

# Town of Westfield

## Master Plan Reexamination Report

Town of Westfield, New Jersey  
December 2019



# 2019 Westfield Master Plan Reexamination Report

Adopted by the Town of Westfield Planning Board  
on December XX, 2019

Administered by the  
Town of Westfield Planning Board

Prepared by:



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The original of this report was signed and sealed in accordance with N.J.S.A. 45:14A-12.

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# Acknowledgments





## Mayor

Mayor Shelley Brindle

## Town Council

Frank Arena, Ward 1 Councilman  
Linda Habgood, Ward 1 Councilwoman  
Michael Dardia, Ward 2 Councilman  
Jo Ann Neylan, Ward 2 Councilwoman  
David Contract, Ward 3 Councilman  
Mark LoGrippe, Ward 3 Councilman  
Dawn Mackey, Ward 4 Councilwoman  
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Kris McAloon, Secretary  
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Linda Habgood, Councilwoman  
Michael La Place  
Anastasia Harrison  
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## Stakeholder Visioning Workshop Groups

Master Plan Reexamination Steering  
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Access and Inclusivity Committee  
Board of Education  
Downtown Westfield Corporation  
Green Team  
Historic Preservation Commission  
Housing Commission  
Planning Board  
Recreation Commission  
Senior Advisory Council  
Technology Advisory Committee  
Tree Preservation Commission  
Union County Transportation Advisory Board

## Master Plan Steering Committee

Mayor Shelley Brindle  
Councilwoman Linda Habgood  
Sherry Cronin, Former Director, Downtown  
Westfield Corporation  
James Gildea, Town Administrator  
William Heinbokel, Past Chair, Board of  
Adjustment  
Liz Jeffery, Economic Development Advisor  
Kelly Kessler, Vice Chair, Historic Preservation  
Commission  
Robert Newell, Chair, Planning Board  
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The vision statement, guiding principles and goals and objectives are recommended to be immediately adopted as an amendment to the 2002 Master Plan, replacing the existing Goals and Objectives section.

# VISION STATEMENT, GUIDING PRINCIPLES & OVERALL GOALS

## *Westfield's Future: Plan It. Love It. Live It.*

Informed by public input and findings from other planning efforts, Westfield has worked collaboratively with the community to develop an inspirational vision and achievable goals for the Town of Westfield.

The Town of Westfield, celebrating its 300<sup>th</sup> anniversary in 2020, is a vibrant community with a small-town feel, which is inclusive of all residents, supports new and established businesses, and encourages quality and sustainable development. Westfield is a place where residents of all ages, incomes, cultures and creeds are welcome in the community and have the opportunity to thrive.

Westfield will be a model of carefully managed development, providing a range of housing options for young families and empty nesters within walking distance to the downtown, maintain high-quality stable single-family neighborhoods and abundant recreational and cultural opportunities.

Downtown Westfield serves as the heartbeat of the community's commercial and social activities. It continues to be envisioned as pedestrian-oriented and mixed-use center; it will offer a variety of housing choices, retail environments, and traditional and non-traditional office employment opportunities. New development will preserve and celebrate the Town's history and architecture and provide housing and destinations for shopping and services, all within an environment of tree-lined streets, pedestrian parks, and plazas. Westfield cherishes its heritage, while taking full advantage of new technologies and innovations. A visually enhanced streetscape with wide sidewalks, pedestrian and bike facilities will provide safe connectivity throughout downtown, on North and South Avenue, and provide linkages to its neighborhoods.

Convenient public and alternative forms of transportation will exist and the Town will strive to be a model for energy efficiency and environmental sustainability in its policies.



# GUIDING PRINCIPLES

1  
As we grow, we will strive to preserve the attributes of our unique, hometown character and community identity, the beauty of our natural environment, and the strengths of our neighborhoods, while lessening the adverse effects of growth.

2  
We will retain the best qualities of a small town and respects its heritage, while embracing the opportunities that new technologies, programs and concepts in urban design provide.

3  
We value open space and parks as an integral part of our community's hometown feel and will take advantage of opportunities for its enhancement and expansion.

4  
We will maintain and enhance the historic and human orientation of our Downtown as the center of our community.

5  
We will continue to support vibrant concentrations of retail, office, service, residential and recreational activity in Downtown.

6  
We will maintain a strong and diverse economy and to provide a business climate that retains and attracts locally owned companies, as well as internationally recognized corporations.

7  
We will promote citizens and institutions that value cultural diversity and seeks ways to promote involvement from all cultural groups.

8  
We realize that architectural and land use design is fundamental to our identity. As Westfield progresses into the future, special attention will be given to promoting high quality residential and commercial development that reflects aesthetic excellence.

9  
We will commit to sustainable practices that promote social equity, environmental health and economic prosperity.

10  
We will preserve our single-family neighborhoods while providing housing choices that will allow people to age in place.

11  
The long-term economic well-being of the Town is fundamental to its future. Therefore, we will encourage a variety of employment opportunities, and promote unique, local businesses.

12  
We will promote a Multi Modal Transportation Network (roadways, bikeways, walkways and public transportation) that are safe, accessible, which emphasize local and regional connections while considering neighborhood impacts.

# Overall Goals & Objectives

In the Municipal Land Use Law, a master plan must include a “statement of objectives, principles, assumptions, policies, and standards upon which the constituent proposal for the physical, economic and social development of the municipality are based.” The 2002 Master Plan expressed these statements as a set of goals and objectives, with certain amendments made through adoption of the 2009 Land Use Element. The following builds upon the 2009 goals and objectives, with amendments (indicated as **bolded items**) to create a comprehensive 2019 Master Plan Reexamination Report Goals and Objectives.

1. To provide adequate light, air and open space by establishing, administering and enforcing bulk, density and design standards that are appropriate for the various zones and uses in the community.
2. To preserve and protect the suburban character of existing residential neighborhoods through:
  - a. Zone designations based upon existing neighborhood development patterns and according to the environmental requirements for the respective residential uses.
  - b. Bulk, density and design standards that are appropriate for the various dwelling types and not overly intensive in relation to the lot(s) on which a dwelling is situated in their respective zones.
  - c. Discouraging through traffic in residential areas whenever possible.
  - d. Regulations to preserve and enhance visual appearance of residential neighborhoods; and
  - e. **Discouraging demolitions of older housing units that contribute to the Town’s community character and rehabilitate such homes, when feasible.**

## 3. To minimize the environmental impact resulting from development through:

- a. Appropriate regulations to encourage green building design in all new construction.
- b. Appropriate regulations that discourage disturbance of steep slopes and vegetation.
- c. Appropriate regulations that discourage unnecessary development in wetlands and flood hazard areas.
- d. Implementation of best practices in stormwater management.
- e. Appropriate regulations to ensure implementation of current soil conservation and erosion control measures; and
- f. Appropriate regulations to protect and/or replace trees/woodlands impacted by development projects.

## 4. To provide adequate municipal open space for a variety of active and passive recreational uses by:

- a. Maintaining the present amount of open space available to Town residents, and by providing at least 8 acres of municipal open space per 1,000 persons in the community as land becomes available.
- b. Making improvements that encourage the use of and improve the access to passive open space areas; and
- c. **Adopt the recommendations of the 2019 Parks Master Plan.**



5. To maintain and enhance the viability of the various business districts by:

- a. Encouraging an appropriate mix of land uses that will complement one another and meet the retail and service needs of the Town.
- b. Promoting a desirable visual environment and preserving the small-town atmosphere in the business districts.
- c. Providing or requiring the provision of sufficient numbers of parking and loading spaces in the appropriate locations to serve the needs of the general public.
- d. Promoting a desirable pedestrian environment in the downtown business district.
- e. Discouraging automobile-only oriented development in the central business district, including "strip malls"; and
- f. **Offering placemaking opportunities, including public art, open space, pedestrian nodes, and community gathering spaces.**

6. Provide a safe and efficient transportation system that also encourages mobility by all modes.

- a. **Identifying and addressing roadway safety issues.**
- b. **Promoting traffic calming in key locations to discourage speeding and cut-through traffic.**
- c. **Minimizing traffic congestion and providing for safe and convenient access to properties.**
- d. **Developing and maintaining walking and biking routes that enhance connectivity to Town facilities and other key locations in Town; and**
- e. **Improving pedestrian safety at signalized intersections and other areas of safety concern.**

7. To eliminate areas of conflict or incompatibility in land use or zoning between Westfield and adjacent municipalities by:

- a. Rezoning, where appropriate, those areas that conflict with the use or zoning of adjacent municipalities; and
- b. Encouraging the buffer/separation of incompatible uses and/or zones.

8. To provide a wide range of housing types and densities in a manner that maintains and is compatible with the predominant existing single family detached dwelling development pattern through:

- a. Various zone districts that permit single-family detached, two-family and single-family attached, and multi-family dwellings where appropriate.
- b. Density standards that reflect existing neighborhood conditions, where appropriate, as well as the needs of various housing types; and
- c. Rezoning in appropriate locations, for mixed use or residential uses, establishing densities within walking distance of the CBD- Central Business District and NJ Transit railroad stations.

9. To address the need of affordable housing for the local and regional population of low- and moderate-income persons by establishing various zone districts that encourage the provision of affordable housing, where appropriate.

10. To address the need for senior citizen housing through:

- a. Zone districts that encourage the development of housing units that are designed to meet the particular needs of senior citizens.

11. To promote the conservation of the various historical sites, structures and districts in Westfield by:

- a. Identifying the various historic sites, structures and districts that exist.
- b. Establishing appropriate regulations for the preservation of historic sites and structures.
- c. Establishing appropriate regulations that encourage development and redevelopment in historic districts to be compatible with existing historic structures and sites in the district.
- d. **Encouraging adaptive re-use of older historic buildings; and**
- e. **Educating the public about the process and benefits of historic preservation designation.**

12. To promote the conservation of energy and the recycling of recyclable materials through:

- a. Appropriate regulations that require recycling of recyclable materials.
- b. **Encouraging green infrastructure in site design, energy efficient design, and sustainable building practices; and**
- c. **Encouraging reduced carbon footprints through alternative fuel vehicle infrastructure and promoting alternative modes of transportation to minimize automobile travel.**

13. To address underutilized or vacant sites, encourage redevelopment or rehabilitation where properties meet those standards set forth in the Local Redevelopment and Housing Law.





*Workshare*



*Create Places of Interest*



*Multimodal*



*Public Square*



*Public Art*





# INTRODUCTION AND BACKGROUND

## Why Make a Plan?

*Westfield's Future. Plan It. Live It. Love It.*

To keep Westfield on a path towards success in all aspects of quality of life - from appropriate land use; to quality transportation for pedestrians, bicyclists, transit users, and motorists; preservation of the Town's past while balancing modern building trends; access to and quality community facilities including schools, parks, emergency services and others; and to strategic economic growth in the downtown and commercial areas – a guiding plan should be written and adopted by the Town. This Master Plan Reexamination Report gives all these factors attention and lays out a plan for Westfield's future. This Reexamination Report serves as an important long range planning tool for the Town of Westfield. It not only establishes community vision, but acts as an action plan for how to achieve that vision, a guiding document for the Governing Body and Planning Board.

This document was not written from behind a desk, rather the Master Plan Reexam Team (the Town of Westfield and its hired sub-consultants: H2M [lead] & TimHaahs) ventured out into the Town and spoke to residents about their issues and concerns, wants and desires. This plan is built around these comments from YOU, the resident, the business owner, the visitor to this great Town. It outlines the issues and concerns and recommends solutions. This Master Plan Reexamination Report also includes an evaluation of Westfield's planning and development regulations and documents, and identifies which of the community's policies or objectives have changed (and which have stayed the same) since the completion of the Town's last Reexamination Report, which for Westfield was in 2009.

***"This plan is built around these comments from YOU, the resident, the business owner, the visitor to this great Town."***

## Plan Organization:

**Vision Statement and Goals and Objectives** includes a recommended set of goals and objectives for incorporation into the Town Master Plan, along with an overall vision statement for the Town.

**Introduction and Background** explains the purpose of the Master Plan Reexamination, the source of its authority from the New Jersey statutes, direction on how to implement the recommendations resulting from this reexamination report.

**Community Engagement and Public Participation** discusses the importance of community engagement in the planning process and summarizes the public outreach activities that occurred for this Reexamination Report including meetings of the project steering committee, public workshops, public survey, and use of PublicInput.com.

**Significant Changes in Assumptions, Policies and Objectives** discusses changes that have occurred since the 2002 Master Plan including changes in local demographics, changes that have occurred statewide both in the law and policy, county planning efforts and policies, regional planning efforts, and local planning efforts and policy changes.

**All Elements provide a checklist of recommendations - new and old; a discussion of trends and policies affecting planning concerning the element topic; a discussion of new issues; and a status of issues and recommendations from the previous master plan element dating back to 2002.**

**Land Use Element Reexamination** addresses community form and land development of Town. It addresses concerns such as demolitions and the trend towards modern building practices while maintaining and enhancing community character.

**Circulation Element Reexamination** provides a multi-modal review of the Town's transportation network. This element addresses the needs of pedestrians, bicyclists, transit users, and motorists, addressing more specific issues such as parking.

**Downtown Economic Development Element Reexamination** provides a qualitative analysis of the Town's downtown commercial area and provides recommendations for maintaining Westfield's reputation for having an excellent central business district.

**Community Facilities Element Reexamination** examines civic facilities and institutions including park and recreational facilities, school buildings, emergency services including police, fire, and EMS, other safety concerns, town services and buildings and arts and culture.

**Historic Preservation Element Reexamination** identifies opportunities for historic designations and preservation.

**Recommendations Concerning Redevelopment**, by statute, would contain the recommendations of the Planning Board concerning the incorporation of redevelopment plans adopted pursuant to the Local Redevelopment and Housing Law into the Master Plan. At this time, the Town of Westfield has no adopted redevelopment plans; a brief outline of the redevelopment process is included.

**Appendices** include a Master Plan Reexamination Public Engagement Survey Report and associated Public Outreach documents (i.e. flyers, meeting summaries).





## Authority

The Town of Westfield last adopted its Master Plan in 2002, amending the Land Use Element in 2004 and 2005, conducting a Master Plan Reexamination Report in 2009, again amending the Land Use Element in 2009 and in 2018. The Town has a Housing Element and Fair Share Plan, last adopted in 2018.

Master Plan reexaminations are required for New Jersey municipalities per the Municipal Land Use Law (MLUL), N.J.S.A. 40:55D-89. Per the statute, a planning board shall generally reexamine its master plan and development regulations every 10 years. In accordance with the MLUL, this Master Plan Reexamination shall state:

- a. The major problems and objectives relating to land development in the municipality at the time of the adoption of the last reexamination report.
- b. The extent to which such problems and objectives have been reduced or have increased subsequent to such date.
- c. The extent to which there have been significant changes in the assumptions, policies, and objectives forming the basis for the master plan or development regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, collection, disposition, and recycling of designated recyclable materials, and changes in State, county and municipal policies and objectives.
- d. The specific changes recommended for the master plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared.
- e. The recommendations of the planning board concerning the incorporation of redevelopment plans adopted pursuant to the "Local Redevelopment and Housing Law," P.L. 1992, c.79 (C.40A:12A-1 et al.) into the land use plan element of the municipal master plan, and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.

## Planning Process

The preparation of this document included a robust public outreach process (explained in more detail in the **Community Engagement and Public Participation** section of this report). In addition to this was an extensive review of planning materials. Plans and studies prepared by the Town of Westfield and reviewed as part of this Master Plan Reexamination Report effort include:

- 1999 Downtown Westfield Improvement Plan
- 2002 Master Plan
- 2004 Land Use Plan
- 2005 Land Use Plan
- 2009 Master Plan Reexamination Report
- 2009 Land Use Element and 2013, 2014, and 2018 Amendments
- 2009 Land Use Task Force Report
- 2013, 2014, 2016, 2018 Housing Elements and Fair Share Plans
- 2013 Complete Streets Initiative
- 2017 Downtown Task Force Report
- Land Development Regulations Amendments



# How to Use This Plan

The Master Plan Reexamination Report is a guiding document for multi-disciplinary planning and investment in the Town of Westfield for the next 10+ years. Master Plans and Reexaminations are recognized as evolving documents and may be amended by the municipal Planning Board at any time to fit current trends or changed circumstances. In 10 years, the Planning Board must pursue another Master Plan Reexamination Report, or they may choose to undertake a new comprehensive Master Plan. The vision statement, guiding principles and goals and objectives are recommended to be immediately adopted as an amendment to the 2002 Master Plan, replacing the existing Goals and Objectives section.

The Report is built on prior planning efforts and initiatives, a comprehensive analysis of existing conditions, and future opportunities. The recommendations from these past planning efforts and new recommendations are included in a checklist format at the beginning of

each Element. These recommendation checklists are designed for the purpose of “checking off” or tracking recommendations over the next 10-year period as a way to measure progress. Each recommendation is supplemented with four features:

- **Recommendation** states the recommendation.
- **Responsible Party or Partner** identifies the Town entities or other agencies that will have a role in implementation.
- **Timeframe** estimates the amount of time to implement the item. It is categorized as either short (1-2 years), medium (2 to 5 years), long (5-10+ years), or ongoing (continuous).
- **“Check off” box** is a blank box for the Planning Board to “check off” the recommendation once completed. The Planning Board is also encouraged to provide a date of completion.

## Plan Implementation

	<i>Recommendation</i>	<i>Responsible Party</i>	<i>Timeframe</i>	<i>Check Off Box</i>	<i>Year Completed</i>
<b>Recommendation Category</b>					
1	2018 (new) Recommendation Recommendation statement	Town and/or partner	Short Medium Long Ongoing	✓	insert year

## Summary Table of Past Issues and Recommendations

<i>Past Issue or Recommendation (from 2002 Master Plan or 2009 Reexam)</i>		<i>Increased or Maintained and Should Continue</i>	<i>Decreased or Resolved</i>
<i>No. of Old Issues</i>			
a	Old Issue		x



The Master Plan Reexamination Report cannot be written, nor recommendations made without input from the people who live, work, and visit Westfield. Without public input, this document will not accurately represent the wants and needs of Westfield residents. Throughout the year-long Master Plan Reexamination Report process, the Town and its sub-consultants, H2M & TimHaahs (the “Master Plan Reexam Team”), worked hard to obtain ideas, opinions, feedback, and record concerns, using community workshops and online engagement. This collaborative approach provides valuable insight into the community which can only be gleaned from those who are daily part of the community.

Key to the success of this community outreach initiative was the partnership between the Town and the sub-consultants developing this Master Plan Reexamination Report. Without the Town promoting the project on its social media accounts and website, and through the individuals that believed in the project and became “ambassadors” of the plan, this project’s community engagement outreach would not have been as successful. The following section describes the public outreach process in the development of this Master Plan Reexamination Report.

### **Steering Committee**

At the launch of the project, a Steering Committee comprised of Town of Westfield professionals, local officials, community leaders and the H2M Team was formed to frame the outline for the development of the

Master Plan Reexamination Report, and to generate discussions on specific areas of the Reexamination Report. Steering Committee members include:

#### ***Elected Officials***

- Mayor Shelley Brindle
- Councilwoman Linda Habgood

#### ***Town Staff & Representatives from Boards and Committees***

- Sherry Cronin, Former Director, Downtown Westfield Corporation
- James Gildea, Town Administrator
- William Heinbokel, Past Chair, Board of Adjustment
- Liz Jeffery, Economic Development Advisor
- Kelly Kessler, Vice Chair, Historic Preservation Commission
- Robert Newell, Chair, Planning Board
- Gretchan Ohlig, Board of Education Representative
- Donald Sammet, Town Planner
- Alan Tremulak, Esq., Planning Board Attorney

#### ***Alternates***

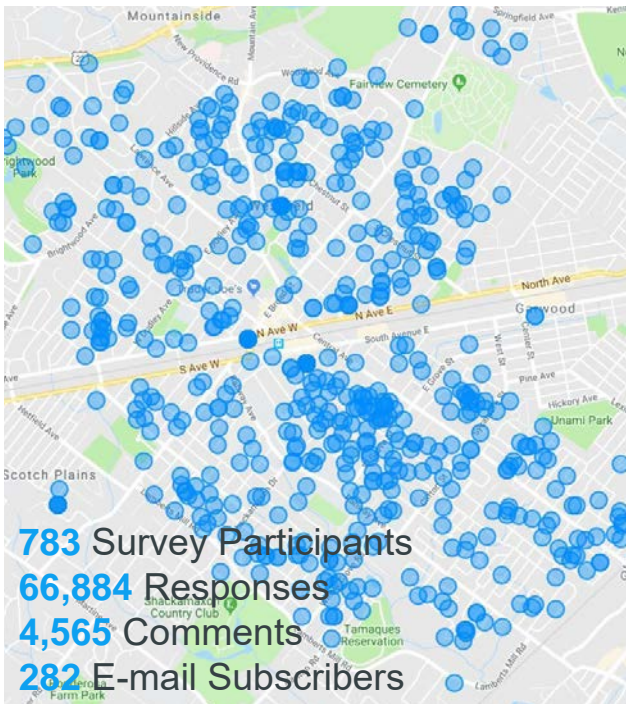
- Anastasia Harrison, Planning Board member, Steering Committee alternate
- Michael LaPlace, Planning Board member, Steering Committee alternate

## Online Engagement

The Master Plan Reexam Team established an online presence of the Reexamination Report through the Town's website [www.Westfieldnj.gov/futurewestfield](http://www.Westfieldnj.gov/futurewestfield), social media posts, and a project-specific webpage [www.PublicInput.com/WestfieldMP](http://www.PublicInput.com/WestfieldMP). Both websites contained a wide-range of information regarding the project, including a flyer describing the project, frequently asked questions, a video describing the project and how to participate, workshop dates, summary reports of the workshops, and links to an online survey. The PublicInput.com/WestfieldMP website differed from the Town's website as it was the primary host for the online survey and was maintained by H2M. Westfield also promoted the workshops and the project through their social media accounts including Facebook and Instagram.

