, phrase, clause, section, or provision shall be deemed severable, and the remainder of the Redevelopment Plan and implementing Ordinance shall remain in full force and effect.

**Amendments
and
Completion**



RESIDENTIAL		
R-1A	SINGLE FAMILY	50 FOOT FRONTAGE
R-1B	SINGLE FAMILY	40 FOOT FRONTAGE
R-2A	TWO FAMILY	50 FOOT FRONTAGE
R-2B	TWO FAMILY	40 FOOT FRONTAGE
R-G	GARDEN APARTMENT	
RT	RESIDENTIAL TOWNHOUSE	
RH	HIGH RISE APARTMENT	
POR	PROFESSIONAL OFFICE / RESIDENTIAL	
CORD	COMMUTER ORIENTED RESIDENTIAL DISTRICT	
PUBLIC		
PR	PUBLIC / RECREATIONAL	
PI	PRIVATE / INSTITUTIONAL	
BUSINESS		
B-2	NEIGHBORHOOD BUSINESS	
CBD	CENTRAL BUSINESS DISTRICT	
CC	COMMUNITY COMMERCIAL	
RO	REGIONAL OFFICE	
CD	COLLEGE DISTRICT	
INDUSTRIAL		
M-1	GENERAL INDUSTRIAL	
SPECIAL DISTRICTS		
[Pattern]	HISTORIC DISTRICT OVERLAY	
[Color]	BLOOMFIELD STATION REDEVELOPMENT DISTRICT	
[Color]	COLLEGE DISTRICT OVERLAY	
[Color]	BLOOMFIELD CENTER REDEVELOPMENT DISTRICT - PHASE I (BCRD-I)	
[Color]	BLOOMFIELD CENTER REDEVELOPMENT DISTRICT - PHASE II (BCRD-II)	

SCALE IN FEET
0 600 1,200

**Schedule A:
Zoning Map**