



Redevelopment Plan for Block 228 and Block 220, Lot 40

in the Township of Bloomfield, New Jersey

Prepared by **Phillips Preiss Grygiel LLC** for the **Township of Bloomfield**

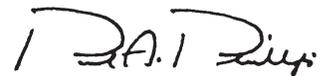
Adopted by the Mayor and Council of the Township of Bloomfield on February 7, 2011

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**REDEVELOPMENT PLAN FOR
BLOCK 228 AND BLOCK 220, LOT 40
IN THE TOWNSHIP OF BLOOMFIELD
ESSEX COUNTY, NEW JERSEY**

Prepared for:
Township of Bloomfield

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Introduction

A. STATUTORY BASIS FOR THE REDEVELOPMENT PLAN

This Redevelopment Plan has been prepared for the area immediately adjacent to the Bloomfield Train Station within the Township of Bloomfield, New Jersey. It consists of Block 228 in its entirety as well as Lot 40 in Block 220. Block 228 is triangular in shape and bounded by Glenwood Avenue to the east; Washington Street to the north and west; and Lackawanna Place to the south. Block 220, Lot 40 is located directly across from Block 228 on the opposite side of Lackawanna Place and it abuts the Bloomfield Train Station and New Jersey Transit Montclair-Boonton rail line.

The Bloomfield Township Council directed the Township Planning Board to study the area described above to determine whether it was an “area in need of redevelopment” in accordance with the criteria specified under the State’s Local Redevelopment and Housing Law (N.J.S.A. 40A:12A-5). Subsequently, the Township retained Phillips Preiss Shapiro Associates, Inc. to conduct the redevelopment area investigation, which was completed in May 2010. A public hearing on the investigation was held by the Planning Board, and on September 23, 2010 the Board recommended that all of Block 228 and Lot 40 in Block 220 be designated as “an area in need of redevelopment” (the “Redevelopment Area”). On October 18, 2010, the Bloomfield Township Council officially designated Block 228 and Lot 40 in Block 220 as “an area in need of redevelopment.”

B. PLAN OVERVIEW

In accordance with the Local Redevelopment and Housing Law, the Township Council is authorized to adopt a plan for the designated Redevelopment Area. This document constitutes the official Redevelopment Plan for Block 228 and Block 220, Lot 40. This Redevelopment Plan shall supersede any and all previously adopted redevelopment plans encompassing the referenced area, and, except as otherwise specifically indicated herein, shall further supersede all zoning designations for said area.

The intent of the Redevelopment Plan is to provide for development of a transit-oriented, mixed-use project that takes advantage of the area's proximity to the Bloomfield Train Station. The Plan encourages the construction of new mixed-use buildings designed to accommodate retail commercial activity, high-density multi-family residential dwelling units and structured parking intended to serve residences, shoppers and commuters alike. Redevelopment actions anticipated also include demolition and clearance of all remaining buildings, remediation of any existing soil and water contamination, and consolidation of tax lots. In addition, the Plan envisions the improvement of the nearest half of the abutting public rights-of-way in a manner that is consistent with the overall redevelopment vision for the area.

The Redevelopment Plan sets forth standards for land use, bulk, parking and design. While some such standards are fixed, others are intended to be flexible though in keeping with overall Plan goals and objectives.

C. REDEVELOPMENT AREA BOUNDARIES AND LOCATIONAL CONTEXT

The boundaries of the Redevelopment Area are shown in Figure 1 and the individual lots comprising the area are listed in Appendix A. In addition to the particular lots cited, portions of the abutting public rights-of-way extending to the centerline of such streets are also included within the Redevelopment Area boundaries.

The Redevelopment Area is irregularly shaped. Its boundaries are formed by Glenwood Avenue to the southeast; Washington Street to the north and west; and the NJ Transit rail right-of-way to the west. Block 228 is triangular in shape, with three street frontages. All but one of the study area lots is located on Block 228, with the remaining lot located on Block 220, across Lackawanna Place from Block 228. The Redevelopment Area is located in the heart of Bloomfield's downtown, known as "Bloomfield Center." It bridges the NJ Transit Bloomfield Station to the historic center of the downtown, known as the "Six Points" intersection (formed by Bloomfield Avenue's intersection with Broad Street, Glenwood Avenue and Washington Street).

D. NOTES ON PLAN TERMINOLOGY

Throughout this Redevelopment Plan the following distinction is made between "shall" and "should":

- "Shall" means that a redeveloper is required to comply with the specific standard or regulation.
- "Should" means that a redeveloper is encouraged to comply with the specific standard of regulation, but is not required to do so.



Figure 1:
Redevelopment Area Boundaries

Bloomfield Center Block 228 and Portion of Block 220

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Redevelopment Plan Vision, Goals and Objectives

A. OVERALL VISION

The Redevelopment Area occupies a key location within the larger Bloomfield Center district, one which provides a direct physical connection between the Bloomfield Train Station and the downtown core, and specifically the so-called Six Points intersection of Bloomfield Avenue. This Redevelopment Plan is intended to allow for the type of development that can best foster that linkage and also serve as a catalyst for the redevelopment of surrounding blocks that make up the larger Bloomfield Center district. The Redevelopment Plan envisions the construction of an integrated, mixed-use redevelopment project to include pedestrian-oriented retail commercial uses, an attractive streetscape, and well-designed, high-density housing, together with a multi-story parking deck designed to accommodate new development, as well as commuters and/or downtown shoppers generally by way of a “shared parking” scenario. The Plan is also intended to provide for the reuse of the currently vacant train station building so as to fully complete the link to the heart of downtown Bloomfield.