## Surveys

To gain valuable feedback in the most convenient format for project participants, a Master Plan Reexamination Survey was developed both for online use and in a hardcopy format. Survey responses were collected for approximately nine months. Hardcopy versions of the survey were provided at the community workshops and at key Town facilities such as Town Hall and the library. 783 participants completed the survey with over 4,500 comments. A summary of the survey results can be found in **Appendix B**.



## Survey Key Takeaway

When asked to rate a list of issues affecting Westfield, survey participants rated:

### One-passenger rail service to NYC

**1** 68% very important

### Condition of parks & recreation

**2** 57% very important

### Parking in downtown

**3** 52% very important

### Residential teardowns

**4** 49% very important

### Goods & services in downtown

**5** 48% very important



## Workshops

The Master Plan Reexam Team held a series of workshops at different stages of the Master Plan Reexamination Report development in order to collect public input.

### *Stakeholder Visioning Workshop*

The Steering Committee, upon their first meeting in December 2018, believed that input from several Town organizations separate from public workshops would benefit the Master Plan Reexamination process. The Master Plan Reexam Team held an invite-only Stakeholder Visioning Workshop on Wednesday, February 6, 2019 from 7pm to 9pm at Town Hall in the Community Room. Approximately 44 people attended the event from the following community groups:

- Master Plan Reexamination Steering Committee
- Access and Inclusivity Committee
- Board of Education
- Downtown Westfield Corporation
- Green Team
- Historic Preservation Commission
- Housing Commission
- Planning Board
- Recreation Commission
- Senior Advisory Council
- Technology Advisory Committee
- Tree Preservation Commission
- Union County Transportation Advisory Board

A detailed explanation of the workshop's format and comments received can be found in **Appendix C**.

### *Public Workshops Phase I*

The Master Plan Reexam Team hosted four community workshops beginning in late March through the month of April. The Team engaged with 265 residents collectively over the course of the four meetings. All meetings were held from 7PM to 9PM, alternating between the Town Hall Community Room and the Edison Intermediate School Cafeteria. In addition to community workshop summaries being posted online for public viewing, the Town also put together short videos of some of the workshops.

A detailed explanation of each of the workshop's format and comments received can be found in **Appendix C**.

### *Focus Groups*

In addition to the four public workshops planned for the beginning of the project, the Master Plan Reexam Team hosted a focus group workshop for seniors, a unique population group in Westfield who were less likely to attend the public workshop meetings held in the evening. The Senior workshop was instead held during the day on April 30, 2019 from 1PM to 3:30PM at the Presbyterian Church of Westfield. The meeting was jointly hosted by Lifelong Westfield, a group targeted for seniors. A summary of the workshop format and comments received can be found in **Appendix C**.

A second focus group workshop was held for business owners in downtown Westfield. The workshop took place on September 10, 2019 from 7PM to 9PM at the Town Hall Community Room. Over 55 business owners and property owners attended the event.

### *Planning Board Interim Check-in*

The Master Plan Reexam Team attended a Planning Board meeting halfway through the planning process, on July 1, 2019 to present the findings of the first phase of public workshops. The Team discussed initial findings by going through preliminary survey results.

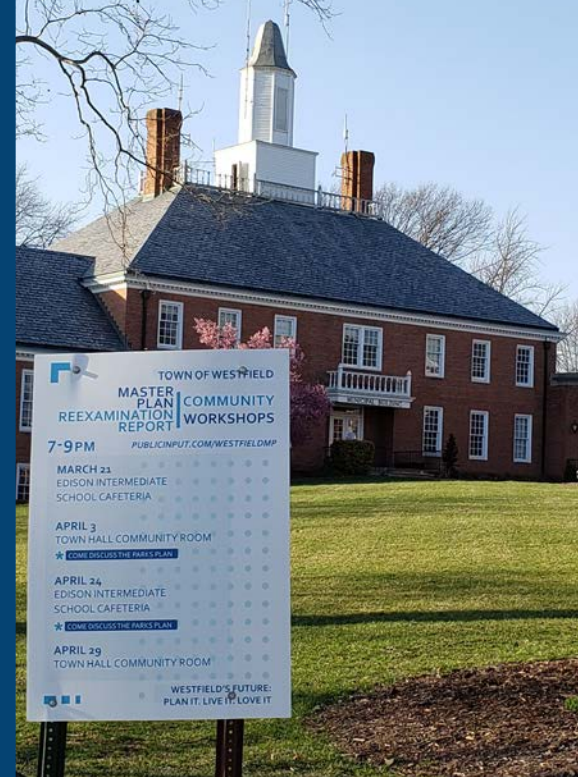
### *Public Workshops Phase II*

While there were four workshops planned for the beginning of the project to gather valuable insight from the public, one workshop was also planned for the near-end of the project to provide a "feedback loop" for residents. This workshop was formatted to present the key ideas, goals, and recommendations of the Draft Master Plan Reexamination Report. The intent of the presented findings were:

- To give the residents an opportunity to follow-up with the Team after the first round of Public Workshops held in the Spring
- To gain feedback on the Report's draft goals, objectives and recommendations

The workshop was held on October 2, 2019 and ran from 7PM to 9PM in the evening with 60 participants attending. The presentation used to discuss the Master Plan Reexamination Report findings can be found in **Appendix B**.









# SIGNIFICANT CHANGES



## Significant Changes in Assumptions, Policies, and Objectives

A Master Plan Reexamination Report is required to look at the extent to which there have been significant changes in the assumptions, policies, and objectives forming the basis of the last 2002 Master Plan. In the 17-year period since 2002, there have been a multitude of changes affecting Westfield. This section of the report examines changes in demographics, changes in the region, at the state, county, and municipal levels and changes within the law that are applicable to the elements of this Master Plan Reexamination Report.



# Changing Demographics

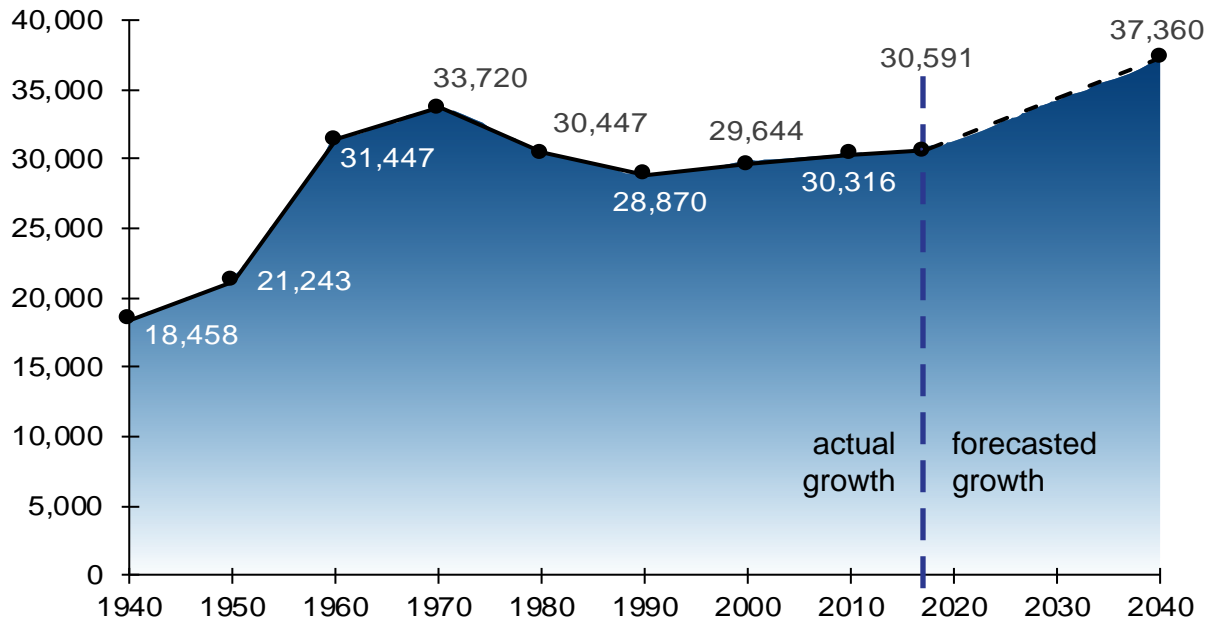
The following discussion of Town demographic conditions relies largely on the latest available data at the time of this report, Census 2010 data, and as such, may not accurately reflect current conditions in the Town. Most current data, 2017 American Community Survey (ACS) 5-year Estimates data (collected from years 2013-2017), is used where possible instead of using 2010 Decennial Census data.

Since the 2002 Master Plan, there have been significant changes to population demographics and other factors affecting how people live, work, travel, and play in the community. It is important to understand demographic conditions and population trends in order to better reflect the lifestyles of Westfield residents. Doing so helps identify and address growing problems or potential areas of concern which can help to comprehensively plan for Westfield's future. These unique population characteristics are identified by comparing the Town's demographics over time and to those of the county and the state.

## Population Characteristics

The Town of Westfield experienced a population boom between 1940 and 1970 (growing by more than 80%) and a population decline (-14.4%) in the '70s and '80s. Town population began to grow again beginning in 1990, albeit more slowly, reaching its highest population since 1970 with 30,591 residents in 2017. Since the last Reexamination Report in 2002, the population in Westfield has increased 3.2% (using 2000 and 2017 figures). The North Jersey Transportation Planning Authority (NJTPA) population forecast indicates population in the Town of Westfield will continue to grow into the year 2040 (a population forecast of 37,360 residents), past its 1970 peak. This forecast of a 18.9% increase in population from 2010 establishes the need for a range of development activities, including additional housing, infrastructure, and transportation improvements in order to meet the needs of all current and future residents.

### Westfield Population Growth 1940-2040



Source: US Census Bureau, American Community Survey, 2013-2017 5-Year Estimates & NJTPA Population Forecasts

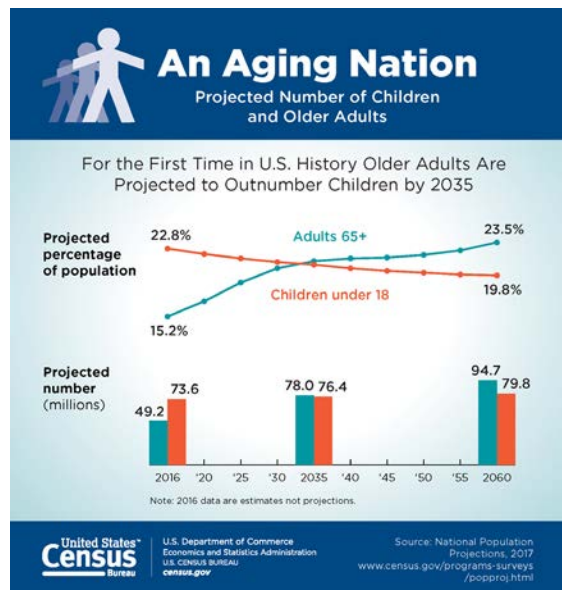
***"This forecast of a 18.9% increase in population from 2010 establishes the need for a range of development activities, including additional housing, infrastructure, and transportation improvements in order to meet the needs of all current and future residents."***



## Age

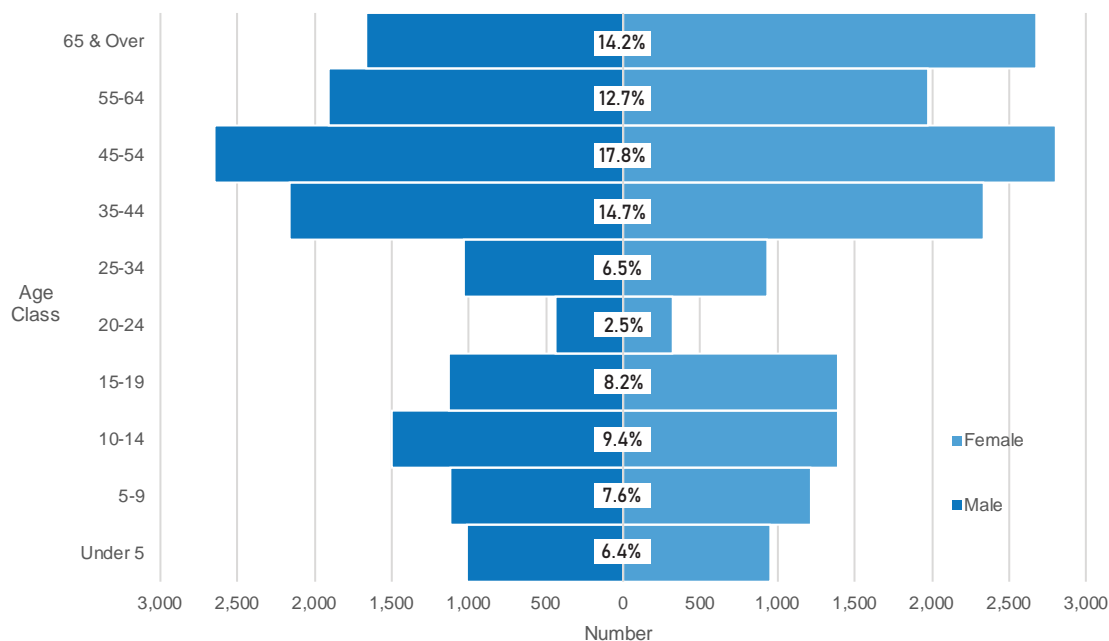
With a forecasted population increase, breaking down the population by age can help determine how best to meet the needs of future residents.

- The share of children in Westfield (those under 19 years old, 31.7%) is higher than the share of children at the national level (25.6%, 2017 ACS). At the time of the last Master Plan in 2002, the Town predicted the school-age population (ages 5-19) would increase over time, as it had increased in the previous decade (1990-2000, 16% increase). Today, the school-age population is 7,738 children, a 17.0% increase. The Town will need to collaborate with the Westfield Board of Education to properly plan for and accommodate the growing number of school children in the public school system.
- The Millennial Generation (generally, people born between 1980 and 2000) make up only 11.7% of the Town's population (2017 ACS), significantly less than their national representation (~27%, 2017 ACS). As of 2019, individuals of this generation are between 19 and 39 years old. Both school-aged children and the Millennial Generation are important because they represent the new generation of workforce, renters or homeowners, and consumers.



- Conversely, at least 25.3% of Westfield's residents are Baby Boomers (born between 1946 and 1964), which is higher of a share compared to Baby Boomers throughout the nation (~17.7%). The first Baby Boomers reached the age of 65 in 2010, and by 2030, the entire generation will reach the typical age of retirement. By 2035, the US Census Bureau projects for the first time in US history, older adults will outnumber children. Without an abundant Millennial population to off-set aging Baby Boomers, Westfield will need to both accommodate the needs of older adults and attract younger generations.

## Westfield Age Pyramid, 2017



## Baby Boomers

The overall preference for aging adults is to stay in the current community or home in which they live. A survey by the American Association of Retired Persons' (AARP) Public Policy Institute revealed 87% of individuals age 70 and above who responded to the survey wanted to stay where they live, while those between 50 and 64 shared the same preference at 71%. This concept is known as "Aging in Place." Key factors for aging in place is the ability to "downsize" if needed (trading in a larger home for more modest and accessible living arrangements) and continued mobility even without access to an automobile. AARP identified some policies to promote aging in place related to transportation, including transit-oriented development (TOD), "complete streets", and human services transportation (such as municipal dial-a-rides). Westfield's access to public transportation and the ability to address a person's **"household lifecycle and housing choices"**, provide some of these characteristics. As these older adults retire and age, there will be an increased demand to provide transportation, housing, recreation, and social services that cater to their needs.



### **"Household lifecycle and housing choices" -HUD**

The ability to address a person's housing needs throughout their lifetime. Movement through lifecycle stages brings characteristic changes in the size and composition of households and in their housing requirements.

## Millennials

Generally, Millennials living preferences include rental units, downtown amenities, and transit service. Westfield lacks a diverse housing stock but shows strength in its commercial districts and transit service. A 2014 Urban Land Institute (ULI) survey of Millennials found 50% are renters (635 of 1,270), and two-thirds of respondents reported they are very satisfied or satisfied with being a renter. The ULI's Millennial report also notes one-third rent in an urban area (419 of the 1,270 survey respondents). 17.6% of occupied housing units in Westfield are renter occupied and 11.9% of renters were Millennials according to 2017 census data. Additionally, home-ownership rates for all age groups were lower in 2017 than in 2006, the year before the Great Recession, but those under the age of 35 are much less likely to own a home than other age cohorts. Nationally, the 2017 home ownership rate for households under 35 was 35.3%, 6.4% less than it was ten years ago in 2007. A predominantly single-family community, Westfield will need to concentrate on diversifying its housing stock to attract even more Millennial residents.

Millennials also tend to use public transportation and other modes at a higher rate than previous generations. In a survey of Millennials from the Rockefeller Foundation and Transportation for America, 54% of respondents said they would consider moving to another city if it had more and better transportation options, and two-thirds identified access to high quality transportation as one of their top three criteria when choosing a place to live. Eighty percent (80%) said that it is important to have a wide range of transportation options, such as public transportation, bike- and car-sharing, and pedestrian-friendly streets. Based on this, Westfield is well positioned to be an attractive community for Millennials because of its access to public transportation assets.

An unknown about the long-term impacts of Millennials is whether the preferences to rent and use public transportation will stay consistent across their lifetime. Some of their preferences may be more influenced by financial considerations. The national average student-loan debt for a person who graduated in 2017 is \$28,650, 1 percent higher than the 2016 average. However, the New Jersey state average student loan debt for a graduate of the Class of 2017 is \$32,247, 6th highest in the nation. The higher than average debts may impact a person's ability to afford a car, save for a down payment on a home, or start a family. For example, the US Census Bureau found that young adults are marrying at lower rates than previous generations, marrying on average between 28 and 30 years old and economic security plays a role in marital decisions. As Millennials' incomes increase, they marry and start a family, and save more money, the question remains on whether Millennials will continue to prefer to rent and eschew car ownership, or whether they will look to move to more suburban areas to own homes and drive an automobile to work. In this respect, Westfield can be attractive destination as it provides the trappings of suburban and urbanized lifestyles.

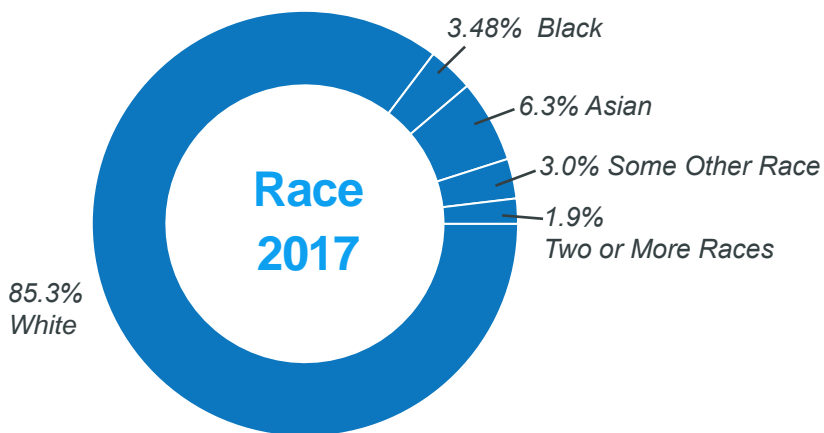


### Race

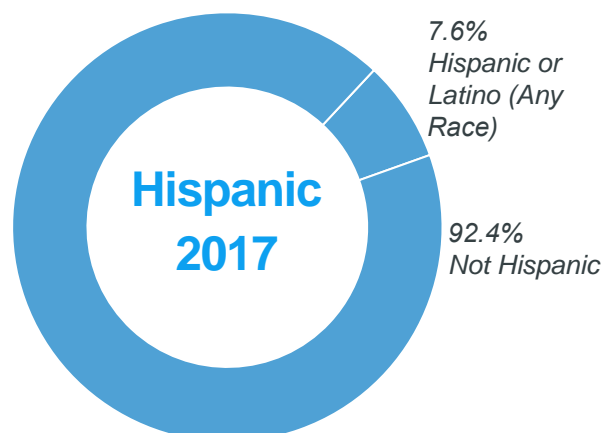
Approximately 85.3% of the population in Westfield is white alone, although the Town has been diversifying racially (90% white in 2000). The Some Other Race and Asian race categories grew the most over the 2000 to 2017 time period (+2.4% and +2.21%, respectively). Still, the Town today is considered less diverse than the County (56.6% white) and the State (67.9% white). Given Westfield's smaller-sized racial minority, it is important to continue efforts to provide equal access to Town land uses and amenities while catering to the needs of all Town of Westfield residents.

### Hispanic or Latino Population

Persons of "Hispanic or Latino origin" can be any race where "origin" is defined as ancestry, nationality, group, lineage or country of birth of the person or the person's parents or ancestors before their arrival in the United States. There are more people living in Westfield who identified themselves as being of Hispanic or Latino origin in the 2010 Census (4.92%) than the 2000 Census (2.82%). However, according to 2017 data Westfield still has a lower percentage of people identifying themselves as Hispanic or Latino (7.6%) than the county average (30.7%) and the state average (19.7%).



Source: US Census Bureau, American Community Survey, 2013-2017 5-Year Estimates



Source: US Census Bureau, American Community Survey, 2013-2017 5-Year Estimates

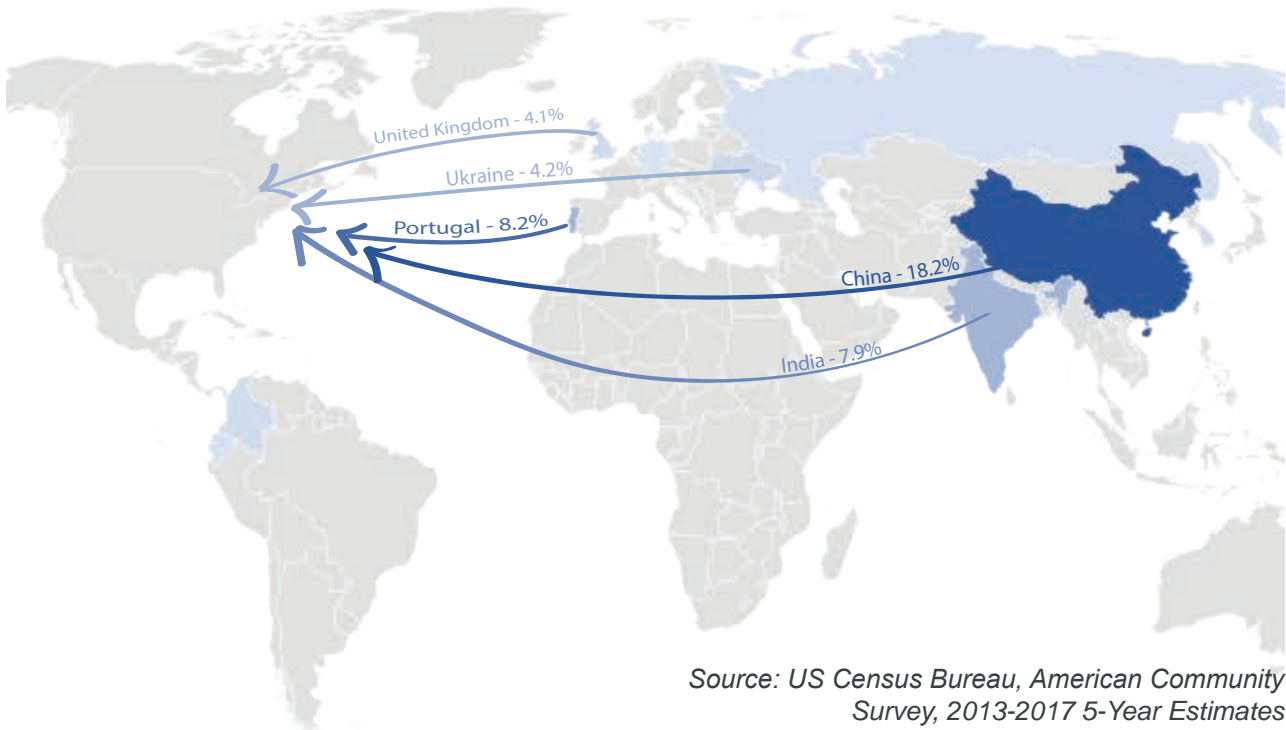
### Foreign-Born

The foreign-born population makes up 11.3% of the total population in Westfield (3,455 residents), less than the foreign-born representation in both the County (29.9%) and the State (22.1%). Of the Westfield foreign-born population, 38.6% were born in Asia, 35.3% born in Europe, 20.3% in Latin America, and approximately 2.95% in Northern America. Of all foreign-born residents, a higher number of residents came from the following countries: 18.2% were born in China, 8.2% of foreign-born were born in Portugal, nearly 7.9% in India, 4.2% in Ukraine, and 4.1% were born in the United Kingdom.

Of all foreign-born residents who have entered the U.S. and are living in Westfield, 70.5% have become naturalized citizens, more than the naturalization rate for both Union County (51.9%) and the State (54.7%).



### Westfield's Foreign-Born Residents' Place of Birth



Source: US Census Bureau, American Community Survey, 2013-2017 5-Year Estimates



### Income and Poverty

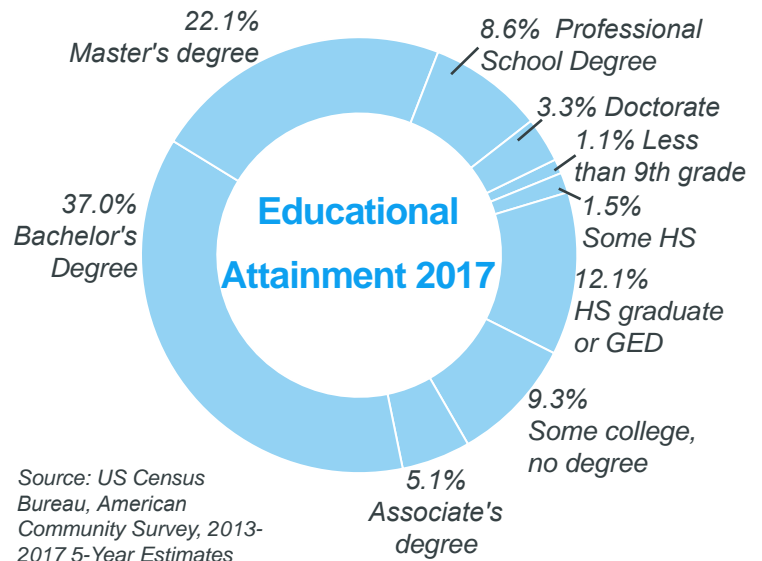
The 2017 median household income is greater in Westfield now (\$159,923) than the last Reexamination Report (\$98,390 per 2000 Census). At both points in time, Westfield's median household income was much greater than the County's. Very high-income households, or households with incomes equal to or greater than \$150,000, make up over half (52.83%) of households in Town.

The federally set poverty line is a specified dollar amount considered to be the minimum level of resources that are adequate to meet basic needs - the percentage of those living below the poverty line or poverty threshold is called the poverty rate. Residents living below the poverty line typically place greater needs on services provided by the Town, county, non-profits, or other organizations. In Westfield, 2.7% of the population for whom poverty status is determined is below the poverty level (807 individuals), much lower than the county, state and national poverty rates in 2017 (10.3%, 10.7%, and 12.3%, respectively). The poverty rate remains unchanged from the 2000 Census (2.7%).

- 2017 poverty rates for the Black or African American alone population in Westfield has historically been the highest poverty rate of the race categories in Town but has decreased by more than two-thirds when compared to 2012 ACS 5-year estimates (6.5% 2017, 23.5% 2012).

### Educational Attainment

Westfield residents aged 25 and over are well educated, with nearly 97.4% of residents having received at least a high school degree and approximately 76.1% of residents continuing on to receive a degree from a higher education institution. Westfield residents' level of education is higher than county, especially for those receiving a bachelor's degree (37% Westfield, 20.6% Union County, 23.4% New Jersey) and masters/professional/doctorate degrees (34% Westfield, 13.5% Union County, 14.7% New Jersey).



## Regional Planning Efforts and Policies

Below are recent regional planning efforts that have occurred since 2002.

### Together North Jersey's The Plan

Together North Jersey's (TNJ) The Plan is a guidance document funded by the U.S. Department of Housing and Urban Development's (HUD) Sustainable Communities Regional Planning grant and executed by a coalition of varied key stakeholders known as "Together North Jersey". Published in 2015, The Plan aims to support multi-jurisdictional planning efforts in Northern New Jersey by addressing multiple issues and challenges and recognizing their interdependent challenges. In its vision for the future, The Plan asserts that a sustainable North Jersey region is competitive, efficient, livable, and resilient. To advance the Plan's vision, collective and individual action must be taken. Strategies in The Plan's 15 key focus areas were taken into consideration, and where appropriate, were integrated into this reexamination report.



### RPA's The Fourth Regional Plan

The Regional Plan Association (RPA) is an urban research and advocacy organization focusing on the 31-county New York-New Jersey-Connecticut metropolitan, or tri-state region. Since the 1920s, RPA has produced four long-range plans in 1929, the 1960s, 1996, and 2017 to guide the region's growth. The most recent long-range plan, The Fourth Regional Plan, was released in November 2017 and looks forward to the year 2040. It is guided by four core values that serve as a foundation across issue areas: equity, prosperity, health, and sustainability. The 61 recommendations resulting from the regional plan will have an impact on communities at the local level if implemented.



## Statewide Changes

There have been significant changes at the State level since 2002.

### Municipal Land Use Law (MLUL)

The Municipal Land Use Law regulates local land use procedures by municipalities, an authority delegated from the State. Municipalities exercise this vested power, or "police power", by providing authority through their local municipal code for all zoning and planning within their municipal borders.

### Green Building and Environmental Sustainability Elements

On August 5, 2008, the Municipal Land Use Law was amended to authorize municipal planning boards to adopt green building and environmental sustainability elements of the municipal Master Plan. The legislation permits "a green buildings and environmental sustainability plan element, which shall provide for, encourage, and promote the efficient use of natural resources; consider the impact of buildings on the local, regional, and global environment; allow ecosystems to function naturally; conserve and reuse water; treat storm water on site; and optimize climatic conditions through site orientation and design." Municipalities could rely on this legislation to require that all new construction satisfy "green" building criteria set forth in regulations or rating systems such as Leadership in Environmental Design (LEED).

### Renewable Energy

The Municipal Land Use Law was amended on March 31, 2009 to permit renewable energy facilities in industrial zones by right on "parcels of land comprising 20 or more contiguous acres that are owned by the same person or entity." Effective November 20, 2009, the definition of an "inherently beneficial use" was also amended to include "a wind, solar, or photovoltaic energy facility or structure", thereby lessening the burden of proof required to obtain a use variance. An additional amendment to the MLUL on April 22, 2010 exempts solar panels from impervious surface or impervious coverage calculations in municipal site plan or subdivision applications.

Related solar laws include the "Solar Rights Law", which prevents homeowners associations from prohibiting solar collectors (August 21, 2007), and the "Solar Easement Act", which explicitly allows for voluntary creation of easements for access to direct sunlight.

### **Performance and Maintenance Guarantees**

On January 15, 2018, the Municipal Land Use Law was amended to modify the requirements for performance and maintenance guarantees required for developers. Prior to the amendment, developers were required to furnish a performance guarantee for improvements deemed “necessary or appropriate” while the amended law now requires developers to furnish performance guarantees “of only those improvements required by an approval or developer’s agreement, ordinance, or regulation to be dedicated to a public entity, and that have not yet been installed” with the exception of privately-owned perimeter buffer landscaping. The list of improvements referenced in the law are now limited to: streets, pavement, gutters, curbs, sidewalks, street lighting, street trees, surveyor’s monuments, water mains, community septic systems, drainage structures, public improvements of open space, and any grading necessitated by the preceding improvements. Erosion control and sedimentation control devices are no longer subject to performance guarantees. Soil Conservation Districts, under the Soil Erosion and Sedimentary Control Act, maintain the authority to review construction projects to ensure soil erosion standards are met.

The amended law authorized two new types of guarantees: a temporary certificate of occupancy guarantee and a safety and stabilization guarantee.

The amended law additionally limited maintenance guarantees for improvements that are subject of the performance guarantee and are being released, and for certain private stormwater management improvements. The term of a maintenance guarantee automatically expires and cannot exceed two years.

Finally, the law makes it easier for improvement inspections conducted by the municipality to occur due to changes and procedures for funds in escrow.

### **Time of Application Rule**

The Supreme Court of New Jersey in *Dunbar Homes, Inc. v. Zoning Board of Adjustment of Franklin Twp.* clarified the “Time of Application Rule” found within the Municipal Land Use Law. The rule replaced the prior “time of decision rule” on May 5, 2011. The time of application rule was enacted to address, “situations in which a developer would spend time and money pursuing an application, only to have a municipality change the zoning to the developer’s detriment while the application was pending.”

The rule states, “Notwithstanding any provision of law to the contrary, those development regulations which are in effect on the date of submission of an application for development shall govern the review of that application for development and any decision made with regard to that application for development. Any provision of an ordinance, except those relating to health and public safety that are adopted subsequent to the date of submission of an application for development, shall not be applicable to that application for development.”

In the court case *Dunbar Homes, Inc. v. Zoning Board of Adjustment of Franklin Twp.*, the municipality maintained the statute does not apply until the application for development is complete. The New Jersey Supreme Court concluded that although the submission does not need to be deemed complete, an “application for development” must be interpreted to mean “the application form and all accompanying documents required for approval.” Therefore, what constitutes the contents of an application for development are left to municipalities under the police power, and all accompanying documents or waiver requests required by ordinance must be submitted to the municipality for the time of application rule to apply. If required documents are not submitted or a waiver is not requested, then the time of application rule could be applied by the municipality. An application for development cannot be deemed incomplete, however, if the municipality requires correction of any information found to be in error and submission of additional information.



### **Smart Growth, Storm Resiliency, and Environmental Sustainability Statement of a Master Plan**

The Municipal Land Use Law was amended in January 2018 to require a Land Use Element of a Master Plan to include a statement of strategy concerning smart growth (to include potential locations for electric vehicle charging stations), storm resiliency (i.e. energy supply, flood-prone areas, environmental infrastructure), and environmental sustainability. Any newly adopted Land Use Element of a Master Plan for the Town of Westfield is required by law to include such statements.

### **Local Housing and Redevelopment Law**

On September 6, 2013, Chapter 159 was signed into law, changing the way municipalities designate “areas in need of redevelopment” pursuant to the Local Redevelopment and Housing Law (LRHL). Chapter 159 requires the municipality must indicate at the very beginning of the redevelopment study process whether the municipality is seeking to investigate a “Non-Condensation Redevelopment Area” or a “Condensation Area”. Under the legislation, areas in need of redevelopment in which the municipality is authorized to use eminent domain are called “Condensation Redevelopment Areas”. Areas in need of redevelopment in which the municipality may not use eminent domain are called “Non-Condensation Redevelopment Areas”. Under the previous law, municipalities were able to designate redevelopment areas without first identifying areas that would be subject to eminent domain.

Chapter 159 also revised the “e” criterion for designating an area in need of redevelopment. The amendment expanded the criteria for designating an area in need of rehabilitation where there is environmental contamination or a persistent pattern of tax delinquencies.

August 9, 2019, Governor Murphy signed bill A1700 into law that expanded the criteria “b” for a designation under the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1 et seq. (LRHL), to include “stranded assets.” Specifically, the statute establishes a new criterion to designate property as being “in need of redevelopment” or “blighted”: any “building or buildings previously used for commercial, industrial, manufacturing, retail, shopping malls or plazas, office parks” that had “significant vacancies ... for at least two years.” N.J.S.A. 40A:12A-5b. While the duration of the vacancy is set forth in the statute, the extent of such vacancy, as of now, is left to the discretion of municipal officials.

In 2019, the New Jersey Appellate Division issued a ruling in *Borough of Glassboro v. Grossman, et al.* that interpreted key parts of the LRHL. The court ruled that whenever condemnation (eminent domain) is challenged, the condemning authority (i.e. the municipality or redeveloper) must justify its inclusion of the property. Justification can include reports from a planner, engineer or traffic consultant; architectural plans or drawings; or a market study or economic forecast. The condemning authority may not include a property by declaring it wishes to “stockpile” the property for some future need in the redevelopment area – a particular redevelopment project must be identified and tied to the acquisition of the property. While redevelopment projects take time and may include changes in the plans, acquisition of a property is justified so long as the original taking was proven justified and pursued in good faith.

### **Affordable Housing**

Pursuant to the Mt. Laurel State Supreme Court cases, municipalities across the state must adhere to the requirements of the Fair Housing Act to provide for their “fair share” of affordable housing for low and moderate income persons and households. After the New Jersey Appellate Division invalidated the third round growth share regulations in 2007, the Council on Affordable Housing (COAH) proposed a “revised” set of third round regulations. After a series of State Supreme Court cases pertaining to COAH’s inability to adopt appropriate Third Round Rules, on March 10, 2015, the Supreme Court declared COAH “moribund” and ordered the courts to provide a judicial remedy due to COAH’s failure. The decision determined municipalities may initiate declaratory judgment actions and seek approval of their housing element and fair share plans through the courts.

Municipalities must now provide for their Rehabilitation obligation or “Present Need”, the “Prior Round” obligation (the sum of their First and Second Round), and the “Prospective Need” obligation (including the Gap Period between 1999 and 2015, and the new Third Round between 2015 and 2025) to provide for their “fair share” of affordable housing for low and moderate income persons and households.

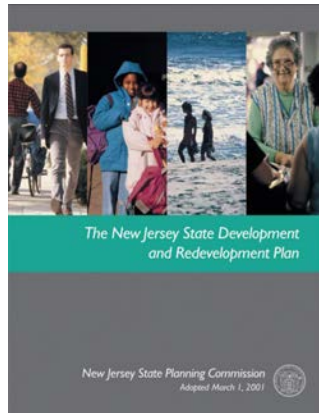
Although municipalities are seeking approval of their housing elements and fair share plans through the courts for this round, a “Fourth Round” begins in 2025, when procedures may change.

## Residential Site Improvement Standards (RSIS)

The Residential Site Improvement Standards (RSIS) establish Statewide requirements for improvements in connection with residential development to include streets and parking, water supply, sanitary sewers and stormwater management. RSIS was amended in 2009 and 2011 with several minor editorial changes, changes to referenced standards, among other minor amendments. The Site Improvement Advisory Board reviews RSIS annually to determine whether changes are warranted.

## Status of the State Development and Redevelopment Plan

In 1986, New Jersey adopted the State Planning Act— an effort to coordinate land-use planning among state agencies and different levels of government. The act mandated the creation of the State Development and Redevelopment Plan (the “State Plan”), as well as the formation of the State Planning Commission, which is now called the Office of Planning Advocacy in the Department of State. The State Plan was adopted on March 1, 2001.



The Municipal Land Use Law requires municipal master plans “include a specific policy statement indicating the relationship of the proposed development of the municipality as described in the master plan to: (1) the master plans of contiguous municipalities, (2) the master plan of the county, and (3) the State Plan adopted pursuant to the State Planning Act...” This Reexamination Report complies with this requirement of the Municipal Land Use Law in the **Relationship to Other Plans** section of this Report.

However, the 2012 State Strategic Plan is the revision to the 2001 State Development and Redevelopment Plan. The mission statement of the plan is to “focus the State’s policies and investments on vibrant regions by fostering targeted job growth, supporting effective regional planning and preserving the State’s critical resources.” Several public hearings were scheduled throughout the State prior to adoption of the plan although the State Planning Commission has not acted on adoption.

## Wireless Telecommunications Facilities Federal Collocation

U.S. Congress in 2012 enacted section 6409 of the federal Middle Class Tax Relief Act and Jobs Creation Act of 2012 (the “Collocation Act”), which states, “State or local government may not deny, and shall approve, any eligible facilities request for a modification of an existing wireless tower or base station that does not substantially change the physical dimensions of such tower or base station.” Since the adoption of the Collocation Act, the role of land use boards have been questioned regarding requests by telecommunication providers seeking collocation, as any “substantial change” to an existing tower or base station would require board review and where “substantial change” was not defined. In an effort to clarify and implement section 6409 of the Collocation Act, the Federal Communications Commission (“FCC”) issued an Acceleration of Broadband Deployment Report and Order, that adopted new collocation rules including a definition for the meaning of “substantial change”, and newly established timeframes in which State and local government agencies can act on facility siting applications.

The New Jersey State League of Municipalities recommends municipalities develop new application forms that will ensure wireless telecommunication applicants are able to determine whether their project is an “eligible facility”, which must be mandatorily approved, or if the project involves a “substantial change”, which requires board approval per the FCC rules. Municipalities should also develop new checklists for wireless communication applications so land use boards can review applications in accordance with the FCC timeframes that differ from the customary timeframes set forth in the Municipal Land Use Law.

### Small Cell Wireless Facilities

Recent developments in wireless technologies, specifically 5G, require the placement of Small Cell Equipment and Wireless Cabinets on utility poles within the public rights-of-way. Municipalities may allow for the issuance of supplemental licenses for the placement of such equipment on existing poles. Municipalities also have the power to zone these structures pursuant the Municipal Land Use Law and may set standards in relation to the siting of small cell equipment, wireless cabinets, and wireless poles within the public rights-of-way. Westfield has not adopted and published aesthetic requirements for Small Cell Equipment by April 15, 2019, meaning they may have lost the ability to impose aesthetic regulations.

## Stormwater Regulations

There are two sets of Stormwater Management Rules, effective on February 2, 2004, that together establish a comprehensive framework for addressing water quality impacts associated with existing and future stormwater discharges. The first set of rules is the New Jersey Discharge Elimination System Stormwater Regulation Program (NJPDES) rules, and the second set of rules known as the Stormwater Management rules. The Rules contain general requirements for stormwater management plans, stormwater control ordinances, and stormwater management standards mandatory for new development. The New Jersey Stormwater Management Practices Manual (BMP manual) is developed to provide guidance to address the Stormwater Management rules. The BMP manual was adopted parallel the regulations in 2004 and last revised in September 2017. Updates through 2017 include a chapter one update (Impacts of Development on Runoff), updated structural stormwater management measures and one new measure for Blue Roof systems, which are systems designed to provide stormwater detention on roofs effectively reducing flow rates from roof, and reducing the size of downstream detention basins. Green Infrastructure updates are also currently pending adoption.