B. SPECIFIC REDEVELOPMENT PLAN GOALS AND OBJECTIVES

The Redevelopment Plan seeks to meet the following goals and objectives:

- Provide for the type of redevelopment that can eliminate existing blighting influences and further serve as a stimulus for future redevelopment efforts within the larger Bloomfield Center district.
- Provide for an increase in the economic base of the Redevelopment Area by redeveloping underutilized and non-productive properties.
- Establish an appropriate redevelopment scheme that can hasten any necessary remediation efforts within the area.
- Recognize the importance of the Bloomfield Train Station as a focal point and catalyst for redevelopment.
- Take advantage of the Bloomfield Train Station by encouraging higher-densi-

ty residential and pedestrian-friendly uses consistent with smart growth planning principles.

- Develop a critical mass of new residential development adjacent to the Bloomfield Train Station so as to encourage transit ridership and mode choice.
- Establish site and building design standards that foster a visually pleasing environment and high-quality construction within the Redevelopment Area.
- Provide pedestrian connections to the Bloomfield Train Station and enhance the use of the Bloomfield Train Station by creating a walkable and inviting streetscape.
- Encourage the development of new retail commercial and residential uses that will expand the level of business activity within the larger Bloomfield Center district.
- Provide opportunities for new construction employment and new permanent employment within the Township of Bloomfield.

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Land Use, Bulk and Parking

A. LAND USES

The following uses shall be permitted as principal permitted uses:

- Retail sales and services (except food markets of more than 30,000 square feet of gross floor area)
- Personal service establishments
- Banks and other financial institutions (exclusive of drive-through establishments)
- Restaurants and bars (exclusive of drive-through establishments)
- Residential units above the ground floor only (except for lobby areas servicing upper-floor residential units)
- Service clubs
- Art studios and galleries
- Theaters for movies and the performing arts
- Educational institutions
- Public plazas and passive recreation areas
- Indoor recreation facilities limited to the ground floor
- Offices
- Public and private parking structures, including commercial parking structures
- Train stations
- Open-air markets and festivals on a temporary basis.

The following shall be permitted as accessory uses:

- Parking garages
- Sidewalk dining
- Rooftop communications equipment (wireless communications facilities shall meet the conditions set forth in Section 315-39 of the Land Development Ordinance).

Surface parking shall be permitted as an interim use only.

All uses not specifically permitted are prohibited, including, without limitation:

- Outdoor sale of goods
- Massage parlors
- Tattoo parlors and establishments of any nature whatsoever which utilize needles for the purpose of making indelible markings upon the body by the insertion of pigment under the skin or by production of scars
- Fortune telling, or any service designed to foretell, reveal, disclose or divine or attempt to foretell, reveal or divine any event, past, present or future, by means of the possession or alleged possession of any occult or mysterious power, whether the same be manifested through medium, cards, hypnotism, clairvoyance, fortune telling, palmistry, phrenology or other mode or fashion
- The sale or display of paraphernalia relating to controlled dangerous substances, as defined by N.J.S. 2C:34-2, et seq.;
- Adult uses
- The sale of firearms and ammunition
- Methadone clinics
- Private animal shelters.

B. FLOOR AREA RATIO

- Development of Block 228 shall not exceed a Floor Area Ratio (FAR) of 4.0.
- Development of Block 220, Lot 40 shall not exceed an FAR of 2.5.
- For purposes of this section, FAR shall mean the ratio of the total floor area of buildings or structures to the total land area, but excluding any such areas devoted to parking or loading. The total floor area of buildings and the total land area shall include any allowable encroachments delineated in the site plan presented to the Bloomfield Planning Board.

C. HEIGHT

- No building within Block 228 shall exceed a height of 7 stories or 85 feet, whichever is less.
- No building on Block 220, Lot 40 shall exceed a height of 5 stories or 65 feet, whichever is less.

D. PARKING

In light of the role of the Parking Authority in the construction of a parking garage to address the required parking needs in the Redevelopment Area, the number of parking spaces that will be required shall be based upon a shared parking analysis to be submitted by the Parking Authority to the Planning Board as a part of any site plan application. Provided the parking garage has at least as many parking spaces as is determined to be necessary in such shared parking analysis, the parking requirements of the proposed project shall be deemed satisfied.

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Design

The following standards apply to development within Block 228 and within Block 220 where specifically stated.

A. BUILDING SETBACKS

The following standards apply to the amount of building mass that shall be located within specified setback areas at the first floor level. Exceptions may be required to satisfy floodplain and barrier-free accessibility requirements.

- **Along Washington Street and Glenwood Avenue:** at least 60 percent of the block length shall include first floor building mass located within 0 to 5 feet of the property line that borders the public right of way. At least 85 percent of the block length shall include first floor building mass located within 0 to 20 feet of the same property line. Building mass that contributes to these frontage requirements may not include parking structures.
- **Along Lackawanna Place:** At least 50 percent of the block length shall include first floor building mass located within 0 to 5 feet of the property line that borders the public right of way. Building mass that contributes to this frontage requirement may not include parking garage structures. Additionally, parking structures shall not occupy more than one-third of the block length at all floors.
- **Exceptions for Entrance Plazas:** Where a building entry to an upper-story residential use is located, a plaza area with deeper setbacks is permitted adjoining the entry. Such plazas shall not exceed 50 feet in length and 50 feet in depth. The area devoted to the plaza may be exempted from the above requirements for building setbacks.

Setback areas shall be treated as an extension of the sidewalk and shall be paved using similar materials to those of the adjacent sidewalk. The space may also be used for outdoor seating and dining and may include permanent benches, provided adequate provision is made for sidewalks sufficient for pedestrian move-

ment to and through the Area. In no case should this space be entirely landscaped, fenced in or in any way physically separated from the adjacent sidewalk.

B. BUILDING MASSING

Three separate buildings should be created within Block 228, with each building extending to one of the three street intersections. (*Requirements pertaining to a central parking garage are discussed below.*) A physical break or separation of at least 24 feet in length should be maintained at all levels between the three buildings, so as to minimize the visual bulk along the street frontage and to provide access to the parking garage. However, upper-story walkways may connect the buildings internally, provided the walkways are set back at least 10 feet from the front façade of the building. Driveways or alleys that are located between buildings may be crowned with an arch or gateway feature along the street frontage, not to exceed 26 feet in height (i.e. generally to the height of the first two stories).

Upper-story building mass for each of the three buildings should be L-shaped or T-shaped, and oriented to create triangular courtyards along the street frontage, atop the lower-level uses. The courtyards shall be accessible to any upper-story uses (such as residences) and shall be landscaped and decoratively paved. The effect of the courtyards from the street will be to minimize the apparent bulk of the upper-story building mass.

C. BUILDING ARTICULATION

Vertical Articulation

Building façade bulk shall be broken down vertically by means of bays. Bay materials, color, and massing should create the appearance of a series of narrower, traditional buildings along each street frontage. Each bay should be 40 feet or narrower in length. Individual bays shall be defined by a change in material, pattern, and/or texture; use of columns, pilasters, gutters, or expansion joints; size and rhythm of fenestration; or change in façade plane of at least one foot in depth.

Bay definition should extend through all levels of the building, except where a horizontal massing change in the façade plane or an expression / datum line is provided to break up the building bulk.

Horizontal Articulation

Buildings shall be differentiated horizontally into a base, middle, and top, as follows.

- **Base.** The base should be highlighted architecturally to visually ground the building and provide more pedestrian-scale detail at the sidewalk. For example, horizontal banding, belt courses, taller floor heights, and larger window openings, as well as signage, lighting, and awnings or canopies will help

highlight the base.

- **Middle.** The middle should be distinguished from the base and top by horizontal belt courses or cornices, and/or changes in material, texture, and fenestration pattern.
- **Top.** The top floor of the building should be distinguished from the base and middle and the roofline of the top floor should be defined with a coping, parapet wall, balustrade, and/or cornice.

Roof Shape

Roof shape and mass shall relate to the building massing on the lower levels. Flat and peaked roof shapes are permitted, but mansard roofs are prohibited.

With the exception of parking garages, 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).

Stepbacks

Building mass and detailing should create an “expression line” or “datum line” for any sixth-story mass by one or more of the following means: emphasizing portions of the lower five story building mass with different materials, colors, and detailing; stepping back the sixth floor façade with respect to the lower floors; differentiating the sixth floor with materials of lighter appearance, lighter color, or greater transparency; or using a belt cornice or other horizontal element to mark the transition between the fifth and sixth floor. Design elements on the sixth floor facade should carry through the seventh floor facade.

D. BUILDING TRANSPARENCY

Pedestrian Access

Public pedestrian access should be provided through the block, alongside or through the parking garage, from the train station to Washington Street and Glenwood Avenue. Access routes should be open and unrestricted during normal operating hours. The route should be well-lit with pedestrian-scale lighting.

Building Entrances

Pedestrian entries to retail spaces shall be provided from the sidewalk, except as may be required to satisfy floodplain and barrier-free accessibility requirements. Mall-style internal pedestrian entries from a shared hallway are discouraged, unless they are secondary to primary sidewalk entries for each store and they pro-

vide pedestrian access from the parking garage.

Windows

The following applies to facades for all buildings except the parking garage.

- Along ground floor façades, windows should occupy at least 50 percent of the façade area.
- Along second floor facades of retail space, windows should occupy at least 10 percent of the façade area. Along second floor facades of non-retail space, windows should occupy at least 25 percent of the façade area.
- Along the third through seventh story facades, windows should occupy at least 25 percent of the façade area.

Blank walls

A door or window should be provided at least every 20 feet along all ground floor frontages. Continuous expanses of windowless walls in excess of 10 feet in length are discouraged at all levels; instead, a change in plane and variation in materials and/or detailing should be provided for any windowless wall area in excess of 10 feet in length.

E. BUILDING FAÇADE DETAILING

Application

The level of materials, detailing, and articulation should be consistent along all three street frontages. Materials should be extended around corners and extensions in order to avoid a “pasted on” appearance.

Balconies

Balconies are permitted only above the first floor. Balconies shall not extend over the public right-of-way. Balconies located within five (5) feet of the public right-of-way should be completely recessed within the façade plane. Balconies that are set back more than five feet from the public right-of-way may project from the building façade.