Municipal planning boards should review residential development for compliance with their existing stormwater control ordinances under the Municipal Land Use Law and compliance with the Stormwater Management rules under the Residential Site Improvement Standards (RSIS). Through the RSIS, stormwater rules are activated whenever a municipality requires the control of runoff from a site that is the subject of a site or subdivision application, whether or not a development is a “major development” as defined in the stormwater rules.

## NJDEP Flood Management Regulations

The latest Flood Hazard Area Control Act Rules were adopted on November 5, 2007, and last amended on January 16, 2018. The rules govern disturbance of land and vegetation within the flood hazard area or riparian zone of regulated waters. Recent amendments also:

- incorporated FEMA advisory and preliminary flood mapping
- facilitated reconstruction after Superstorm Sandy
- increased riparian zone protections and mitigation options
- improved riparian zone protections within the “inner” half of the 300-foot zone
- added new permits-by-rule, general permits by certification, and general permits
- better aligned administrative procedures and rules with other federal, state, and local requirements such as the National Flood Insurance Program and Uniform Construction Code; facilitated environmentally beneficial activities
- provided a cap on stormwater fees; and clarified that a residential home or duplex cannot be constructed on a lot that was subdivided after the initial adoption of the Rules on November 5, 2007.

## Flood Defense Act

A bill known as the Flood Defense Act (signed March 25, 2019) allows municipalities and counties to create their own local stormwater utility with the ability to charge property owners a fee based on “a fair and equitable approximation” of how much stormwater runoff is generated from their property with the ultimate goal of upgrading antiquated stormwater systems (i.e. replacing pipes, maintaining catch basins, or creating rain gardens to absorb water). Large malls and office parks will likely feel the greatest effects of the bill, although any property, including residential, could be subject to the fee, with the exception of farms and commercial gardens. It is expected that only the most flood-prone towns will choose to create a utility to impose this “rain tax” but it is a new law that Westfield should also consider.



# County Planning Efforts and Policy Changes

Note: the 1998 Union County Master Plan is discussed in the **Relationship to Other Plans** section.

Significant changes at the County level include:

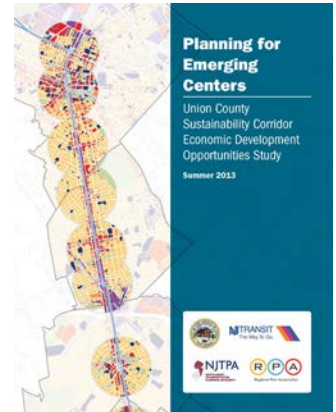
## 2007 Union County Raritan Valley Train-Line Transit Village Study

The NJ Transit Raritan Valley corridor was identified by the Union County Department of Economic Development as a corridor or opportunity for redevelopment. The intent of the study conducted was to investigate existing opportunities to either convert and/or rehabilitate abandoned properties or properties that were in flux and engage those municipalities for potential redevelopment scenarios. Westfield was one of 11 study areas examined in areas such as land use, demographics, transit usage, and certain economic indicators.

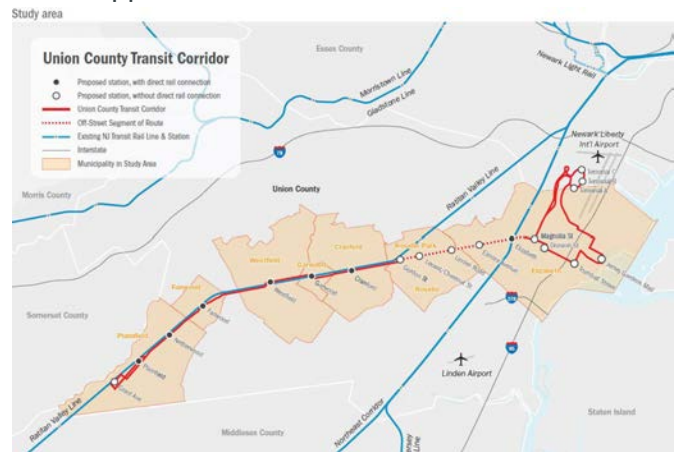
Sites with redevelopment potential were identified based on existing physical conditions, likelihood of providing transit supportive uses, and proximity to a train station. Based on a compilation of all indicators, Westfield was one of three highest ranked amongst all eleven study areas for implementation of successful transit-oriented development projects. The Study identified the public surface parking lot at the intersection of Lenox and North Avenues (parking lot number 7) as a prime parcel for redevelopment. The Study stated that to increase parking capacity, meet residential demand, and reinforce the streetscape with additional retail, a new development including parking and mixed uses was recommended for the site. The Study also recommended that 20% of the residential units should be sold or rented at levels affordable to qualifying low and moderate income households based on Council of Affordable Housing (COAH) income limits.

## 2013 Planning for Emerging Centers Report: Union County Sustainability Corridor Economic Development Opportunities Study

The Union County Sustainability Corridor is the proposed route for Bus Rapid Transit (“BRT”) service along the N.J. Route 28 corridor in Union County, running on- and off-street with 15 proposed stops in eight municipalities. The route proposes three stops in Plainfield, one stop in Fanwood, one stop in Westfield, one in Garwood, one in Cranford, two stops in Roselle Park, one stop in Roselle and four stops in Elizabeth one of which is the Jersey Gardens Mall and a final stop at Newark Liberty International Airport.



The purpose of the study was to identify places within ½-mile of the proposed route that (1) have capacity for development, (2) could attract uses for which there is market demand, and (3) could attract uses which would support and benefit enhanced transit.



The proposed BRT service in Westfield would operate along South Avenue west of Westfield and along North Avenue/N.J. Route 28 east of Westfield. The plan identifies redevelopment and gateway opportunities in the ½-mile area surrounding the proposed BRT stop, including utilized surface parking at the corner of Central Avenue and North Avenue/N.J. Route 28, the intersection of Central Avenue and South Avenue West (County Route 610), parcels on Central Avenue south of South Avenue, and parcels on South Avenue near to the Westfield Circle.

As part of the corridor-wide vision, the study classified each stop by community type and ridership type, creating a vision tailored to each community. Westfield's role in the corridor is "suburban urbanism, Westfield style". The area around the Westfield Rail Station is and will continue to be a "Corridor Center", providing major shopping and dining destination. As a "Reservoir & Destination", connecting the station area and neighborhoods provides easy access for residents and visitors taking advantage of retail and dining amenities" (page 43 of Planning for Emerging Centers report) According to the study, a Corridor Center is defined as a more suburban center with a variety of uses, concentrated densities in a central business district, and the capacity to support moderate populations. A Corridor Center serves its own residents and residents from the corridor. A Reservoir & Destination is defined as an area that serves to both supply riders at that location as well as attract riders from other locations.

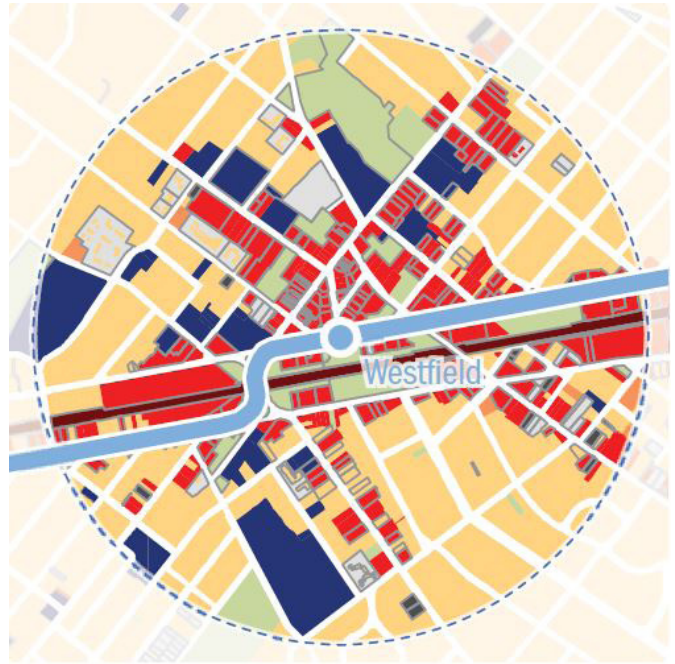
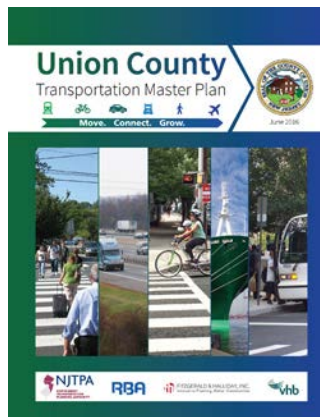


Image: Existing Land Use around Rail Station area, page 34

## 2016 Union County Transportation Master Plan

The 2016 Union County Transportation Master Plan is an update of previous plans adopted in 1994 and 2002. and was developed to provide a framework for making future transportation planning and investment decisions in the County and the 21 municipalities of the County for the next 10 years. The Plan's vision statement says, "Union County has a safe, reliable, multi-modal transportation system that will move, connect and grow to enhance economic activity and quality of life for all its communities" (page 23 of Union County Transportation Plan). The plan took inventory of its



transportation network in how it moves people and goods, and identified its key improvements. Planning for emerging and future trends was a key component of the plan, recognizing the role technology has come to play a critical part in the way people travel, and raising questions related to resiliency, regional connectivity, and changing demographics as new considerations for decision-making by planners and elected officials. The plan identified key issues and opportunities and advanced implementation strategies for roadways, public transportation, goods movement, bicycle and pedestrian circulation, and aviation facilities. While the plan does not advance specific recommendations that may affect Westfield, it provides an overarching set of policies for transportation facilities located in Westfield and under Union County's jurisdiction. Many of these overarching strategies identified in this Union County Transportation Master Plan are integrated into the recommendations of this Reexamination Report.

## Local Planning Efforts and Policy Changes

Significant changes at the local level include:

### 1999 Downtown Westfield Improvement Plan

Prepared by the Downtown Westfield Corporation, the organization which manages Westfield's downtown special improvement district, the plan contains a set of goals and objectives, recommendations for downtown streetscape improvements, parking and traffic, preservation of historic structures within the downtown, and an identification of potential sites for development. Although now 20 years old, many of the recommendations are still worthy of review and consideration.

### 2008 Westfield Land Use Task Force Report

The Land Use Task force was formed in the fall of 2006 and charged with the task of reviewing then current land use ordinances, evaluating emergent land use issues, and formulating recommendations for change. The Task Force Report included a number of recommendations for land use ordinance amendments to address the construction of "monster homes" or "McMansions". Many of these recommendations were accepted, and a series of land use ordinance amendments concerning building height, building mass, and garage parking requirements were adopted in 2009. The Land Use Task Force Report and recommendations were noted in the 2009 Master Plan Reexamination Report, and 2009 Land Use Element.

### 2013 Complete Streets Initiative

In November of 2013, the Town of Westfield adopted a Complete Streets Policy. That policy recognizes that Westfield will plan, design, and construct public roadway, right-of-way, and public facility projects in accordance with a complete streets philosophy. Complete Streets is defined as a means to provide safe access for all users by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options.

### 2017 Mayor's Downtown Task Force Report

In light of changes in demographics and the retail sector and in order to enhance the vitality of the downtown, a Task Force was formed to develop recommendations which would serve to promote economic development and sustainability of Westfield's central business district. The Town also obtained the assistance of a professional development consultant to audit the

downtown environment and provide advice to the Task Force. The final report included a number of recommendations which fall into 7 separate categories: physical improvements; permitted uses; building height; signage; approval process; parking; and others. Many of the recommendations contained within the report resulted in amendments to the Town Land Use Ordinance in 2017.

### 2018 Housing Element and Fair Share Plan

Westfield filed a declaratory judgment action with the Superior Court on July 2, 2015, titled In re Town of Westfield Compliance with Third Round Mount Laurel Affordable Housing Obligations, Docket No. UNN-L-2391-15 (the "DJ Action"). The DJ Action sought a judicial determination of compliance with the Town's Third Round affordable housing obligation. The DJ Action was settled and the settlement was reviewed and approved by the Superior Court of New Jersey after a Fairness Hearing, which approval is memorialized in an amended order entered by the court on October 30, 2017 and filed by the court on November 1, 2017.

The November 2017 Order set forth a number of tasks which the Town was required to take in order to obtain a Judgment of Compliance and Repose from the Court, and thereby granting the Town of Westfield immunity from the so-called "builders remedy lawsuit". Completion of these tasks and a subsequent judgment would show that the Town of Westfield had created and adopted a housing plan that provides a realistic opportunity for the development of housing that is affordable to low- and moderate-income families and individuals. Many of these tasks were completed between 2017 and 2018.

The November 2017 Order required that the Planning Board adopt and the Town endorse a Housing Plan Element of the Master Plan by March 17, 2018. The Board complied, and adopted its Housing Element and Fair Share Plan on March 5, 2018. Subsequently, the Mayor and Council endorsed the Plan by resolution at their March 13, 2018 meeting.

The preparation and adoption of the Housing Element and Fair Share Plan provided for a settlement of the Town's Third Round affordable housing obligation consistent with the November 2017 Order and provides a realistic opportunity for the development of affordable housing units that will satisfy the Town's Third Round obligation under the New Jersey Supreme Court's Mount Laurel decisions from 2015 to 2025 inclusive of the GAP period between 1999 and 2015.



## 2019 North Avenue Walkable Community Workshop

Produced under the North Jersey Transportation Planning Authority's (NJTPA) Complete Streets Technical Assistance Program, this workshop and resulting report was prepared by the Alan M. Voorhees Transportation Center (VTC) at Rutgers, The State University of New Jersey, and reviewed by Sustainable Jersey and the NJTPA. The



recommendations in the report were developed based on findings from a half-day Walkable Community Workshop (WCW) with municipal employees and town stakeholders that was held on March 25, 2019.

The report includes a number of recommendations to increase walking and improve walkability along North Avenue in the Town of Westfield, New Jersey. The most significant obstacles to overall walkability and pedestrian safety in the study corridor are long crossing distances for pedestrians and the overall lack of marked crosswalks at intersections. To mitigate these issues and improve safety along the corridor, the report calls for shortening the crosswalks along the periphery of North Avenue through a variety of means, including curb extensions and pedestrian crossing islands. These recommended changes would serve to shorten the crosswalk distance along municipal roadways while improving visibility for vehicles attempting to turn onto North Avenue. Long-term recommendations include working with the Downtown Westfield Corporation

to update and implement streetscaping plans. Additionally, the report encourages collaboration with the New Jersey Department of Transportation and Union County to explore opportunities for crosswalks, bicycle infrastructure, and road diet measures that may decrease chaotic traffic movements, thereby increasing safety for all road users.

## 2019 Westfield Plan for Walking and Biking

In 2018, the Town received a technical assistance grant under the New Jersey Department of Transportation's Local Bicycle / Pedestrian Planning Assistance Program. The grant funds the development of a town-wide bicycle and pedestrian plan which evaluates existing local bicycle and pedestrian networks and develops planning level concepts and recommendations for improvements to those networks. The Plan defines a vision for the future of bicycle and pedestrian mobility in the Town and may be adopted as an element of the Town Master Plan. It is included here as **Appendix D**.

## Land Use Ordinance Amendments

On the following pages is a list of adopted amendments to the Town Land Use Ordinance following the adoption of the 2009 Master Plan Reexamination Report.

**Table 1: Land Use Ordinance Amendments**

<i>Ordinance # and Adoption Date</i>	<i>Purpose</i>
1 # 1939 Adopted August, 2009	Rezoned various parcels
2 # 1940 Adopted September 29, 2009	Lists 526 Wychwood Road and 614 Mountain Avenue as historic landmarks
3 # 1941 Adopted September 29, 2009	Revised and supplemented Article 2, Definitions, of the Land Use Ordinance
4 # 1942 Adopted September. 29, 2009	Amended regulations pertaining to the Board of Architectural Review
5 # 1943 Adopted September 29, 2009	Established procedural requirements for the request of a Certificate of Nonconforming Use
6 # 1944 Adopted September 29, 2009	Established procedure for an application for amendment of site plan approval
7 # 1945 Adopted September 29, 2009	Amended application submission requirements
8 # 1946 Adopted September 29, 2009	Amended bulk and lot regulations for various zone districts
9 # 1947 Adopted September 29, 2009	Amended floor area ratio requirements, fence regulations, and retaining wall regulations
10 # 1948 Adopted September 29, 2009	Amended regulations for certain residential accessory use and structures
11 # 1949 Adopted September 29, 2009	Repealed provisions related to Residential Cluster Developments
12 # 1950 Adopted September 29, 2009	Amended regulations pertaining to nonconforming lots
13 # 1965 Adopted November 2, 2010 (amends Article 13)	Established regulation for “Portable On-Demand Storage Structures”
14 # 1966 Adopted November 2, 2010 (amends Article 13)	Established regulations regarding “Handicap Ramps”
15 # 1975 Adopted February 15, 2011 (amends Appendix III)	Amended the Certificate of Appropriateness application fee
16 # 1983 Adopted March 27, 2012 (amends Article 9)	Amended application submission requirements
17 # 1984 Adopted March 27, 2012 (amends Article 9)	Amended application submission requirements
18 # 1991 Adopted September 11, 2012 (amends Sec. 11.27E.7 and 11.28E.7)	Amended bulk regulations within the GB-3 Zone District
19 # 1992Adopted September 11, 2012 (amends Sec. 17.03B, 17.03C and 17.03C.5)	Amended bulk regulations pertaining to parking areas
20 # 1999 Adopted May 7, 2013 (adds a new Article 23)	Added a new article to the Land Use Ordinance, entitled Affordable Housing Regulations
21 # 2000 Adopted May 7, 2013 (amends by deleting in its entirety, then replacing Sec. 11.18 and 11.19)	Amended regulations for the RA-5A and RA-5B Zone Districts
22 # 2002 Adopted May 7, 2013 (amends by adding a new Article 11.31)	Created a new zone district, the NA-AH Zone
23 # 2003Adopted May 7, 2013 (amends by adding a new Article 11.32)	Created a new zone district, the NS-AMFH Zone
24 # 2004 Adopted May 7, 2013 (amends by adding a new Article 11.33)	Created a new zone district, the RA-5C Zone
25 # 2008 Adopted June 4, 2013 (amends 11.11A.2 and 11.11E.14)	Amended regulations for the RM-8 Zone



**Table 1: Land Use Ordinance Amendments**

	<i>Ordinance # and Adoption Date</i>	<i>Purpose</i>
26	# 2013 Adopted December 17, 2013 (amends by repealing Article 22 in its entirety)	Repealed the Town Growth Share ordinance
27	# 2022 Adopted June 17, 2014 (adds a new Section 18-22)	Established Alternative Treatment Centers as a conditional use
28	# 2030 Adopted December 16, 2014 (amends Article 2, Section 2.11 and Article 2, Section 2.14)	Amended the definition of multi-family and residential zones in the Land Use Ordinance
29	# 2031 Adopted December 16, 2014 (amends Article 12, Section 12.04)	Amended the zone districts where more than one principal building on a lot is permitted
30	# 2032 Adopted December 16, 2014 (adds a new Article 11.32)	Amended the zoning map by rezoning certain properties from the NS-AMFH Zone to the GB-3 Zone
31	# 2033 Adopted December 16, 2014 (amends Article 11.32)	Amended regulations for the NS-AMFH Zone
32	# 2037 Adopted March 10, 2015 (amends the Historic and Preservation of the T of W)	Amended the Historic Preservation Ordinance
33	# 2045 Adopted May 12, 2015 (amends Article 11.32 in its entirety)	Amended regulations for the NS-AMFH Zone
34	# 2053 Adopted November 20, 2015 (adds a new Article 11.34, WBS-AMFH)	Created a new zone district, the WBS-AMFH Zone
35	# 2054 Adopted November 3, 2015 (amends Tax Lots 1 and 6, Block 3001, the Zoning Map, Article 11.34)	Amended the zoning map rezoning certain properties to the WBS-AMFH Zone
36	# 2063 Adopted November 12, 2016 (adds a new Article 13.07, Solar Energy Systems)	Established standards pertaining to the installation of solar energy systems/solar panels
37	# 2066 Adopted August 9, 2016 (adds a new Article 22, AH Dev Fee & Trust Fund)	Reestablished a Town-Wide Development Fee ordinance
38	# 2082 Adopted June 6, 2017 (amends Sections 2, 8, 11, 12, 16, and 17)	Amended various sections of the Land Use Ordinance related to site plan requirements, permitted uses, sign regulations, height regulations, and parking requirements
39	# 2085 Adopted July 11, 2017 (amends Article 16, Section 16.04, R.4 - Permitted Signs)	Amended regulations pertaining to temporary construction signs
40	# 2090 Adopted December 12, 2017 (amends Article 23.13 in its entirety and deletes 23.14)	Established a mandatory affordable housing set-aside requirement at developments of 6 or more dwelling units per acre and yielding 5 or more units through zoning amendment, use or density variance, or adoption of a redevelopment plan
41	# 2091 Adopted December 12, 2017 (amends G.O. 2066 Section IV)	Amended the effective date of the Town's Development Fee Ordinance
42	# 2093 Adopted March 13, 2018 (adds a new Article 11.35)	Created an overlay zone district called the GB1-AHO District allowing for the development of residential multi-family housing with an affordable housing component as an alternative to those uses permitted by the underlying zoning district regulations, and established standards for same.
43	# 2094 Adopted March 13, 2108 (adds a new Article 11.36)	Created an overlay zone district called the GB2-AHO District allowing for the development of residential multi-family housing with an affordable housing component as an alternative to those uses permitted by the underlying zoning district regulations, and established standards for same.