Materials

Preferred materials for facades are brick, cultivated stone, or other masonry facing; fiber cement; metal panels; metal, and glass. No more than three different materials should be employed as primary materials on a building façade. Within the chosen primary materials, variation in color, texture, and pattern may be employed to create further distinctions. Synthetic stucco (i.e., EIFS) is not a recommended material.

No chain link fencing shall be permitted.

Rooftop Screening

All major mechanical equipment located on any roof of a building shall be screened from view from all vantage points with a material harmonious to that used in the facade of the structure.

Other Rooftop Equipment

All rooftop communications equipment, including satellite dishes and wireless communications equipment, shall be mounted and screened in such a way that it does not negatively impact the appearance of the building nor create objectionable views as seen from surrounding structures.

Generators for the buildings are to be located on the interior of the site or incorporated into the design of the facade and should not be located at or near pedestrian entrances. Windows for mechanical rooms should have translucent screening.

All utility connections shall be underground.

Trash and Recycling Areas.

All trash receptacles and recycling bins shall be anchored and/or enclosed, and adequately screened.

F. BUILDING USABILITY

Access to buildings by the elderly, physically handicapped and/or disabled shall be required. Design Standards shall meet, at a minimum, barrier-free design regulations as specified in the New Jersey Uniform Construction Code. Handicapped parking requirements shall meet, at a minimum, regulations as specified in the Americans with Disabilities Act or the ordinances of the Township.

All residential development proposals and construction plans shall meet minimum room size requirements as specified in the ordinances of the Township.

G. PARKING AND LOADING

The majority of the required parking spaces shall be provided off-street in structured parking; however, some amount of the required parking may be provided as surface spaces, to be located at the interior of the lot. All parking and loading areas shall be graded, paved with a durable dust-free surface, adequately drained and well-landscaped.

Parking Garage Height

- The height of the parking garage shall not exceed 60 feet above grade.

Separation from Adjacent Uses

Horizontal separation should be provided between the parking garage and a residential use at the same level of sufficient distance to permit a non-power ventilated parking garage. In instances where there must be a connection between the garage and residential use, a proper fire wall separation should be provided in accordance with the New Jersey Uniform Construction Code.

Any level of the parking garage that faces windows of residential units located on the same Block 228 should be stepped back at least 18 feet from such residential windows, so as to provide light and air to residences.

Vehicular Access Points

Curb cuts and driveways shall not exceed 30 feet in width. Curb cuts and driveways to the parking garage should be located at least 100 feet from any block corner or street intersection. The following limits apply to the number of curb cuts for parking entrances on each bounding street:

- On Washington Street: no more than one curb cut.
- On Glenwood Avenue: no more than one curb cut.
- On Lackawanna Place: no more than two curb cuts.

Loading

Off-street loading areas should be coordinated with the public street system in order to avoid conflicts with through traffic or obstruction to pedestrian walks and thoroughfares.

Garage Screening along Washington Street and Glenwood Avenue

Along Washington Street and Glenwood Avenue, the parking garage shall be located behind (wrapped by) active building uses, such as retail and residential uses, at all levels. No portion of the parking garage should be located closer than 60 feet to the public right-of-way of these streets.

Garage Screening along Lackawanna Place

Along Lackawanna Place, the parking garage is permitted to extend up to the public right-of-way at all levels. However, parking garage facades visible from and located within 50 feet of the Lackawanna Place right-of-way should be architecturally screened and detailed to create an attractive and harmonious façade at all visible levels of the garage as follows:

- Façade massing should be broken into bays of up to 40 feet in length, in the same manner as other areas of building.
- Parking façades should use similar quality and type of materials as adjacent buildings on Block 228.
- Punched window openings should be provided, with a similar size, spacing,

and enframement as in adjacent buildings. Areas of windowless walls should not exceed 20 feet in length. Open continuous ribbon-style garage openings are discouraged. The pattern of garage windows should be horizontally level, so as to disguise any internal ramps or sloping levels of the parking garage.

In addition, at the first level of the parking garage along Lackawanna Place:

- Higher amount of architectural detailing should be employed to create pedestrian interest, for example, more richly detailed materials, belt cornices, horizontal masonry banding.
- Windows should be fully glazed with translucent glass, allowing shadows and silhouettes to be visible. Transparent, clear-tinted, solid spandrel glass, and reflective glass are discouraged in window openings.
- A low planting area incorporating a seating wall should be provided along the front wall of the parking garage. Plantings should be varied in height and color or texture, and should provide greenery in winter months as well.
- Clearly demarcated pedestrian access leading from the train station to Bloomfield Avenue should be included.

In addition, at visible upper levels of the parking garage along Lackawanna Place:

- Transparent or clear-tinted glazing is permitted, as well as translucent glazing. Reflective glass and solid spandrel glass are discouraged in window openings. Alternatively, windows may be open, free of glazing, but should have decorative metal grilles or grates. In any case, window sizing, placement, glazing, and grilles / grates should be designed to minimize headlight glare from the garage into adjacent residential or other uses.

Parking Space Dimensions

All required parking spaces should be a minimum of eight and one-half (8.5) feet wide and eighteen (18) feet deep. Aisle widths will vary based on the proposed angle of the parking stall and shall be in accordance with the latest edition of the Institute of Transportation Engineer's Traffic Engineering Handbook.

Valet and/or tandem parking may be allowed if it can be demonstrated that a practical, efficient, safe means of operation will be provided.

H. STREETSCAPING

A unified streetscape plan shall be presented to, and is subject to the approval of, the Bloomfield Planning Board. Such streetscape plan shall provide for the materials to be used for sidewalk and curb construction, the size, species and locations of all street trees and other horticultural materials, and for the type and location of all street furniture and sidewalk dining areas. Sidewalk areas shall be adequate for the movement of pedestrians through and around the Area.

I. LIGHTING

Lighting should include double-headed teardrop 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 fixtures should be energy efficient and downcast to avoid creating glare into adjacent windows or uses. Lighting should be provided along buildings and pedestrian areas to ensure a pleasant and safe environment throughout the entire Area.

J. SIGNAGE

All signage in the Area shall comply with the Bloomfield Land Development Ordinance 315-42 Signs "A. General Provisions" and "B. Signs Permitted in Business Zones." In addition to such requirements, signage should:

- Be pedestrian-scaled in size and design;
- Include visually-interesting and varied designs; and
- Utilize unique and varied materials.

K. BLOCK 220, LOT 40

The following requirements apply to development of Block 220, Lot 40.

The **Bloomfield Train Station (Block 220, Lot 40)** is envisioned as a passive gathering space to be used primarily by train commuters. In connection with any redevelopment of this area, improvements should include, at a minimum, the following:

- Ample benches, lighting and outdoor seating;
- Public art and sculptural elements located appropriately within this space;
- Ample, visible and convenient bicycle parking;
- Drop-off area and roadway crossing using decorative pavement such as concrete pavers, brick pavers or stamped/colored resin or concrete in the area linking the train station building to the entry point to the improvements within Block 228. Stamped/colored asphalt shall not be permitted;
- Stairs at either end of the platform; and
- A safe, clean and efficient link under the station to the eastbound platform.

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Plan Consistency Review

A. RELATIONSHIP TO BLOOMFIELD LAND DEVELOPMENT ORDINANCE

This Redevelopment Plan shall supersede all provisions of the Land Development Ordinance of the Township of Bloomfield, except where specific provisions of the Land Development Ordinance are expressly indicated as being applicable. Adoption of this Plan by the Township Council shall supersede any and all previously adopted redevelopment plans for any of the properties located within the Redevelopment Area and shall be further considered an amendment to the Township of Bloomfield Zoning Map.

B. RELATIONSHIP TO ADJACENT MUNICIPALITIES

The Redevelopment Area is not adjacent to any of the surrounding municipalities. Given its physical separation, the Redevelopment Plan will not affect those nearby municipalities to any significant degree, other than have a generally positive impact via the creation of new parking and commuter opportunities for residents.

C. RELATIONSHIP TO THE ESSEX COUNTY MASTER PLAN

Although the County of Essex does not have a current Master Plan, the revitalization of the Bloomfield Center district generally is considered consistent with the land use planning goals of the Essex County Planning Board.

D. RELATIONSHIP TO STATE DEVELOPMENT AND REDEVELOPMENT PLAN

Among the goals of the 2001 New Jersey State Development and Redevelopment Plan is to revitalize existing urban centers by directing growth and development to those areas. On the State Plan Policy Map, the Redevelopment Area is located within a PA-1 Metropolitan Planning Area, which is identified in the State Plan as

an appropriate location to accommodate much of the State's new growth.

A stated goal of the State Plan is to revitalize the State's cities and towns by protecting, preserving and developing the valuable human and economic assets in cities, towns and other urban areas. The Redevelopment Area, by virtue of its location within a part of New Jersey that has extensive existing infrastructure and a long history of development, is by all measures an appropriate location for growth and redevelopment. The Redevelopment Plan will facilitate growth in this area and contribute to the economic revitalization of the State. The objectives of the Redevelopment Plan are consistent with the goals, strategies and policies of the State Plan. The Redevelopment Plan will redevelop a deteriorated and underutilized area within Bloomfield Center, placing currently unproductive lands into productive use in order to better serve the needs of residents and the County as a whole. The Redevelopment Plan aims to revitalize the area around the transit station; provide housing choices for the citizens of Bloomfield and surrounding municipalities, and provide support services for new residents.

The State Plan also lists the Township of Bloomfield as eligible for an Urban Coordinating Council Empowerment Neighborhood Designation, which gives priority access to State resources and assistance through the New Jersey Redevelopment Authority.

In sum, the redevelopment activities envisioned under this Plan are considered consistent with State planning policies, including Bloomfield Township's designation as a transit center.

E. RELATIONSHIP TO LOCAL OBJECTIVES

The local land use objectives for the Redevelopment Area have been expressed in the Township's Master Plan. The most recent comprehensive Master Plan for the Township of Bloomfield was adopted in 2002. In 2008, the Planning Board adopted a Master Plan Reexamination and Master Plan Update.

The 2002 Bloomfield Master Plan (the "2002 Plan") recommended a Central Business designation for Block 228 and Block 220 (Lot 40) in recognition of its function as a business, civic and transportation focal point and with the intent of promoting the area as a "vibrant, attractive and accessible destination for shopping, entertainment, upscale housing and employment." The 2002 Plan recommended the completion and implementation of the redevelopment plan for a 14-acre area considered the core of the Central Business District with the peripheral areas to be investigated to determine if they qualified as an "area in need of redevelopment."

The Master Plan goes on to recommend the following objectives:

“Promote revitalization of the Bloomfield Center CBD as a mixed-use, transit-oriented residential, commercial and transportation destination.”