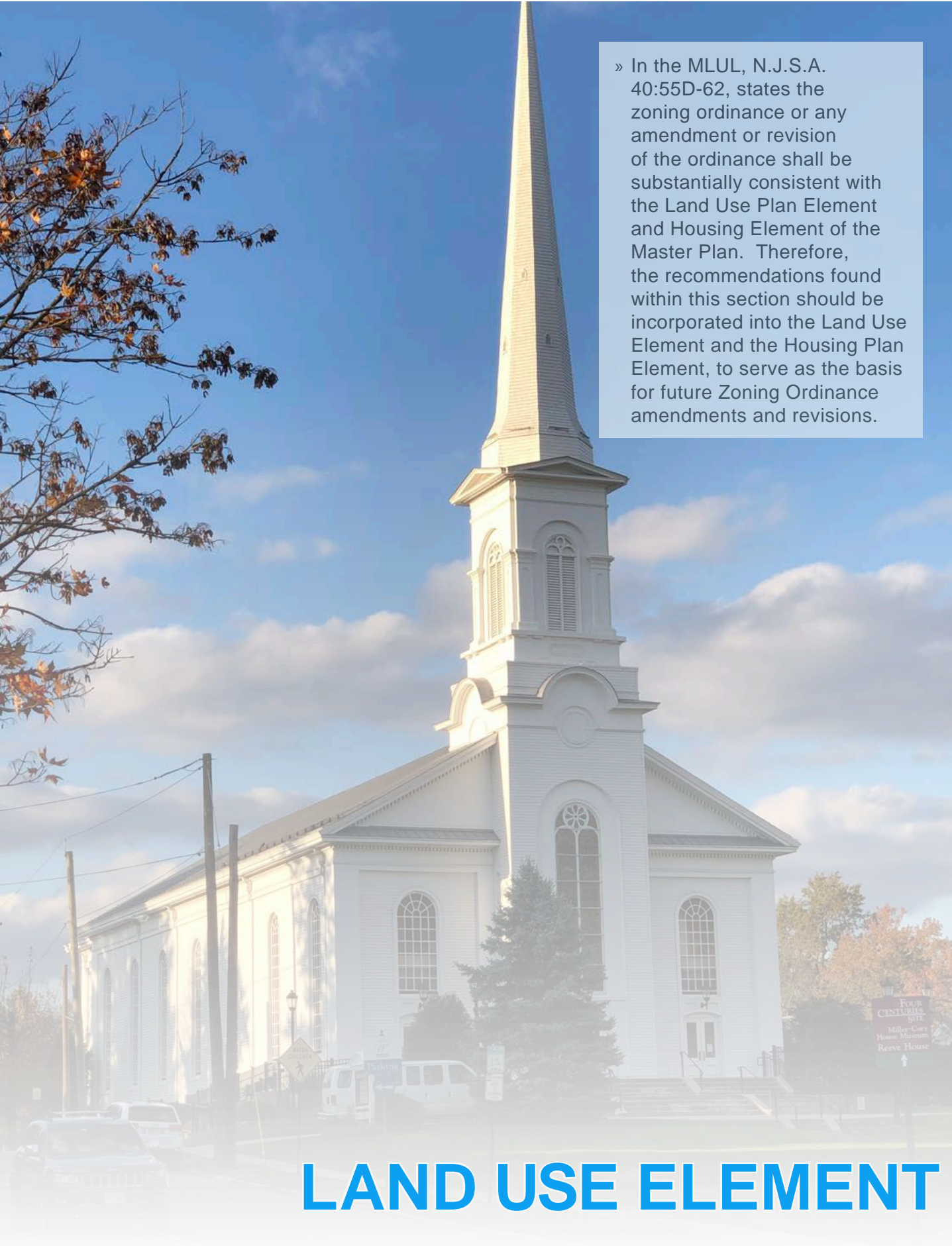
**Table 1: Land Use Ordinance Amendments**

<i>Ordinance # and Adoption Date</i>	<i>Purpose</i>
44 # 2095 Adopted March 13, 2018 (adds a new Article 11.37)	Created an overlay zone district called the GB3-AHO District allowing for the development of residential multi-family housing with an affordable housing component as an alternative to those uses permitted by the underlying zoning district regulations, and established standards for same.
45 # 2096 Adopted March 13, 2018 (adds a new Article 11.38)	Created an overlay zone district called the C-AHO District allowing for the development of residential multi-family housing with an affordable housing component as an alternative to those uses permitted by the underlying zoning district regulations, and established standards for same.
46 # 2097 Adopted March 13, 2018 (adds a new Article 11.39)	Created an overlay zone district called the SW-AHO District allowing for the development of mixed commercial/residential multi-family housing development with an affordable housing component as an alternative to uses permitted by the underlying zoning district regulations, and established standards for same.
47 # 2098 Adopted March 13, 2018 (adds a new Article 11.40)	Created an overlay zone district called the RP-AHO District allowing for the development of quadplex and duplex residential construction no exceeding a total of 10 dwelling units, with a payment in lieu of providing on-site affordable housing units as an alternative to uses permitted by the underlying zone district regulations, and establishes standards for same.
48 # 2100 Adopted March 13, 2018 (amends Article 11, Section 11.31G.5)	Amended the permitted residential density within the NA-AH North Avenue Transit Oriented Development District from 15 or 16 dwelling units per acre to 25 dwelling units per acre.
49 # 2101 Adopted March 13, 2018 (amends Article 11, Section 11.18E.4)	Amended the permitted residential density within the RA-5A Multi-Family Residence District from 8 dwelling units per acre to 20 dwelling units per acre.
50 # 2107 Adopted July 10, 2018 (amends Article 23)	Adopted an amended Article 23, Affordable Housing Regulations
51 # 2108 Adopted July 10, 2018 (amends Articles 11 and 17)	Amended land use regulations applicable to developments within the RA-5A Multi-Family Residence District.
52 # 2109 Adopted July 10, 2018 (amends Article 22)	Clarifies provisions with the Development Fee Ordinance
53 # 2111 Adopted September 25, 2018 (amends Article 2, Sections 2.06, 2.11 & 11.25; Article 18, adds a new Section 23)	Established microbreweries and craft distilleries as a conditional use within the CBD Zone District and created associated definitions of terms
54 # 2113 Adopted November 6, 2018 (amends Article 11.26 subsections C, D.1, D.8, and Article 13.03, subsection A)	Established microbreweries and craft distilleries as a conditional use within the GB-1 Zone District and permits use of ground level patios as places or eating and drinking for a non-residential use within the GB-1 District
55 # 2114 Adopted November 6, 2018 (amends Article 11, Sections 11.19E.1, 11.19E.2, 11.19E.10, 11.19G, adding a new item as number 7)	Modifies bulk standards for community residences constructed within the RA-5B Zone District



**Table 1: Land Use Ordinance Amendments**

<i>Ordinance # and Adoption Date</i>	<i>Purpose</i>
56 # 2115 Adopted November 6, 2018 (amends Article 11.25D, subsections D.1 and D.8; and Article 18, adding a new Section 24)	Permits use of ground level patios as places for eating and drinking within the CBD District
57 # 2116 Adopted November 6, 2018 (amends Article 13, Section 13.03, adding a new subsection E)	Establishes standards for structures on ground level patios used as places for eating and drinking
58 # 2117 Adopted November 6, 2018 (amends Article 17, Section 17.02G, subsection 2; and Article 17, section 17.02G, subsection 2.a)	Amended the number of spaces for which a waiver of parking requirements within the CBD District can be administratively granted
59 # 2122 Adopted February 12, 2019	Amends certain zone boundaries and modifies the Zoning Map by rezoning certain properties along New England Drive from RS-12 to RS-16.
60 # 2123 Adopted February 12, 2019	Amends Appendix III-Historic Preservation - designates 603 Clark Street, Block 808, Lot 26, as a historic landmark and modifies the Zoning Map accordingly.
61 # 2128 Adopted March 12, 2019	Eliminates prohibitions on television or video or electronic screens or displays; and, prohibitions on live entertainment, music, speakers, or public address systems as part of the commercial use of rooftops.
62 # 2129 Adopted March 12, 2019	Amends Article 21 as it relates to penalties for violations of the Land Use Ordinance.
63 # 2135 Adopted June 18, 2019	Amends Appendix III-Historic Preservation - designates 314 Mountain Avenue "Reeve House", Block 2403, Lot 10, as a historic landmark and modifies the Zoning Map accordingly.
64 # 2136 Adopted June 18, 2019	Amends Appendix III-Historic Preservation - designates 201 Mountain Avenue "Triangle Park", Block 2407, Lot 1, as a historic landmark and modifies the Zoning Map accordingly.
65 # 2144 Adopted October 29, 2019	Establishes Article 24, entitled "Electric Vehicle Infrastructure Regulations".
66 # 2150 Adopted November 12, 2019	Amends certain provisions of the LUO requiring the submission of a digital copy of applications to the Planning Board and Board of Adjustment.
67 # 2151 Adopted November 12, 2019	Amends certain provisions of the LUO allowing projecting signs.



» In the MLUL, N.J.S.A. 40:55D-62, states the zoning ordinance or any amendment or revision of the ordinance shall be substantially consistent with the Land Use Plan Element and Housing Element of the Master Plan. Therefore, the recommendations found within this section should be incorporated into the Land Use Element and the Housing Plan Element, to serve as the basis for future Zoning Ordinance amendments and revisions.

# LAND USE ELEMENT

# KEY TAKEAWAYS

When asked to rate a list of issues affecting Westfield, survey participants rated:

# 4

**Residential  
teardowns**



**49% very important**



Very Favorable

**29%**



Somewhat Favorable

**37%**



Neutral / No Opinion

**16%**



Somewhat Unfavorable

**14%**



Very Unfavorable

**3%**

*how do you view*  
**New  
Development,  
Office,  
Retail, and  
Mixed-Use**

## Other Notable Topics

- Participants of the public engagement process were in favor of redevelopment & rehabilitation of properties in downtown, while protecting residential areas from additional multi-family developments.
- An increase in density in the downtown.
- Mixed-Use viewed as a positive development type in downtown, per public engagement results.
- Offer different building typologies in the zoning code in appropriate areas, as Westfield is comprised of 82.7% single-family residential units.
- Create physical and visual linkages between the North and Sound Avenue Corridors.



# LAND USE RECOMMENDATION PLAN

## Part 1

Below is a comprehensive Land Use Recommendation Table that includes recommendations from the 2002 Master Plan and 2009 Reexamination Report that still apply today (indicated with a LU-1a, for example), as well as new recommendations identified as part of this 2019 Master Plan Reexamination effort.

### Directions

“Check off” a completed Recommendation and mark the year of completion as a way to measure progress. **Short:** complete in 1-2 years; **Medium:** complete in 3-5 years; **Long:** complete in 10+ years.

### Land Use Recommendation Plan

	<i>Recommendation</i>	<i>Implementing Party</i>	<i>Timeframe</i>	<i>Completed</i>	<i>Year Completed</i>
<b>General</b>					
1	Encourage mixed-use structures with ‘active’ ground floor uses in appropriate locations.	Planning Board	Ongoing		
2	Use redevelopment tools on existing underutilized sites, including municipal owned lots.	Town Council, Planning Board, Town Planner	Short to Medium		
3	Explore the use of public/private partnerships in future land use decisions.	Town Council	Medium to Long		
4	Complete a Unified Land Use and Circulation (ULUC) Plan.	Planning Board	Short		
5	(LU-15a) Amend the Land Use Ordinance to incorporate all Municipal Land Use Law amendments identified in the <b>Significant Changes in Assumptions, Policies and Objectives</b> section of this report.	Town Council	Ongoing		
6	(LU-15b) Continue to review issues raised in the Annual Report from the Zoning Board of Adjustment and amend the Land Use Ordinance as necessary.	Planning Board, Town Planner, Town Council	Ongoing		
7	Amend the Land Use Ordinance to require an affordability table in development application submission requirements.	Town Council	Short		
8	Amend the Land Use Ordinance to require notice for all minor subdivision and conditional use applications, even if no variance is required.	Town Council	Short		
9	(LU-15n) Amend the Land Use Ordinance to require a sign plan at the time of site plan review.	Town Council	Short		
10	Amend the Town’s sign ordinance and amend sign procedures, format for ease of use, and review for compliance with <i>Reed v. Gilbert</i> .	Town Planner, Planning Board, Town Council, Downtown Westfield Corporation	Short to Medium		
11	Amend various terms and their definitions including but not limited to “power generators”, “bay window”, “partial destruction”, “total destruction”, “building eave height”, “half story”, “main façade”, “private summer house”, and “swimming pool”.	Town Council	Short		
12	Amend the Land Use Ordinance to remove the exemption of ground mounted air conditioning equipment from setback requirements.	Town Council	Short		

## Land Use Recommendation Plan

	<i>Recommendation</i>	<i>Implementing Party</i>	<i>Timeframe</i>	<i>Completed</i>	<i>Year Completed</i>
13	Amend the Land Use Ordinance to clarify that certain encroachments into the required setback shall be calculated “in the aggregate”.	Town Council	Short		
14	In any new Land Use Element, review zone boundaries and make recommendations as necessary.	Town Planner, Planning Board	Ongoing		
<b>Residential</b>					
15	Increase demolition permit fees.	Town Council	Short		
16	Hire a teardown specialist or residential development coordinator.	Town Council	Short		
17	Reexamine zoning requirements such as FAR, to keep new construction in scale with existing neighborhoods.	Town Planner, Planning Board	Short to Medium		
18	Review the average front yard setback and 35-foot minimum front yard setback regulations and its effect on the community character of a streetscape and revise as necessary.	Town Planner, Planning Board	Short to Medium		
19	Amend the Land Use Ordinance to require a set dimension for garaged parking spaces.	Town Council	Short		
20	Consider an Established/Prevailing Building Height regulation as another element that can control scale.	Town Planner, Town Council	Short		
<b>Downtown - Central Business District</b>					
21	(LU-13e) Update façade regulations in the CBD, requiring architectural distinct features such as cornices, pediments, window treatments, and others.	Town Planner, Downtown Westfield Corporation, Planning Board, Board of Architectural Review	Medium		
22	(LU-13g) Establish sign design guidelines for the CBD zone.	Town Planner, Planning Board, Downtown Westfield Corporation	Short to Medium		
23	(LU-13i) Develop maximum or exact setbacks to promote desired development environment in CBD.	Town Planner	Short to Medium		
24	(LU-13j) Per a Circulation Element recommendation, establish streetscape standards for new development to create pedestrian-oriented improvements.	Town Planner, Downtown Westfield Corporation, Union County	Medium		
25	(LU-13k) Develop private walkway and alley guidelines for maintenance, treatments, and permitted uses.	Town Planner, Planning Board	Medium to Long		
26	Encourage Transit Oriented Development (TOD) principles in areas and sites near to the train station.	Planning Board	Ongoing		
27	(LU-14a) Investigate the requirements and desirability of attaining Transit Village designation through the NJDOT Transit Village Initiative.	Town Council	Short to Medium		
28	(LU-14e) Review the desirability of the proposed Area 2B/TOD-3 Zone -PURD.	Town Planner	Short to Medium		
29	(LU-14j) Adopt design guidelines for TOD zones and all properties within the downtown.	Town Planner, Planning Board, Board of Architectural Review	Medium to Long		

## Land Use Recommendation Plan

	<i>Recommendation</i>	<i>Implementing Party</i>	<i>Timeframe</i>	<i>Completed</i>	<i>Year Completed</i>
30	(LU-14k) Require off-site improvements for new developments in TOD zones.	Planning Board, Town Council	Medium to Long		
31	(LU-14l) Establish a baseline density for TOD zones and consider allowing for density bonuses when sustainability measures, public open space, or financial contributions towards public open space are included.	Town Planner, Town Council	Medium to Long		
<b>Commercial and Business Zones</b>					
32	(LU-12i) Develop commercial signage guidelines for Professional and Office zone districts.	Town Planner, Planning Board, Town Council	Short to Medium		
33	(LU-12j) Require side yard setbacks and screening for any property in the P zones that abut a property used exclusively for residential.	Town Planner	Short to Medium		
34	(LU-12k) Remove existing residential properties on E. Grove Street from the O-1 zone and place in the neighboring RM-6D zone.	Town Planner, Town Council	Short to Medium		
35	(LU-12m) Consider permitting public and private schools as conditional uses in the O-2 zone.	Town Planner, Town Council	Short to Medium		
36	(LU-13m) Review and update permitted uses in the GB-1 zone.	Town Planner	Short to Medium		
37	(LU-13n) Review bulk standards for the GB-2 zone and consider higher levels of development scale.	Town Planner	Short to Medium		
38	(LU-13p) Review and update permitted uses in the GB-2 zone, including residential.	Town Planner	Short to Medium		
39	(LU-13v) Review and update permitted uses in the GB-3 zone.	Town Planner	Short to Medium		
40	Remove conflicting regulations regarding mixed-use structure regulations in the GB-3 zone.	Town Council	Short		
41	(LU-13z) Review the intended density for the GB-3 zone.	Town Planner	Short to Medium		
42	(LU-13bb & LU-13dd) Review and update permitted uses in the C zone.	Town Planner	Short to Medium		
43	Amend the Land Use Ordinance to be consistent across sections, regarding Alternative Treatment Centers as they relate to the C zone.	Town Council	Short		
44	(LU-13cc & LU-13ee) Review bulk standards for the C zone and consider lower levels of development scale.	Town Planner	Short to Medium		
45	(LU-13ff) Require landscaping and screening regulations for properties in the C zone.	Town Planner	Short to Medium		
46	(LU-13gg) Require buffer regulations for properties in the C zone.	Town Planner	Short to Medium		
47	(LU-15m) Establish sign design standards for commercial uses in business zones.	Town Planner, Planning Board, Town Council, Downtown Westfield Corporation	Short to Medium		



## Part 2

Below is a summary of the past issues and recommendations that have reduced or increased based on the discussions identified in the **Past Issues and Recommendations** section of this Element.

### Summary Table of Past Land Use Issues and Recommendations

<i>Past Issue or Recommendation (from 2002 Master Plan or 2009 Reexam)</i>	<i>Increased or Maintained and Should Continue</i>	<i>Decreased or Resolved</i>
<i>LU-9 Zone Boundaries</i>		
a Split-Zoned Lots		x
b Change from RS-6 to RS-8 District		x
c Change from RS-6 to RS-10 District		x
d Change from RS-6 to RS-12 District		x
e Change from RS-8 to RS-6 District		x
f Change from RS-8 to RS-10 District		x
g Change from RS-8 to RS-12 District		x
h Change from RS-10 to RS-8 District		x
i Change from RS-12 to RS-24 District		x
j Change from RM-6 to GB-2 District		x
k Change from RM-6 to GB-3 District		x
l Change from RA-3 to RS-6 District		x
m Change from O-3 to C District		x
n Change from GB-1 to RA-3 District		x
o Change from GB-2 to C District		x
p Update Zoning Map		x
<i>LU-10 Residential Zones</i>		
a Residential Front Porches		x
b Residential House Scale and Lot Size Relation		x
c Compatible Land Uses on North Avenue		x
d RS Zone District Standards		x
e RS-12 Side Yard Setback Requirement		x
f RS-40 Lot Width		x
g Cluster Development		x
h Maximum Building Height		x
i Maximum Eave Height		x
j Building Mass at Zoning Side Yard		x
k Maximum Number of Stories		x
l Simplify Floor Area Ratio (FAR)		x
m Habitable Floor Area		x
n RM Zone District Standards		x
o RA Zone District Standards		x
p Multi-Family Development Buffers		x
q RA-3 Density		x
r Ownership Restrictions		x

## Summary Table of Past Land Use Issues and Recommendations

<i>Past Issue or Recommendation (from 2002 Master Plan or 2009 Reexam)</i>		<i>Increased or Maintained and Should Continue</i>	<i>Decreased or Resolved</i>
<i>LU-11 Demolitions</i>			
a	Demolitions of Westfield's Housing Stock	x	
b	Over-Development	x	
<i>LU-12 Professional Office and Office Zones</i>			
a	P and O Zone District Standards		x
b	Additional Professional Office District		x
c	Permitted Uses in P Zones		x
d	Continue Residential Pattern in P Zones	x	
e	Compatible Designs in P Zones	x	
f	Limiting Scale of Development in P Zones		x
g	Uses in Front Yard of P Zones		x
h	Shared Parking Relating to Development in P Zones		x
i	Office Use Signage in P Zones	x	
j	Buffers in P Zones	x	
k	Limited Improvements in the O-1 Zone	x	
l	Third Floors in the O-1 Zone		x
m	Development Pattern in the O-2 Zones	x	
n	Intensity of Development in the O-2 Zone	x	
o	Elimination of the O-3 Zone		x
<i>LU-13 Retail/Commercial Zones</i>			
a	CBD and GB Zone District Standards		x
b	Uses Limited to Upper Floors in the CBD		x
c	Prohibited Uses in the CBD		x
d	Additional Permitted Use in the CBD & GB Zones		x
e	Building Scale in the CBD	x	
f	First Floor Storefront Windows in the CBD		x
g	Signage Design in the CBD	x	
h	Types of Signs in the CBD		x
i	Intensity of Development in the CBD	x	
j	Pedestrian-Oriented Improvements in the CBD	x	
k	Alleys and Walkways in the CBD	x	
l	Buffers for the GB Zones		x
m	Prohibited Uses in the GB-1 Zone	x	
n	Building Scale in the GB-2 Zone	x	
o	Permitted Uses in the GB-2 Zone		x
p	Prohibited Uses in the GB-2 Zone	x	
q	Regulations in the GB-2 Zone		x
r	Compatibility in the GB-3 Zone		x
s	Mixed-Use in the GB-3 Zone		x
t	GB-3 Zone District Standards for Residential		x
u	Uses Limited to Floors in the GB-3 Zone		x

## Summary Table of Past Land Use Issues and Recommendations

	<i>Past Issue or Recommendation (from 2002 Master Plan or 2009 Reexam)</i>	<i>Increased or Maintained and Should Continue</i>	<i>Decreased or Resolved</i>
v	Prohibited Uses in the GB-3 Zone	x	
w	Building Scale in the GB-3 Zone		x
x	Accessory Uses in the GB-3 Zone		x
y	Permitted Uses in the GB-3 Zone		x
z	Intensity of Development in the GB-3 Zone	x	
aa	Redevelopment/Rehabilitation Potential on Central Ave.	x	
bb	Permitted Uses in the C Zone	x	
cc	Type of Development in the C Zone	x	
dd	Prohibited Uses in the C Zone	x	
ee	Building Scale in the C Zone	x	
ff	Landscaping in the C Zone	x	
gg	Buffers in the C Zone	x	
<i>LU-14 TOD Zones</i>			
a	Transit Village Designation	x	
b	Area 1/NS-AMFH - New Street Vacation		x
c	Area 1 Regulations		x
d	Area 2A/TOD-2 Regulations		x
e	Area 2B/TOD-3 Zone - PURD	x	
f	Area 2B/TOD-3 Zone	x	
g	Area 2B/Area 3/SW-AHO		x
h	Area 2B/Area 3/SW-AHO – Lots 1, 2 & 3		x
i	Area 2B/Area 3/SW-AHO – Lot 17		x
j	Design Guidelines for TOD Zones	x	
k	Off-Site Improvements	x	
l	TOD Standards	x	
<i>LU-15 Street Classifications</i>			
a	Consistency Update to the LUO	x	
b	NJ MLUL Amendments	x	
c	General Amendments	x	
d	Architectural Review Board	x	
e	Certification of Nonconforming Uses		x
f	Site Plan & Subdivision Review		x
g	Application Submission Requirements		x
h	Schedule of Requirements Table		x
i	Established Front Yards		x
j	Retaining Wall Requirements		x
k	Fencing Requirements		x
l	Accessory Uses in the Front Yard		x
m	Sign Regulations for Business Zones	x	
n	Comprehensive Sign Plan	x	
o	Conditional Uses		x
p	Unintentional Use Variance		x





# LAND USE NEW TRENDS / ISSUES

## NEW ISSUES

LU-1 RESIDENTIAL DEMOLITIONS

LU-2 CHANGING CHARACTER OF SINGLE-FAMILY RESIDENTIAL ZONES

LU-3 MULTI-FAMILY RESIDENTIAL DEVELOPMENT

LU-4 MIXED-USE BUILDINGS

LU-5 TRANSIT ORIENTED DEVELOPMENT (TOD)

LU-6 LAND USE AND TRANSPORTATION

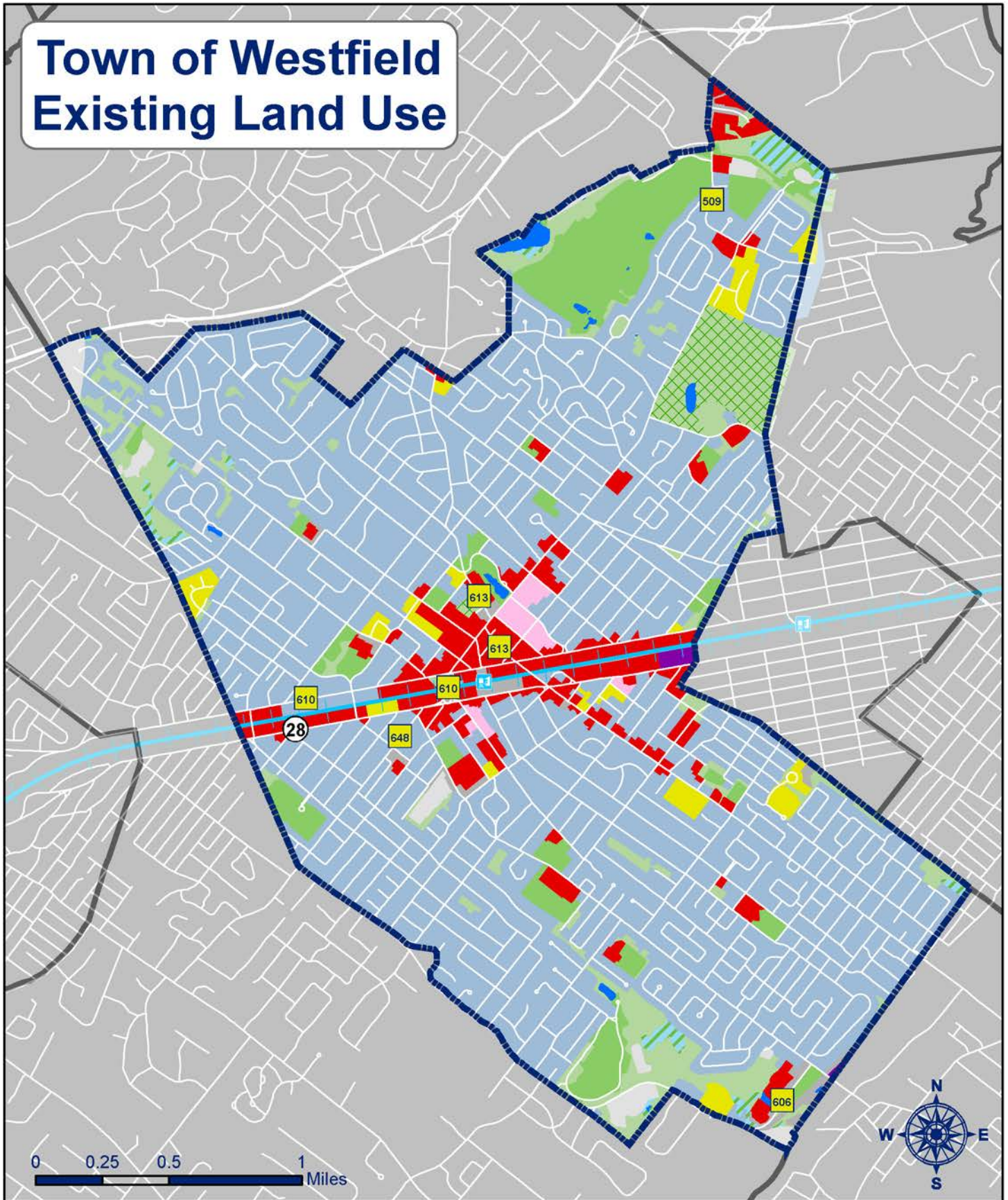
LU-7 EVOLUTION OF THE CENTRAL BUSINESS DISTRICT

LU-8 LAND USE ORDINANCE

» A robust community outreach process uncovered several land use issues and trends forming in Westfield today. These new issues and trends and discussed in the following pages. Previous issues already identified in the 2002 Master Plan or 2009 Reexamination Report are discussed in the **Land Use Past Issues** section of this Element.



# Town of Westfield Existing Land Use



- |                          |                       |
|--------------------------|-----------------------|
| Residential              | Cemetery              |
| Multi-family Residential | Athletic/Recreational |
| Mixed Urban              | Open Space            |
| Commercial/Services      | Wetlands              |
| Industrial               | Water                 |
| Urban                    |                       |



## LU-1 Residential Demolitions

Residential demolitions and over development are issues that were previously discussed in the 2002 Master Plan and 2009 Reexamination Report and identified as LU-3 on page 74 of this report. Since that time however, the problem continues to persist, and is worsening over time, which is why it warrants repetition in this section of the report. To showcase this worsening problem, in a five-year span from 2004 to 2008, there was a net gain of four (4) Certificate of Occupancies (C.O.s) issued for housing units, where in a span of five years just a decade later from 2014 to 2018, there was a net gain of 212 demolitions of housing units. Total from 2004 to 2018, there have been a net gain of 612 demolition approvals for housing units over the 15-year period.

These demolitions are not well received by the community. The second most unsatisfied land use trend in Town according to reexam survey respondents are the teardown of homes replaced by larger homes on the same size residential lot (31% very unsatisfied). Beyond the dislike for these over-developed lots, complaints about the demolition and construction are also prevalent. One town in Minnesota addressed the perceived negative impacts to neighbors by raising the cost of demolition permits to fund a full-time “residential development coordinator” or teardown specialist, tasked with fielding complaints regarding demolitions and new construction, acting as mediator, and often helping streamline the process. While demolitions are currently being monitored with the use of the Historic Preservation Commission’s demolition delay ordinance, Westfield can help residents by hiring an individual to deal with associated issues.

The map on the following page indicates where in Westfield these residential demolitions are taking place.



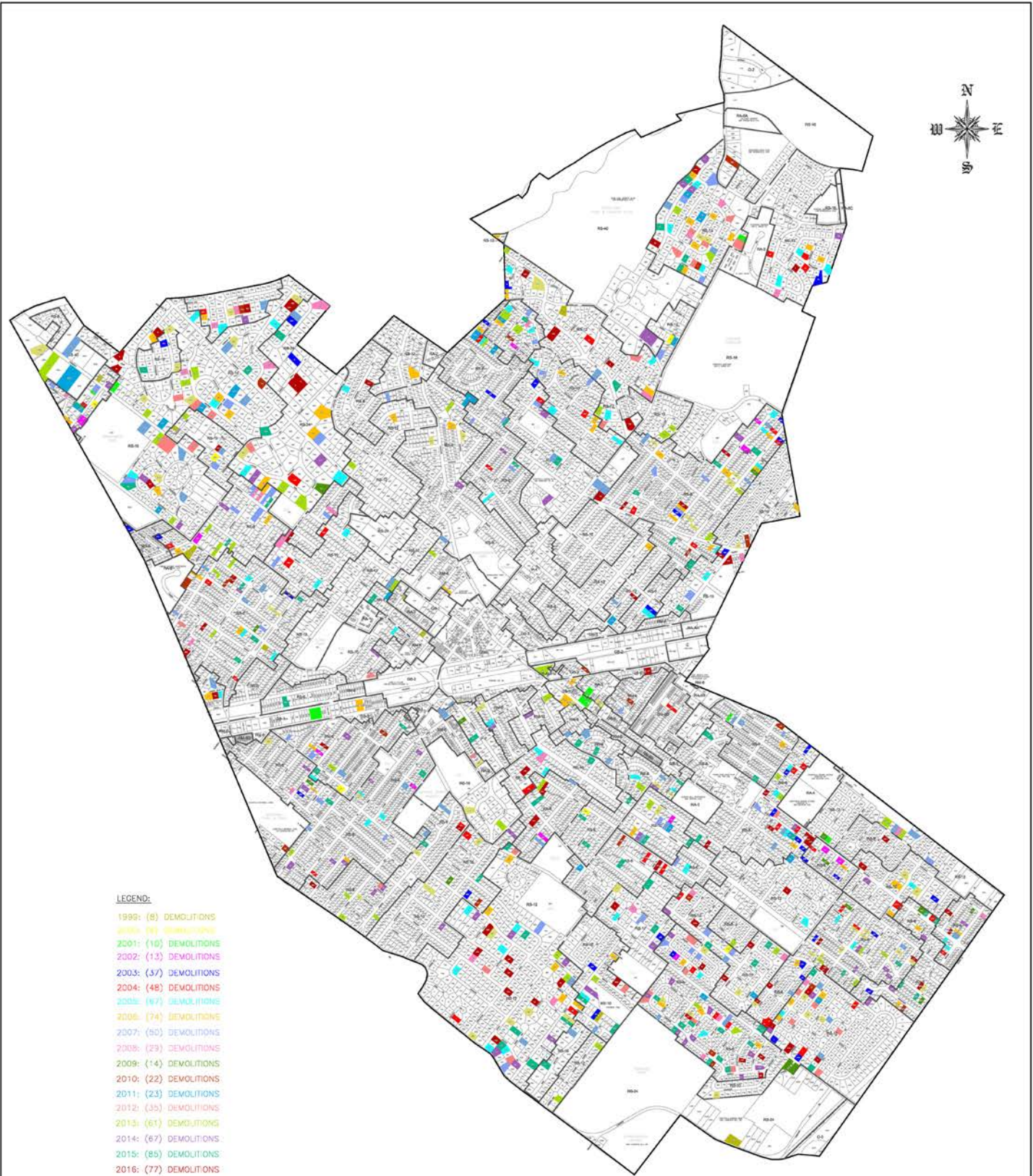
**Table 2: Demolition Approvals Over Time**

Year	No. of Certificates of Occupancy	No. of Demolition Approvals	Net Demolition Approvals
2004	54	41	-13
2005	33	69	36
2006	49	72	23
2007	73	52	-21
2008	62	33	-29
2009	29	12	-17
2010	5	16	11
2011	4	24	20
2012	3	35	32
2013	1	51	50
2014	4	67	63
2015	7	87	80
2016	1	6	5
2017	1	4	3
2018	1	62	61
<b>Total</b>	<b>383</b>	<b>995</b>	<b>612</b>

Source: NJDCA Construction Reporter, Housing Units

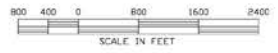
***"The second most unsatisfied land use trend in Town according to reexam survey respondents are the teardown of homes replaced by larger homes on the same size residential lot (31% very unsatisfied)."***





**LEGEND:**

1999: (8) DEMOLITIONS
2000: (15) DEMOLITIONS
2001: (10) DEMOLITIONS
2002: (13) DEMOLITIONS
2003: (37) DEMOLITIONS
2004: (48) DEMOLITIONS
2005: (67) DEMOLITIONS
2006: (74) DEMOLITIONS
2007: (50) DEMOLITIONS
2008: (29) DEMOLITIONS
2009: (14) DEMOLITIONS
2010: (22) DEMOLITIONS
2011: (23) DEMOLITIONS
2012: (35) DEMOLITIONS
2013: (61) DEMOLITIONS
2014: (67) DEMOLITIONS
2015: (85) DEMOLITIONS
2016: (77) DEMOLITIONS
2017: (80) DEMOLITIONS
2018: (62) DEMOLITIONS
<b>TOTAL = 853 DEMOLITIONS</b>



<b>WESTFIELD HOUSE DEMOLITION MAP LOCATIONS BY YEAR (1999 - 2018)</b>		<b>TOWN OF WESTFIELD DEPT. OF PUBLIC WORKS</b>	
<small>Prepared By: POH</small>	<small>Date: 02/27/2020</small>	<small>Job#: 19080000000000000000</small>	<small>959 NORTH AVE. WEST, WESTFIELD, N.J. 07090</small>
<small>REV:03/26/2007 REV:01/20/2016 REV:06/28/2019</small>	<small>Town Engineer, Kris J. Molton, NJPE 39227</small>		<b>ENGINEERING DEPARTMENT</b>



## LU-2 Changing Character of Single-Family Residential Zones

While Westfield is commonly known as an excellent place to live for prospective residents, the Town also grabs the attention of developers. When the land beneath a decades-old dwelling built for working-class residents becomes more valuable than the house, and zoning hasn't been changed to allow for multi-family construction, homes get bought, bulldozed, and then rebuilt as bigger, boxier, and less budget-friendly options. With limited buildable land supply, developers contribute to the demolition problem as described above and contribute to over development. Developers replace older or smaller houses in Town with ones that appeal to younger home buyers. Developers have also been known to apply for a lot subdivision, enabling them to replace one home with two. Westfield residents recognize this issue of over development, where 52% of survey respondents were very unsatisfied with the recent development changes of larger lot subdivisions into multiple single-family lots in residential neighborhoods, the most unsatisfied land use trend in Town among the options provided.

Dissatisfaction of the trend may be due in part to the disruption of existing community character, as newly

constructed homes tend to be oversized for the lot (in floor area or building height, for example), may differ architecturally from the surrounding neighborhood, or both. On a more detrimental level, subdivisions and new construction of larger homes diminishes entry level homebuyer opportunities or aging in place, where individuals are just starting out or wishing to downsize, wanting smaller, more affordable places to live. As more homes are demolished and new homes built in their place, existing and prospective residents continue to be "priced out" of Westfield. In addition, the demolition of an existing 3/4 bedroom bi-level or ranch that is replaced by a 4/5 bedroom 2.5 story dwelling unit has the potential to increase the school age children by the addition of another bedroom, where one never existed.

Westfield should reevaluate the zoning code requirements in residential districts to ensure new buildings are keeping in scale with the surrounding environment.

*Image: Neighborhood scale and character*



***"52% of survey respondents were very unsatisfied with the recent development changes of larger lot subdivisions into multiple single-family lots in residential neighborhoods."***

## LU-3 Multi-Family Residential Development

Recent changes in demographic and market trends have pushed the need and desire for smaller scale housing units in suburban locations with downtown amenities, but within close proximity to and convenient access to major employment centers like New York City. Westfield is just that, a Town well positioned on the NJ TRANSIT Raritan Valley Line with rail and bus service into Manhattan and with a reputable and successful downtown. Developers and prospective residents are looking to Westfield as an excellent place to live. However, while developers see Westfield as an opportunity to build these smaller scale housing units in the form of multi-family apartment buildings, current Westfield residents do not view multi-family as favorably. A primarily single-family residential Town, survey respondents for the Westfield Reexam, on average, had higher approval ratings for single-family developments than any other housing type (79/100, where 100 is strongly approve, 0 is strongly disapprove), where apartments received the lowest average approval rating (34/100). These survey responses are further confirmed when respondents were asked about various recent multi-family

developments, where most had neutral to unsatisfying opinions (see below). This negative perception of multi-family may be due in part by the fact that multi-family construction has just recently been introduced to the Town of Westfield, with 32 building permits issued in 2017-2018, where none had occurred previously, going as far back as 2004 according to NJDCA Construction Reporter. This change from historically single-family construction to the introduction of multi-family has disrupted notions of what constitutes Westfield's residential character. While residents are in favor of housing affordability and recognize the need for smaller sized housing units such as apartments, the multi-family residential housing type is not desired. Rather, as further discussed below, residents are more in favor of mixed-use developments. Westfield should work with developers to ensure proposed multi-family developments pose no negative impacts to surrounding neighborhoods and should try to instead encourage a mixed-use development where appropriate.

Mixed-use construction next to the Fire Department Headquarters (former site of The Office)	13% Very satisfied	36% Satisfied	35% Neutral / No opinion	11% Unsatisfied	6% Very unsatisfied
Multi-family building on Central and South Avenue (3333 Central Avenue)	6% Very satisfied	20% Satisfied	21% Neutral / No opinion	31% Unsatisfied	21% Very unsatisfied
Mixed-use building on South Avenue and Westfield Circle (formerly Pan Am Cleaners)	9% Very satisfied	23% Satisfied	33% Neutral / No opinion	18% Unsatisfied	17% Very unsatisfied
Multi-family building on Rahway Avenue (formerly car wash site)	6% Very satisfied	21% Satisfied	23% Neutral / No opinion	29% Unsatisfied	20% Very unsatisfied



## LU-4 Mixed-Use Building

While mixed-use buildings originated in downtown settings, typically as public uses on lower floors such as retail shops, restaurants, or businesses, with more private uses on upper floors such as apartments, hotel rooms, or office space, mixed-use buildings are becoming increasingly popular outside of downtowns. Apartments above strip retail along major corridors but near to residential is being developed, for example. On a larger scale, the pre-1960s era Monmouth Mall in Eatontown, NJ is being transformed into a “live, work, play” shopping mecca with a mix of apartments, shopping, dining, entertainment uses, and medical office space. Even older suburban office buildings are being converted to mixed-use buildings with retail, office and residential across the nation.

In addition to combining uses in the same building, mixed-use developments are typically pedestrian-oriented places with uninterrupted pedestrian connections and public amenities. This may be one reason why in Westfield, mixed use buildings are

perceived more positively by the public than multi-family apartments. Survey respondents on average had the second highest positive approval ratings for mixed-uses behind single-family development (54/100, where 100 is strongly approve, 0 is strongly disapprove). When survey respondents were asked about various recent mixed-use developments that have already been constructed in Town (the mixed-use building next to the fire station in downtown, and the mixed-use building located on South Avenue and the Westfield Circle, the former Pan Am dry cleaning site), they were received more positively than apartments. Permitting mixed-uses on the same site and in the same building can potentially change the way zoning codes are written in the future and should be explored in Westfield, at appropriate building scales that takes into consideration the historic scale at street level and distinctive architectural design elements for additional upper floors, such as step backs that allow additional height or density without taking away from the scale or feeling of the CBD.