“Support transit-oriented development in station areas, especially on underutilized or vacant commercial and industrial property.”

These general objectives are further supported by the Land Use Element of the Master Plan, which recommends the following mechanism for promoting development in the downtown district:

“The Central Business District is recommended for continued revitalization as a mixed-use, transit-oriented destination under the redevelopment process.”

In its Land Use Plan section, the Master Plan recommends that:

“There are several land use focus areas that are undergoing redevelopment or are being recommended for potential redevelopment. These special focus areas include the Bloomfield Center Central Business District.”

This Plan is substantially consistent with the land use objectives expressed in the 2002 Master Plan. The Plan promotes mixed-use development in proximity to bus and train transportation services and at a density appropriate for such locations. Moreover, the development proposed does not alter the surrounding public street system which contains utilities considered adequate to service new development.

Many of the above-referenced goals and recommendations were reiterated in the 2008 Master Plan Reexamination, and particular reference was made to the “Bloomfield Center Redevelopment Plan–Phase 1,” which was prepared subsequent to the 2002 Master Plan. The 2008 Reexamination emphasizes the critical importance of the redevelopment plan to downtown Bloomfield in the following statement:

“This Master Plan Update recommends that the Bloomfield Center Redevelopment Plan Phase-1 becomes the land use policy for the portion of the Central Business district within the Vision Plan Boundary and guides either revisions to the Land Development Regulations or additional redevelopment plans that will apply to that area. As redevelopment and revitalization occurs in the downtown, it is the goal that each proposed development will reference and adhere to the Plan. This will ensure consistency in the implementation of the Vision of the community.”

The reexamination further states:

“...the Bloomfield Center Redevelopment Plan Phase-I clearly furthers the recommendations of the 2000 Master Plan...”

The document also makes the following recommendation:

“Support the vision for the Central Business District established in the Bloomfield Center Revitalization Report as a mixed-use and transit-oriented destination that is an attractive commercial center, viable and profitable business location and downtown setting worthy of the Township’s residential neighborhoods.”

“Complete and implement the redevelopment plan for the 14-acre area in need of redevelopment located in the core area of the Central Business District.”

“Investigate additional sections of the Central Business District to determine if they qualify as an ‘area in need of redevelopment’ under the State Local Redevelopment and Housing Law.”

Finally, the 2008 reexaminations states:

“The Bloomfield Center Redevelopment Plan Phase-1 addresses all of these recommendations for the Bloomfield Center Redevelopment District and provides a framework for the expected additional phases of redevelopment, which will else effectuate the purposes of the 2002 Master Plan and this Master Plan Update.”

The Redevelopment Plan clearly meets several important objectives outlined in the 2008 Reexamination Report and Master Plan Update. Moreover, under the New Jersey Transit Village initiative, the State granted “Transit Village” designation to the Township in 2003. As a Transit Village, the Township is eligible for 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 motor vehicles. The addition and consolidation of parking within structures in this urban environment and the integration of retail and higher-density residential uses into the downtown area, directly adjacent to the Bloomfield Train Station, clearly advance these initiatives.

Other objectives set forth in the 2008 Reexamination Report include promoting the growth of a diversified economic base that generates employment growth, increases tax ratables, improves income levels and facilitates the redevelopment of Brownfield sites; and focusing economic development efforts on growth sectors of the economy and existing commercial and industrial districts. The successful implementation of this Plan will advance these objectives by creating tax ratables

on properties that are currently vacant and/or underutilized by providing new retail job opportunities within the Redevelopment Area. Moreover, the successful redevelopment of the area is expected to serve as a catalyst for redevelopment efforts within surrounding blocks. Such other blocks are currently underserved by the present parking supply and the infusion of residents into the area should revitalize retail, commercial and public uses throughout the Township. Finally, improved economic conditions that will flow from a revitalized downtown should spur the redevelopment of individual properties that currently suffer from varying degrees of deterioration and environmental contamination.

6

Redevelopment Actions

A. OUTLINE OF PROPOSED ACTIONS

Demolition

It is proposed that the Redevelopment Area be completely cleared of existing structures.

New Construction

Construction of new structures and other improvements will take place as proposed in Chapters III and IV of this Redevelopment Plan. Once a redeveloper, not including the Bloomfield Parking Authority, is selected the redeveloper will be required to enter into a Redeveloper's Agreement with the Township that stipulates the precise nature and extent of the improvements to be made and their timing and phasing as permitted therein.

B. PROPERTIES TO BE ACQUIRED

The Redevelopment Plan does not anticipate the need to acquire privately-owned property within the Redevelopment Area.

C. RELOCATION

The Township does not anticipate the displacement or relocation of any residents or businesses within the Redevelopment Area .

D. OTHER ACTIONS

In addition to the demolition and new construction described above, several other actions may be taken to further the goals of this Plan. These actions may include, but shall not be limited to: (1) provisions for infrastructure necessary to service new development; (2) environmental remediation; and (3) vacation of public utility easements and other easements and rights-of-way

as may be necessary to effectuate redevelopment.

E. ADMINISTRATIVE PROVISIONS

Redevelopment activities within the Redevelopment Area shall comply with all requirements in any executed redevelopment agreement between a designated redeveloper and the Township of Bloomfield.