Image: Robbinsville, NJ

## LU-5 Transit Oriented Development

Transit-Oriented Development (TOD) is the practice of creating vibrant, walkable, mixed-use communities surrounding transit options. This allows people to choose the best option for each trip: walking and cycling for local errands, convenient and comfortable public transit for travel along major corridors, and automobile travel to more dispersed destinations. People who live and work in such communities tend to own fewer vehicles, drive less, and rely more on alternative modes.

TOD is an approach to mobility that focuses not on transportation links but supporting individuals who may not own a car or elect not to drive. While development has historically concentrated around transportation centers, such as train stations, TODs better align these transportation routes with development, capitalizing on these transit nodes by creating compact, walkable locations that can increase transit ridership while simultaneously increasing economic viability of TOD destinations.

### TOD Benefits

- Better places to live, work, and play
- Congestion reduction
- Increased transit ridership
- Improved public fitness and health
- Improved mobility options for non-drivers
- Alternative housing options
- Energy conservation and emission reductions
- Increased foot traffic and customers for area businesses
- Enhanced ability to maintain economic competitiveness

Westfield must capitalize on the availability of its public transit systems, existing infrastructure and underutilized properties (parking lots) around the Central Business District, to enhance the existing downtown success, while looking to the future to maintain its viability and reputation as one of New Jersey's premiere Main Streets.

Successful development around transit also demands a new form of community building that not only supports and encourages transit use but also transforms the surrounding area into a place that is **special, memorable and irresistible** that people will invest there, live there, and visit again and again. For this to happen Westfield should look to use the following guiding principles to help build a successful plan for the future of its downtown through TOD.

### Ten Principles for Successful Development around Transit

*(ULI Ten Principles for Successful Development around Transit, 2003)*

1. Make It Better with a Vision
2. Apply the Power of Partnerships
3. Think Development When Thinking about Transit
4. Get the Parking Right
5. Build a Place, Not a Project
6. Make Retail Development Market Driven, Not Transit Driven
7. Mix Uses, but Not Necessarily in the Same Place
8. Make Buses a Great Idea
9. Encourage Every Price Point to Live around Transit
10. Engage Corporate Attention

## LU-6 Land Use and Transportation

With new development currently occurring in Westfield and with recommended future redevelopment in strategic locations in Town, transportation users will immediately see and feel the impacts on an already stressed transportation network. Westfield should go beyond the traditional master plan process of developing separate elements for Land Use and Transportation, and instead develop a truly linked land use and transportation plan. Creating a Unified Land Use and Circulation (ULUC) Plan enables a process

where land use and transportation professionals are encouraged to work collaboratively to identify a single set of goals, objectives, and actions that will take advantage of Westfield's transit-friendly location and redevelopment projects on the horizon. The study will look at buildout scenarios in the business zones and how future development will affect traffic circulation and congestion. The study should take into account analysis of the offsite impacts of traffic from surrounding communities.

## LU-7 Evolution of the Central Business District

In the past decade, the way Americans shop has drastically changed. The rise of Amazon and online shopping, delivery services, and direct-to-consumer brands has given consumers more choices than ever in how and where they shop, so it is up to suburban downtowns to adapt and get ready for the new generation of downtown dwellers and shoppers. Westfield has not been immune to this evolution. However, the downtown is the Heart of Westfield, it's one of the reasons many people move to the community. Downtown Westfield attracted a number of national retailers, with some leaving as a result of changing retail models and shopping trends. However Westfield remains competitive as evidenced by new businesses continuing to locate here such as Warby Parker, Atlantic Health, and Bareburger.

More retail stores and downtowns will become places that offer experiences versus goods, and more development will offer a mixture of housing and retail to satisfy consumer demand for locations that provide a variety of housing options, provide convenient shopping, with multimodal transportation convenience. Office demand will further return as Generation X and millennials transfer into more senior management positions and begin families and look to migrate from urban cores to the suburban cores. They will seek areas with good schools, that are also near employment hubs, entertainment and leisure / recreational facilities. They will also be willing to share space and work remotely at times. Westfield must enhance its existing "good bones", such as a walkable downtown, access to mass transit, quality architecture and historic character in order for our downtown to meet the needs of current and future generations.

It's important to realize that if you build housing on top of retail, but can't attract jobs to the area, your shops are going to be empty during the day. Or they'll be empty at night if they're near offices but no one's living nearby. The most in-demand suburban developments continue to be built around transit hubs (rail or bus). The enhancement of Westfield's downtown is about maintaining its sense of history while looking to the future and creating a balance of residential growth, retail (both experiential and typical retail), entertainment and high-end commercial office space. According to the results of the master plan re-examination survey, sixty-seven (67%) of the respondents viewed new office, retail, or mixed use in the downtown very favorably (30%) or somewhat favorably (37%), while three percent (3%) viewed it as unfavorably. In addition,  $\frac{3}{4}$  of the respondents said the town should encourage or strongly encourage redevelopment, attraction of major employers (high tech), while restoring Westfield's older homes.

***"Sixty-seven (67%) of survey respondents viewed new office, retail, or mixed use in the downtown very favorably"***



Downtowns are the heart of many communities, including Westfield. Downtowns are not just about one idea, but a balance of ideas, spaces and uses. The addition of easy community gathering spaces, such as a community green, arts and culture venues, new civic spaces, such as community center, office space, experiential retail and entertainment venues are the type of uses that set downtowns apart from one another. Westfield Downtown needs to create that feeling of anticipation for its visitors of “I can’t wait to see what’s around the next corner”. This is done with out-of-the-box planning, no idea is too big and the commitment to make a positive difference for the community.

*In the end, it all comes down to experience—the pride and social joy of being in physical places.*



Source: Ron Ostroff

The creation of an Integrated Land Use and Circulation Plan, as previously recommended in the report needs to take into consideration the following recommendations for our downtown:

- Appropriate mixed-use development on underutilized properties, such as municipal parking lots.
- Encourage the enhancement of existing as well as creation of new commercial space
- A parking plan that takes into consideration integrated community structured parking integrated into future development.
- The creation of high tech and medical/ wellness office space to support the downtown viability and introduce a new tax rateable that is not single-family development.
- Creating connectivity between the North and South-side of our commercial downtown.
- The creation of public spaces for residents and visitors.
- The embracement of arts and culture as a draw to our community.
- The creation and implementation of a streetscape improvement plan.
- Architectural design guidelines and standards for future development.



## LU-8 Land Use Ordinance

While the **Significant Changes in Assumptions, Policies, and Objectives** section of this report discusses regional, state and local policies and laws that may lead to amendments within Westfield's Land Use Ordinance, there are other aspects of the Town's Code that should be further refined and amended. The discussion that follows identifies these suggested Land Use Ordinance amendments, most of which have been identified through the review process of real applications.

### Procedural Amendments

#### *Development Application Submission Requirements*

Affordable Housing Regulations, at Section 23.12., states that the checklists for preliminary and final site plan applications and preliminary and final subdivisions shall be amended to incorporate affordability requirements. To ensure the above requirement is met, Article 9 of the Land Use Ordinance should be amended to newly include section 13, which shall require on the plans a table identifying the location, required bedroom distribution, and intended occupancy (low or moderate) of all affordable units, in compliance with UHAC regulations.

#### *Noticing Requirements*

As a matter of policy, the Town requires that an applicant provide notice of a minor subdivision application even if no variances are required. The Land Use Ordinance should be amended to codify this requirement to avoid any confusion. Likewise, the Land Use Ordinance should be amended to include that notice be required for an application for conditional use approval even if no variances are required. This provides an opportunity for adjoining property owners to be aware of the development proposals in their neighborhood.

### General Land Use Ordinance Amendments

#### *Signs*

As previously discussed in this Land Use section, the Town should establish sign design guidelines. In addition, the Town should completely review the sign ordinance for sign procedures, for ease of use, and for compliance with *Reed v. Gilbert*. For instance, Westfield should consider exempting all complying signage from site plan review and approval, unless associated with a specific site plan application.

#### *Generators*

The Land Use Ordinance does not include the term "generators". As a result, setback and screening standards for air conditioners and heat pumps have

been utilized. To avoid any potential challenges to the ordinance, it is recommended that the term "power generators" be added to the ordinance.

#### *Air Conditioning Equipment*

Section 12.03.B.2. should be amended to remove exemption of ground mounted air conditioning equipment from setback requirements, which will result in a consistent code, as Section 13.02.I.6. of the code requires this equipment be set back five (5) feet from property lines.

#### *Yard Encroachments*

The Land Use Ordinance allows for certain encroachments into a required setback, to a certain extent. Examples of these yard encroachments applied to chimney box structures, bay windows, and others. To clarify the intent of this ordinance at Section 12.03.B.4-5., the language in the ordinance should be amended to include "in the aggregate" at the end of the last sentence, making clear that permitted encroachments in total may not exceed the permitted square footage.

#### *Bay Window*

In addition, bay windows should be redefined to ensure they adequately describe this architectural window feature. Doing so will eliminate any 'bump-outs' that can result with one window, say, under the current definition.

#### *Front Yard Setback*

At Section 12.03D of the Land Use Ordinance, an average front yard setback is used to establish a consistent pattern, but requires that in no event shall the required front yard depth be less than 25 feet. Zone districts that must adhere to this regulation include the RS-40, RS-24, RS-16, RS-12, RS-10, RS-8, RS-6, RM-12, RM-8, RM-6, RM-6D, P-1, P-2, O-1 and GB-3 zone districts, and in the case of single family detached and two family dwellings in the RA-3 zone district. When the average front yard setback is less than 25 feet, new structures must be built back at a minimum of 25 feet, which is further back from other structures on the same street, thereby creating an inconsistent streetscape. Further study is needed to ensure community character would not be compromised if this regulation were to change.

#### *Total and Partial Destruction*

It is recommended the definition of "partial destruction" and "total destruction" be established as definitions.

While some municipalities have adopted partial destruction to be when at least the foundation and two walls remain, there are examples of others (Randolph Township, Morris County) where partial destruction is limited to not more than 50% of the fair market value of the building or whole structure at the time of the destruction. Doing so will ensure developers or builders are not circumventing affordable housing development fees.

#### **Fences on Top of Retaining Walls**

The Land Use Ordinance requires that when a guardrail or other restraining device is provided at the top of a retaining wall, the wall height shall be measured to the top of said restraining device. However, there is no requirement as to how far the restraining device must be set back from the top of the retaining wall, before it is no longer considered part of that retaining wall. It is recommended that a certain distance or measurement be set.

#### **Lighting**

The Design Standards Article of the Land Use Ordinance requires that all wiring for light fixtures shall be laid underground. It is recommended that this provision be revisited. New lighting types including those hung between buildings or “string-type” lighting is becoming more prevalent. In addition, provisions requiring that the direct source of light not be visible is problematic as literally interpreted would disallow certain fixtures where a light source or bulb is visible behind a glass shield.

#### **Conditional Uses**

The Land Use Ordinance prohibits a conditional use and non-conditional use on the same lot. This causes conflict if certain conditional uses are located within mixed-use buildings. It is recommended that this provision be removed from the ordinance.

### **Residential Zone District Amendments**

#### **Building Eave Height**

While Building Eave Height was added as a definition to the Land Use Ordinance in 2009, in response to an issue identified in the previous Master Plan Reexam document, the definition should again be revisited. Since 2009, builders and architects are proposing wider, shed style dormers. Due to the current definition and this recent trend, measuring eave height can be circumvented. The ordinance should be revised to codify the current “rule of thumb”, to measure the height of the eave on the shed dormer, if the shed dormer extends for 50% or greater of the width of the roof structure.

#### **Half Story**

The current definition for a half story requires story height be measured from the top of the finished floor to the top of the ceiling joists, or where there is not a ceiling to the top of the roof rafters. It appears a measurement to the top of the roof rafters would capture all situations, and therefore measuring to the top of the ceiling joists becomes confusing to implement. As a result, presence of a ceiling or not is irrelevant when determining the half story height. Therefore, it is recommended the definition of half story be revised to exclude reference to ceiling joists. Further, the definition should be refined to indicate if rooms contained within the story below the pitched roof have cathedral ceilings, the area within the attic above those cathedral ceilings will still be counted as floor area within the attic space. In addition, areas within false dormers should be included in the calculation of attic area.

#### **Main Façade**

The land use ordinance requires front facing garages in detached single-family residential zones be set back two feet from the “main façade”. There is no definition of “main façade” within the ordinance. “Main façade” should be clearly defined within the Land Use Ordinance to mean the exterior front facing wall, exclusive of porches, and that which occupies more than 50% of the front width of the home. In no case shall a garage be permitted to be the “main façade”.

#### **Internal Garage Parking Spaces**

It is common that home renovation projects often result in an expansion of living space into existing attached garage space. The Town has historically allowed this encroachment provided that a car can still be accommodated in the garage, but a definitive, required dimension for an internal garage space is lacking in the ordinance. Note that RSIS standards for a residential parking space of 9’ x 18’ will always supersede. It is recommended that Section 17.04.A. be amended to include the underlined, “Parking spaces, including garaged parking spaces, shall be designed to provide a rectangular area with the following minimum dimensions...”

#### **FAR Exemption for Garages**

Portions of attached, unheated garages are exempted from Floor Area Ratio (FAR) calculations to a certain square footage in the detached single-family residential zones. However, this does not extend to detached single-family construction that is permitted within the RM-12, RM-8, RM-6, and RM-6D zone districts and should be included in those zones.



### **Accessory Building or Structure**

This definition included the term, “private summer house”, which is not separately defined within the Land Use Ordinance. The term should be removed as it implies that accessory structures can contain a dwelling unit. Accessory structures cannot be used as a dwelling unit pursuant to Section §13.01J of the Land Use Ordinance.

### **Swimming Pool**

Amend the definition of a swimming pool to remove reference to a minimum size, to ensure smaller swimming pools still adhere to the intended setback requirement. Include in the definition that “wading” can be an intended recreational use of a swimming pool.

## **Commercial and Business Zone District Amendments**

### **Alternative Treatment Centers**

Alternative Treatment Centers are a permitted conditional use within the Town’s Commercial (C) zone district (see Section 8.22 of the Land Use Ordinance), but it is not listed in the C district regulations found in Article 11. The Land Use Ordinance should be amended to include Alternative Treatment Centers in the C zone district at Section 18.02 of the code and include Alternative Treatment Centers in Section 11.29.C.

### **Mixed-Use Buildings in GB-3 Zone**

In the GB-3 zone regulations, Section 11.28.E and G provide regulations for mixed-use structures. However, the regulations are conflicting; likely an oversight. The ordinance should be amended to keep the Section 11.28.G. regulations and should be further amended to reference the permitted use in paragraph A.6. of that section.

### **Non-Residential Accessory Structures**

The Land Use Ordinance was amended in 2018 to allow for structures on ground level patios for eating and drinking. It is recommended that the list of anticipated structures on those patios include the term “and similar structures” to allow for structures not specifically listed, but as may be commonplace on such patios.

## **Zone Boundary Amendments**

Areas of study for potential zone boundary amendments include the following:

1. RS-12 to RS-10  
Study 800 Kimball Avenue as a potential rezoning area from RS-12 to RS-10.
2. RS-12 to RS-8  
Block 1109, Lot 11 (512 Alden Avenue) may be more appropriately zoned as RS-8 rather than RS-12 due to lot size. Further study is needed.
3. Split-Zoned to RS-6  
Study 2003 Grandview as a potential rezoning area, to eliminate the recently subdivided lots (in 2015/2016) from being split across multiple zone districts. All lots should be considered for the RS-6 zone district.
4. RM-6 to other zone district  
Block 2504, 12, 13, and 14, as well as properties along Ferris Place should be looked at as an area for possible rezoning. Currently zoned RM-6, yet one and two-family uses seem to be in a minority.
5. RS-12 to Multi-Family  
Block 3902, Lots 5, 6, and 7 are currently zoned RS-12 but contain a commercial use and are surrounded on all sides by multi-family. Across the street is a nursery and church. Study the area as a potential rezoning from RS-12 to a multi-family zone district as it is unlikely to be developed with a single-family dwelling(s).
6. GB-3 to GB-1 or GB-2  
Study South Elmer Street for potential rezoning of all GB-3 properties to the GB-1 or GB-2 zone district.
7. GB-1 to CBD  
400 West Broad, 331 West Broad, 549 South Avenue West, 533 South Avenue West, 335 Waterson Street, and 523 South Avenue West as a potential rezoning area from GB-1 to CBD.
8. CBD Changes  
Study allowing ground floor office uses in certain locations, such as 409 Westfield, 415 Westfield, 201 Central, 204, 208, 212 Lenox Avenue, 138 Central, and 133 Prospect.

9. NA-AH

Study the current bulk standards for the NA-AH zone and review whether denser development (more than 12 units per building) should be permitted.

Any new Land Use Element should review zone boundaries and make recommendations as necessary.



Images: High-End Townhomes



Image: Example of Gateway to Quimby Street





# LAND USE PAST ISSUES

## PAST ISSUES

LU-9 ZONE BOUNDARIES

LU-10 RESIDENTIAL ZONES

LU-11 DEMOLITIONS, SIZE, AND NUMBER OF NEW HOMES

LU-12 PROFESSIONAL AND OFFICE ZONES

LU-13 RETAIL / COMMERCIAL ZONES

LU-14 TOD ZONES

LU-15 DEVELOPMENT REGULATIONS

» The following land use issues were identified in the 2002 Master Plan and 2009 Reexamination Report. This section discusses these issues, examines what activities and changes have taken place, and identifies whether the issues have since been reduced or have an increased need the Town should address.



## LU-9 Zone Boundaries

### a. Split-Zoned Lots

**The Issue:** The 2005 Land Use Plan Amendment identified several inconsistencies and concerns regarding the limits of certain zone district boundary lines. The Amendment noted that zone district lines bifurcate certain lots, which creates confusion for owners and triggers the need for variance relief. In other cases, lots were significantly undersized for the district in which they were located and thus were nonconforming as to nearly every bulk requirement. To address such issues, the Plan recommended a series of changes to the Zoning Map to align more appropriately the boundaries of certain zone districts.

**What has Changed:** Ordinance No. 1839 adopted on August 3, 2004 amended the Land Use Ordinance at Section 11.02 Schedule and Map, to clarify the application of zone regulations to lots split by a zone boundary. The ordinance states that a split lot shall require the most restrictive of (selected) bulk regulations apply. This 2005 Land Use Plan Element of the Master Plan objective has been implemented and is deemed resolved.

### b. Change from RS-6 to RS-8 District

**The Issue:** This change and other RS zone district boundary changes are intended to recognize existing development patterns and to prevent subdivisions and other development that would not be consistent with such patterns. This recommended zone change from RS-6 to RS-8 zoning affects certain properties on Coleman Place, Embree Crescent and Hillcrest Avenue. Most of the lots affected by this change are consistent with or exceed the RS-8 zone standards, or nearly so. Due to this condition, the boundaries between the RS-6 and RS-8 districts were proposed to be moved to include the Coleman Place and Embree Crescent properties. The Hillcrest Avenue properties form a large enough area to justify creation of a new RS-8 district.

**What has Changed:** Ordinance No. 1939 adopted on August 4, 2009 amended Section 11.02 Zoning Map of the Land Use Ordinance of the Town of Westfield and changed the zone district of all the referenced lots as recommended and rationalized in the 2009 Land Use Element of the Master Plan. This 2002 Master Plan objective has reduced and is deemed resolved.

### c. Change from RS-6 to RS-10 District

**The Issue:** This recommended zone change from RS-6 to RS-10 zoning affects two lots at the corner of Girard Avenue and Wallberg Avenue. One lot is a corner lot, and complies with the standards for the RS-10 district. The other lot does not comply with the RS-10 zone standards; however, a change on only the corner lot would leave the interior lot as an island in the RS-6 district surrounded by a RS-10 district. For these reasons, the zone boundary was proposed to be adjusted to include these lots within the RS-10 district.

**What has Changed:** The Land Use Plan Element in the 2009 Master Plan re-examination recommends amending the RS-6 district to an RS-8 district. The above referenced parcels are included in the proposed RS-8 district as well as 6 other adjacent parcels from the RS-6 district and 2 parcels from the adjacent RS-10 district. The 2001 zoning map was revised in February 2019 to reflect the updated district boundaries. This objective is complete.

### d. Change from RS-6 to RS-12 District

**The Issue:** This recommended zone change from RS-6 to RS-12 zoning affects one lot on Clark Street and one lot on Coleman Place. These lots are oversized in the RS-6 district; one greatly exceeds the RS-12 district standards and one almost complies with the RS-12 standards. For this reason, the RS-12 boundary was proposed to be moved to include these lots in the RS-12 district.

**What has Changed:** Ordinance No. 1939 adopted on August 4, 2009 amended Section 11.02 Zoning Map of the Land Use Ordinance of the Town of Westfield and changed the zone district of the Clark Street property as recommended and rationalized in the 2009 Land Use Element of the Master Plan. The Coleman property, however, was not rezoned from RS-6 to RS-12 per the recommendation of the 2009 Land Use Element of the Master Plan. These 2002 and 2009 Master Plan objectives have reduced and are deemed resolved.