7

General Provisions

A. AMENDMENT TO ZONING MAP AND LAND DEVELOPMENT ORDINANCE

The Zoning Map referenced in Section 315-34.B of the Land Development Ordinance of the Township of Bloomfield is hereby amended to reference this Redevelopment Plan. Additionally, the listing of zoning districts in Section 315-34.A of the Land Development Ordinance is hereby amended to include a reference to said Redevelopment Plan.

B. DEFINITIONS

Except as otherwise provided herein, words that appear in this Redevelopment Plan shall be interpreted in accordance with the “Definitions” section in the Township’s Land Development Ordinance as set forth in Section 315-6.

C. DEVIATION REQUESTS AND REQUESTS FOR DESIGN EXCEPTIONS

The Bloomfield Planning Board may grant deviations from the regulations contained within this Redevelopment Plan under Chapter 3, where, by reason of exceptional narrowness, shallowness or shape of a specific piece of property, or by reason of exceptional topographic conditions or physical features uniquely affecting a specific piece of property, the strict application of any bulk regulation adopted pursuant to this Redevelopment Plan would result in peculiar practical difficulties to, or exceptional and undue hardship upon, the redeveloper. The Bloomfield Planning Board may also grant such relief in an application relating to a specific piece of property where the purposes of this Redevelopment Plan would be advanced by a deviation from the strict requirements of this Plan and the benefits of the deviation would outweigh any detriments. No relief may be granted under the terms of this section unless such deviation or relief can be granted with-

out substantial detriment to the public good and without substantial impairment of the intent and purpose of the Redevelopment Plan. An application for a deviation from the requirements of this Redevelopment Plan shall provide public notice of such application in accord with the requirements of public notice as set forth in N.J.S.A. 40:55D-12a. and b.

Notwithstanding the above, no deviations should be granted that would permit any of the following: a use or principal structure that is not otherwise permitted by this Redevelopment Plan; an increase in the maximum permitted floor area ratio; or an increase in the maximum permitted height of a principal structure by more than 10 feet or 10%, whichever is less.

The Bloomfield Planning Board may further grant exceptions from the regulations contained within this Redevelopment Plan under Chapter 4 as may be reasonable and within the general purpose and intent of this Redevelopment Plan if the literal enforcement of one or more provisions is impractical or will exact undue hardship because of peculiar conditions pertaining to the land in question or the structures to be built thereon.

D. SITE PLAN AND SUBDIVISION REVIEW

Site plans for the construction of improvements within the Redevelopment Area shall be prepared in accordance with the requirements of the Municipal Land Use Law (N.J.S.A. 40:55D-1 et seq.) and shall be submitted by the redeveloper for review and approval by the Township of Bloomfield Planning Board.

In order to provide for the coordinated development of the Redevelopment Area, a site plan shall be presented to the Bloomfield Planning Board for either of the following: Block 228 in its entirety; Block 220, Lot 40; or Block 228 and Block 220, Lot 40 combined. The site plan shall be consistent with the provisions of this Plan and should, at a minimum, include the following elements:

- Overall development plan for the district specifying land uses, building heights, floor area ratios, square foot areas and numbers of residential units.
- Streetscape design plan, indicating the materials to be used, the location of all trees and other plantings and the location and design of any street furniture to be installed.
- Architectural renderings and floor plans indicating compliance with the design standards contained herein.
- Traffic and circulation analysis and plans which shall include consideration of mass transit routes. This analysis shall include the cumulative effect of the ingress and egress requirements of the proposed development and the effects on adjacent and affected roadways created by the overall floor area proposed.
- Parking, loading and vehicular access plan.

- Landscape plan.
- Utility plan.
- Stormwater management plan as per the requirements of Section 494-4 of the Land Development Ordinance.
- Phasing plan (if applicable).
- Executed redevelopment agreement between redeveloper and the Township of Bloomfield.

No certificate of occupancy of any type shall be issued for construction of improvements within the Redevelopment Area until the Bloomfield Planning Board has granted final site plan approval for such improvements.

Any subdivision of lots or parcels of land within the Redevelopment Area shall be subject to the review and approval of the Planning Board and shall be in accordance with the requirements of this Redevelopment Plan and the Subdivision Ordinance of the Township of Bloomfield, except that where this Redevelopment Plan contains provisions that differ from those in the subdivision ordinance, the Plan shall prevail.

The sole criteria for the consideration and approval of the site plan shall be conformance with the requirements of this Redevelopment Plan and all other applicable law.

E. AFFORDABLE HOUSING

A redeveloper shall be required to build and set aside affordable housing only as required by the relevant State statutes and regulations and local ordinances which may be applicable at the time preliminary site plan approval is granted.

F. ADVERSE INFLUENCES

No use shall be permitted which, when conducted under proper and adequate conditions and safeguards, will produce corrosive, toxic or noxious fumes, glare, electromagnetic disturbance, radiation, smoke, cinders, odors, dust or waste, undue noise or vibration, or other objectionable features so as to be detrimental to the public health, safety or general welfare.

G. NON-DISCRIMINATION PROVISIONS

No covenant, lease, conveyance or other instrument shall be affected or executed by the Township Council or by a redeveloper or any of his successors or assignees, whereby land within the Redevelopment Area is restricted by the Township Council, or the redeveloper, upon the basis of race, creed, color, or national origin in the sale, lease, use or occupancy thereof. Appropriate covenants, running with

the land forever, will prohibit such restrictions and shall be included in the disposition instruments. There shall be no restrictions of occupancy or use of any part of the Redevelopment Area on the basis of race, creed, color or national origin.

H. DURATION OF THE PLAN

The provisions of this Plan specifying the redevelopment of the Redevelopment Area and the requirements and restrictions with respect thereto shall be in effect for a period of 50 years from the date of approval of this plan by the Township Council.

8

Other Provisions

In accordance with N.J.S.A. 40A:12A-1 et seq., known as The Local Redevelopment and Housing Law, the following statements are made:

- The Redevelopment Plan herein has delineated a definite relationship to local objectives as to appropriate land uses, density of population, and improved traffic and public transportation, public utilities, recreation and community facilities and other public improvements. The Plan has laid out various programs and strategies needed to be implemented in order to carry out the objectives of this Plan.
- The Redevelopment Plan lays out the proposed land uses and building requirements for the Redevelopment Area.
- The Redevelopment Plan does not envision a need to acquire privately-owned properties or to relocate any residents or businesses.
- The Redevelopment Plan is substantially consistent with the Master Plan for the Township of Bloomfield. The Plan also complies with the goals and objectives of the New Jersey State Development and Redevelopment Plan.
- This Redevelopment Plan shall supersede all provisions of the Zoning and Land Development Regulations of the Township of Bloomfield regulating development in the area addressed by this Redevelopment Plan, except where specifically mentioned within the text of this Plan. Final adoption of this Plan by the Township Council shall be considered an amendment of the Township of Bloomfield Zoning Map.
- If any section, paragraph, division, subdivision, clause or provision of this Redevelopment Plan shall be adjudged by the courts to be invalid, such adjudication shall only apply to the section, paragraph, division, subdivision, clause or provision so judged, and the remainder of this Redevelopment Plan shall be deemed valid and effective.

9

Procedure for Amending the Approved Plan

This Redevelopment Plan may be amended from time to time upon compliance with the requirements of state law. A non-refundable application fee of \$5,000 shall be paid by the party requesting such amendment, unless the request is issued from any agency of Bloomfield Township. The Township Council, at its sole discretion, may require the party requesting the amendments to prepare a study of the impact of such amendments, which study must be prepared by a professional planner licensed in the State of New Jersey.

Appendices

APPENDIX A

REDEVELOPMENT AREA PROPERTIES

Block	Lot	Lot Area (acres)
228	1	0.9500
	4	0.0803
	5	0.1076
	7	0.2603
	8	(with Lot 7)
	10	0.0589
	11	0.1129
	13	0.0424
	14	0.0482
	15	0.0955
	16	0.0279
	17	0.0177
	18	0.0844
	19	0.0588
	21	0.0671
	24	0.3020
	27	(with Lot 24)
	28	0.0610
	29	0.0698
	30	(with Lot 31)
31	0.1676	
33	0.0850	
35	(with Lot 33)	
220	40	0.6200

APPENDIX B

PARKING REQUIREMENTS

Procedure

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

Residential	1.2 per unit
Office	2.9 per 1,000 SF
Retail/Commercial	2.7 per 1,000 SF
Restaurant	0.3 per seat
Movie Theater	0.3 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 the following “Occupancy Rate” table), for each use for the Weekday night, daytime and evening periods, and Weekend night, daytime and evening periods respectively.

Occupancy Rate Table

Source: Victoria Transport Policy Institute

	M-F 8A-6P	M-F 6P-12A	M-F 12A-8A	Sat/Sun 8A-6P	Sat/Sun 6P-12A	Sat/Sun 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 (note 3)						

Note 1 This table indicates the percent adjustment of the minimum parking requirement during each time period for shared parking.

Note 2 Percentages set forth in the Occupancy Rate table are set to include a small “safety margin” of parking beyond that minimally needed to serve an average peak demand. Therefore a local study of parking demand may yield a greater reduction in parking required.

Note 3 “Other” occupancy rates as demonstrated by applicant via parking study or other credible evidence.

3. Tabulate minimum parking requirement for each time period – Sum up the adjusted minimum parking requirements of each land use for each of the six time periods to determine an overall project minimum parking requirement for each time period.
4. Determine minimum parking requirement / Project – The highest of the six time period totals shall be the minimum parking requirement for the mixed use project.
5. Alternate Parking Requirement Calculation – A detailed shared parking model will be considered by the township as an alternate method of determining parking requirements of a mixed use project. The model will estimate parking demand for each individual use on an hour-by-hour basis, and the sum of these uses, between the hours of 6:00 AM and midnight for two conditions – a typical weekday and a Saturday. Parking factors and hourly adjustment factors must be derived from a credible source such as American Planning Association or Institute of Transportation Engineers. Parking factors and hourly adjustment factors that are derived from actual study of similar projects in similar settings will also be considered.
6. 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 (7) and/or (8), below.
7. 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 township.
8. If the parking requirement, or portions of the parking requirement, cannot be met, applicants may purchase relief at a rate to be determined within the range of \$5,000 to \$20,000 per parking space. This fee will be deposited to the Bloomfield Parking Authority to be used exclusively for the development, improvement or maintenance of public shared parking serving the redevelopment district.
9. This Parking Requirements Exhibit shall be used to establish the parking required for any project in the Redevelopment Area. Once constructed, the actual designation of parking spaces within any public parking facility shall be determined by the owner of such facility.