#### **e. Change from RS-8 to RS-6 District**

**The Issue:** This recommended zone change from RS-8 to RS-6 zoning affects two lots at the corner of Clark Street and Edgewood Avenue, two lots on Whittier Avenue and two lots on Channing Avenue. The lots on Clark/Edgewood currently comply with RS-8 zone standards for lot area and width, but one is substandard in depth. Due to the zone change proposed on Clark Street to the north, however, these two lots would have become an isolated RS-8 zone, and therefore it was proposed to include them within the adjacent RS-6 district. The two Whittier Avenue lots were the subject of a recent subdivision. They do not comply with the RS-8 zone standards, and therefore it was proposed to include them within the adjacent RS-6 district. The lots on Channing Avenue also do not comply with the RS-8 zone standards, and again it was proposed to include them within the adjacent RS-6 district.

**What has Changed:** Ordinance No. 1939 adopted on August 4, 2009 amended Section 11.02 Zoning Map and changed the zone district of the referenced properties as recommended. These 2002 and 2009 Master Plan objectives have reduced and are deemed resolved.

#### **f. Change from RS-8 to RS-10 District**

**The Issue:** This recommended zone change from RS-8 to RS-10 zoning affects a number of lots on Clark Street between Dudley Avenue and Stanmore Place. Most of the properties meet or exceed the standards for the RS-10 district; a few are slightly substandard in some respects. Because of this condition, it was proposed to include the lots within the adjacent RS-10 zone district.

**What has Changed:** Ordinance No. 1939 adopted on August 4, 2009 amended Section 11.02 Zoning Map and changed the zone district of the referenced properties as recommended in the 2002 Master Plan and rationalized in the 2009 Land Use Element of the Master Plan. These objectives have reduced and are deemed resolved.

#### **g. Change from RS-8 to RS-12 District**

**The Issue:** This recommended zone change from RS-8 to RS-12 zoning affects three lots on Dudley Avenue and two lots on Cumberland Avenue. The lots are greatly oversized for the RS-8 district, and

therefore the zone boundaries were proposed to be relocated to include the lots in the adjacent RS-12 district.

**What has Changed:** Ordinance No. 1939 was adopted on August 4, 2009 and amended Section 11.02 Zoning Map and changed the zone district of the three lots on Dudley Avenue as recommended in the 2002 Master Plan and rationalized in the 2009 Land Use Element of the Master Plan. The two properties located on Cumberland Avenue, however, were not rezoned from RS-6 to RS-12 as identified in the 2002 Master Plan. These objectives have reduced and are complete.

#### **h. Change from RS-10 to RS-8 District**

**The Issue:** This recommended zone change from RS-10 to RS-8 zoning affects the rear portion of four lots on Hillcrest Avenue. Currently, these lots are split by a zone boundary between the RS-6 and RS-10 districts. It was proposed to relocate this boundary so that the lots are in one zone.

**What has Changed:** Ordinance No. 1939 adopted on August 4, 2009 amended Section 11.02 Zoning Map and changed the zone district of the referenced properties as recommended above. These 2002 and 2009 Master Plan objectives have reduced and are resolved.

#### **i. Change from RS-12 to RS-24 District**

**The Issue:** This recommended zone change from RS-12 to RS-24 zoning affects one lot at the corner of Dudley Avenue and Lawrence Avenue. The lot greatly exceeds the RS-12 standards and is more consistent with the lots on Dudley Avenue to the west; therefore, it was proposed to relocate the zone boundary in order to include this lot within the adjacent RS-24 district.

**What has Changed:** Ordinance No. 1939 adopted on August 4, 2009 amended Section 11.02 Zoning Map and changed the zone district of the referenced properties as recommended in the 2002 Master Plan and rationalized in the 2009 Land Use Element of the Master Plan. These 2002 and 2009 Master Plan objectives have reduced and is complete.

#### **j. Change from RM-6 to GB-2 District**

**The Issue:** This recommended zone change from RM-6 to GB-2 zoning affects properties on both sides of Clark Street near the intersection with Ferris Place. These properties are developed for the Y.M.C.A. facility.

Due to the use of the property, which is nonresidential, the zone boundary was proposed to move to include the Y.M.C.A. facility in the adjacent GB-2 district.

**What has Changed:** As part of the 2009 Reexamination Report, the Planning Board determined that the YMCA was appropriate under the current RM-6 zoning. This recommendation has reduced and is deemed complete.

#### **k. Change from RM-6 to GB-3 District**

**The Issue:** This recommended zone change from RM-6 to GB-3 zoning affects a single property at the intersection of South Avenue and Drake Place. Although currently zoned residential, the property is developed for commercial purposes. For this reason, it was proposed to extend the boundary of the adjacent GB-3 district to include this property.

**What has Changed:** Block 2610, Lot 15 is now in the GB-3 zone. This objective is complete.

#### **l. Change from RA-3 to RS-6 District**

**The Issue:** This recommended zone change from RA-3 to RS-6 zoning affects one lot bordered by West Broad Street, Osborn Avenue and First Street and occupied by the Board of Education McKinley Elementary School. The public school use will be made conforming by this zone change.

**What has Changed:** Ordinance No. 1939 adopted on August 4, 2009 amended Section 11.02 Zoning Map of the Land Use Ordinance of the Town of Westfield and changed the zone district of the referenced properties. This 2009 Master Plan objective has reduced and is deemed resolved.

#### **m. Change from O-3 to C District**

**The Issue:** The 2009 Land Use Element recommended an O-3 to C zone change, affecting three lots lying southwest of Rahway Avenue south of the Lehigh Valley Rail Line and one-half of the railroad right-of-way located at the Town border with the Township of Clark. The Conrail Lehigh Valley Rail Line separates the lots from adjoining properties in Westfield and the land is used primarily for public utility purposes by PSE&G. The land is adjacent to industrial/manufacturing uses in Clark Township and most appropriately zoned for Service and Industry uses, as permitted under

Westfield's C Zone District. The public utility use is a conditionally permitted use in the C Zone.

**What has Changed:** Ordinance No. 1939 adopted on August 4, 2009 amended Section 11.02 Zoning Map of the Land Use Ordinance of the Town of Westfield and changed the zone district of the referenced properties. This 2009 Master Plan objective has reduced and is deemed resolved.

#### **n. Change from GB-1 to RA-3 District**

**The Issue:** The 2009 Land Use Element recommended a zone change from GB-1 to RA-3 affecting two lots fronting along the southeast side of Cowperthwaite Place between Prospect and Elm Streets because general business use is not appropriate at this location, which encroaches upon a residential street.

**What has Changed:** Ordinance No. 1939 adopted on August 4, 2009 amended Section 11.02 Zoning Map and changed the zone district of the referenced properties as recommended. This 2009 Master Plan objective has reduced and is deemed resolved.

#### **o. Change from GB-2 to C District**

**The Issue:** This recommended zone change from GB-2 to C zoning affects a number of properties on North Avenue, South Avenue and Windsor Avenue in the eastern portion of Westfield. The portion of the GB-2 zone to remain is characterized by large scale buildings and uses, whereas the portion to be changed to the C zone classification is characterized by smaller scale buildings and somewhat different uses. The proposed change was intended to recognize the existing development pattern in this area, to prevent "highway strip" retail development, and to limit the scale and intensity of uses in order to minimize negative impacts from traffic, parking, excessive buildings and pavement, etc.

**What has Changed:** According to the 2009 Reexamination Report, this change is no longer desired or appropriate for the properties in question. The Board finds that the uses permitted in the C Zone District (beyond those permitted in the GB-2 Zone) have little applicability in that vicinity (between North and South Avenues adjacent to the existing C Zone) and that the bulk standards of the GB-2 Zone are more appropriate for that location. This 2002 Master Plan objective has reduced per the observation from the 2009 Reexamination Report and is deemed resolved.



#### p. Update Zoning Map

**The Issue:** Article 11, Section 11.02A of the Town Code should be updated as to the Zoning Map. A revised Map must reflect all new zone districts and all new zone district boundary line changes as discussed previously. The text should indicate that the revised Zoning Map is one prepared and maintained by the Town Surveyor and should reflect the most recent revisions.

**What has Changed:** Ordinance No. 1939 was adopted on August 4, 2009 and amended Section 11.02 Zoning Map to rezone the lots referenced above. It formally amended the zone district boundary line and amended the zoning map in conformance with the Town's 2009 Reexamination Report. The ordinance, however, did not mention the Town Surveyor. This 2009 Master Plan Reexamination objective has reduced and is deemed resolved.

## LU-10 Residential Zones

#### a. Residential Front Porches

**The Issue:** Determine the advisability of measures to encourage construction and retention of residential front porches.

**What has Changed:** Ordinance No. 1809 was adopted on December 3, 2002 and amended the Land Use Ordinance of the Town of Westfield by revising the coverage regulations for residential porches. The ordinance prohibits the conversion of residential front porches or decks to year-round habitable spaces. This 2002 Master Plan objective has reduced and is deemed resolved.

#### b. Residential House Scale and Lot Size Relation

**The Issue:** Review the bulk regulations in the Land Use Ordinance for residential zones to determine if standards relating house scale to lot size would be appropriate.

**What has Changed:** According to the 2009 Reexamination Report, a Land Use Task Force Committee was assembled to review and make recommendations concerning the size and scale of residential housing in Westfield neighborhoods including "McMansions" and over-development. The Task Force completed its work and provided

recommendations in the early part of 2008. The recommendations were reviewed by the Master Plan subcommittee at that time. Ordinance No. 1946 and Ord. No 1941 (both adopted September 29, 2009) implemented the recommendations made by the Mayor's Land Use Task Force Committee.

#### c. Compatible Land Uses on North Avenue

**The Issue:** Study the impacts to residential areas from nonresidential development on North Avenue, particularly in the area of Chestnut Street, and identify solutions to mitigate such impacts.

**What has Changed:** According to the 2009 Reexamination Report, the impact of North Avenue commercial development upon residential properties is no longer an issue. Concerns have been addressed by incorporation of ordinances requiring adequate landscape buffering, light-shielding, and ample setback requirements for parking areas, driveways, and buildings. This 2002 Master Plan problem has reduced per the observation from the 2009 Reexamination Report and is deemed resolved.

#### d. RS Zone District Standards

**The Issue:** The 2002 Master Plan set forth the recommended standards for the various RS zone districts in a table (that can be referred to on page 7 of the 2002 Master Plan).

**What has Changed:** The recommended standards from the 2002 Master Plan were updated in the 2005 Land Use Plan and again in the 2009 Reexamination Report. The 2009 Reexamination Report integrated recommendations from the Mayor's Land Use Task Force. These recommendations supersede the recommended standards from the 2002 Master Plan. This 2002 Master Plan recommendation is no longer relevant. The recommendations from the 2009 Reexamination Report were integrated into the Land Use Ordinance and are complete.

#### e. RS-12 Side Yard Setback Requirement

**The Issue:** The RS-12 side yard setback requirement should be reduced to 12.5 feet from the minimum 15-foot setback requirement, per the recommendations of the Land Use Task Force and the 2009 Reexamination Report. Without such a change, the 15-foot setback would have a conforming 75-foot wide lot with a building envelope having less width (45 feet) than that

provided in the RS-10 zone (50 feet).

**What has Changed:** Ordinance No. 1946 was adopted on September 29, 2009 and Article 11 to reduce the side yard setback requirement in the RS-12 zone from 15 feet to 12.5 feet. This recommendation has been implemented and is deemed resolved.

**f. RS-40 Lot Width**

**The Issue:** The lot width allowance for the RS-40 Zone should be increased to 175 feet, and corner lots in the RS-40 Zone should be increased to 185 feet.

**What has Changed:** Ordinance No. 1946 was adopted on September 29, 2009 and amended Article 11 to increase the minimum lot width to 175 feet and corner lots within the zone to 185 feet. This 2009 Master Plan Reexamination Report recommendation has been completed.

**g. Cluster Development**

**The Issue:** Eliminate allowance for cluster development in the RS-40 district and in keeping with the recommendation, Section 8.12 of the LUO regarding cluster development should be deleted. The Planning Board finds that conventional residential development is more appropriate and in keeping with the character of Westfield.

**What has Changed:** Ordinance No. 1944 was adopted on September 29, 2009 to remove Article 8, Section 8.12, titled “Residential Cluster Development”. This 2009 Master Plan Reexamination objective has reduced and is deemed resolved.

*\* The Mayor’s Land Use Task Force prepared a report with six recommendations concerning the RS Zones. These recommendations were incorporated into the 2009 Reexamination Report by the Board. These recommendations are noted with an asterisk.*

**h. Maximum Building Height \***

**The Issue:** The height and bulk of many of the newest homes in Westfield exceed that of the majority of older homes. It appears that until the late 1990’s, builders did not take advantage of the full height and bulk allowances permitted by the Land Use Ordinance. Such newer homes often appear obtrusive and inappropriate, particularly when constructed in

neighborhoods characterized by predominantly narrow lots (i.e., 50-60 feet) and having minimal (10-15 foot) side yard setbacks. To address this issue, reduce the maximum building height from the 35-foot across-the-board maximum, to the graduated allowances listed in the chart below:

The Planning Board additionally recommended that

Zone District	Minimum Side Yard (feet)	Maximum Building Height (feet)
RS-40	20	35
RS-24, RS-16	15	33.5
RS-12	12.5	32.75
RS-10, RS-8, RS-6	10	32

the building height recommendations of the Mayor’s Task Force regarding the RS Zones should also be applied to the RA and RM Zones.

**What has Changed:** Ordinance No. 1946 was adopted on September 29, 2009 and amended Article 11 to reduce building heights in RS zones per the Table above. The RM building height standards reflect the similar RS-zones (i.e. RM-10 = RS-10), while the RA zones have separate height requirements. This 2009 Master Plan Reexamination objective has reduced and is deemed resolved, although a prevailing building height requirement should be considered as well.

**i. Maximum Eave Height \***

**The Issue:** As a means of controlling building height and mass, the introduction of a maximum eave height of 22 feet for all residential zones is recommended. Eaves should be defined for the term “Building Eave Height” as defined in the 2009 Reexamination Report.

**What has Changed:** Ordinance No. 1941 (adopted September 29, 2009) amended Article 2, Section 2.05 titled “Definitions; B” to include a new term, “Building Eave Height” which is defined as “the vertical distance from the grade plane to the lowest point of the roof or gable, hip, gambrel, mansard, and flat roof types. The grade plane representing the average of the finished ground level adjoining the building at exterior walls.” Ordinance No. 1946 (adopted September 29, 2009) amended Article 11 by adding maximum eave height regulations to the following zones: RS-40, RS-24, RS-16, RS-12, RS-10, RS-8, RS-6, RM-12, RM8, RM-6(1-2), and RM6D(1-3). This 2002 Master Plan objective has reduced and is deemed resolved.

#### **j. Building Mass at Zoning Side Yard \***

**The Issue:** As a means of reducing the visual impact of wall structures located adjacent to a side yard property line, the term “Maximum Continuous Wall Length at Zoning Side Yard” should be defined in the Town Code per the definition in the 2009 Reexamination Report.

**What has Changed:** Ordinance No. 1941 (adopted September 29, 2009) amended Article 2, Section 2.11 titled “Definitions; M and N” to include a new term “Maximum Continuous Wall Length at Zoning Side Yard” which is defined as the same offered definition in the 2009 Reexamination Report.

Ordinance No. 1946 (adopted September 29, 2009) amended Article 11 by adding building mass at zoning side yard regulations to the following zones: RS-40, RS-24, RS-16, RS-12, RS-10, RS-8, RS-6, RM-12, RM8, RM-6(1-2), and RM6D(1-3). This objective has reduced and is deemed resolved.

#### **k. Maximum Number of Stories \***

**The Issue:** As a mechanism to limit building mass and bulk, the permitted number of stories in all residential zones should be reduced from 3 to 2½ stories. The following terms be amended/added to the Town Code and defined per the definition in the 2009 Reexamination Report: “Half-Story”, “Basement”, and “Story”.

**What has Changed:** Ordinance No. 1959 (adopted September 29, 2009) amended Article 11 to reduce the maximum building height from 3 stories to 2½ stories in all RS and RM zones, in addition to the RA-3 zone. Ordinance No. 1941 (adopted September 29, 2009) amended Article 2, Section 2.05 titled “Definitions; B” to replace the existing definition for “Basement” which matches the offered definition in the 2009 Reexamination Report. The ordinance also amended Section 2.09 titled “Definitions; G to I” to include a definition for “Half-story” which matched the definition offered in the 2009 Reexamination Report. The ordinance additionally amended Section 2.16 titled “Definitions; ST and SZ” to replace the existing definition for “Story” which matches the definition offered in the 2009 Reexamination Report. A definition for “Maximum Number of Stories” was not provided per this ordinance. This objective has reduced and is deemed resolved.

#### **l. Simplify Floor Area Ratio (FAR) \***

**The Issue:** The calculation of FAR should be changed by amending the definition of the term. The changes would eliminate the various existing exemptions, require measurement from exterior walls of structures, and include the full horizontal area of each story whether or not its floor area extends completely throughout. Related changes should provide for attached garage spaces (unheated) of up to 450 square feet and, finished attic area of up to one-third (1/3) of the area of the floor below. The term “Floor Area Ratio (FAR)” should be defined in the Town Code per the definition in the 2009 Reexamination Report.

**What has Changed:** Ordinance No. 1941 (adopted September 29, 2009) amended Article 2, Section 2.08 titled “Definitions; F” to replace the existing definition for “Floor Area Ratio” which matches the offered definition in the 2009 Reexamination Report. Although not a 2009 Reexamination Report recommendation, Ordinance No. 2082 amended Section 12.04 subsection C titled “basement floor usage in non-residential buildings” stating that, “such basement space [in non-residential buildings used for purposes accessory and ancillary to principal uses] shall not be counted when computing habitable floor area.” This 2002 Master Plan objective has reduced and is deemed resolved.

#### **m. Habitable Floor Area \***

**The Issue:** The term “Habitable Floor Area” should be defined in the Town Code per the definition in the 2009 Reexamination Report. In addition, garages should be made a requirement in all residential zones, with minimum 1-car garages in the RS-6, RS-8, and RS-10 zones, and 2-car garages in all other zones. A minimum 2-foot offset behind the main facade would be required in the case of attached, front-facing garages.

**What has Changed:** Ordinance No. 1941 (adopted September 29, 2009) amended Article 2, Section 2.08 titled “Definitions; F” to replace the existing definition for “Floor Area, Habitable”, the new definition matching the offered definition in the 2009 Reexamination Report. Ordinance No. 1946 (adopted September 29, 2009) amended Article 11 by providing Floor Area Ratio regulations for the following zone districts: RS-40, RS-24, RS-16, RS-12, RS-10, RS-8, RS-6, RM-12, RM8, RM-6(1-2), RM6D(1-3), and RA-3(1-3). The regulation states that “the maximum floor area ratio shall be set forth by Section 12.04(E)”, which was



amended by Ordinance No. 1947 (September 29, 2009). The ordinance amended Article 12v, Section 12.04 titled “Buildings and Above Grade Structures” by deleting, replacing, and superseding subsection E, with a schedule for maximum floor area ratio for single-family detached dwellings, 2-family dwellings, and duplexes. The lot area determines the maximum FAR permitted. Ordinance No. 1946 (adopted September 29, 2009) amended Article 11 by adding minimum garage space regulations to the following zone districts: RS-40, RS-24, RS-16, RS-12, RS-10, RS-8, RS-6, RM-12, RM8, RM-6(1-2), RM6D(1-3), and RA-3(1-3). This 2002 Master Plan objective has reduced and is deemed resolved.

#### **n. RM Zone District Standards**

**The Issue:** The 2002 Master Plan set forth the recommended standards for the various RM zone districts in a table (that can be referred to on page 11 of the 2002 Master Plan).

**What has Changed:** The recommended standards from the 2002 Master Plan were updated in the 2005 Land Use Plan and again in the 2009 Reexamination Report. The 2009 Reexamination Report integrated recommendations from the Mayor’s Land Use Task Force. These recommendations supersede the recommended standards from the 2002 Master Plan. The 2009 Reexamination Report recommendations have been adopted into the Land Use Ordinance, and the objective is complete.

#### **o. RA Zone District Standards**

**The Issue:** The 2002 Master Plan set forth the recommended standards for the various RA zone districts in a table (that can be referred to on page 13 of the 2002 Master Plan).

**What has Changed:** The recommended standards from the 2002 Master Plan were updated in the 2005 Land Use Plan and again in the 2009 Reexamination Report. The 2009 Reexamination Report integrated recommendations from the Mayor’s Land Use Task Force. These recommendations shall supersede the recommended standards from the 2002 Master Plan. The 2009 Reexamination Report recommendations have been adopted into the Land Use Ordinance, and the objective is complete.

#### **p. Multi-Family Development Buffers**

**The Issue:** All multi-family development in the districts should provide buffers when adjacent to single-family or two-family residential uses.

**What has Changed:** The Land Use Ordinance requires side yard setbacks of no less than 30 feet and in some cases buffers when the property is adjacent to a single-family or two-family residential zone. Screening is required when the premises is adjacent to a single-family or two-family residential use. This objective is complete.

#### **q. RA-3 Density**

**The Issue:** The RA-3 Zone District density allowance should be reduced from 25 dwelling units per acre, to a maximum of 18 dwelling units per acre. Accompanying this density reduction should be a reduction in the permitted number of bedrooms per acre from 50 to 36. These changes are in keeping with the predominant development density currently existing for multi-family units in the RA-3 zones (i.e., condominiums and apartments on Cowperthwaite Place, Prospect Avenue and Cacciola Place). Section 11.16E of the Town Code should be amended to reflect this density reduction.

**What has Changed:** Ordinance No. 1946 was adopted on September 29, 2009 and amended Article 11 to reduce the maximum density in the RA-3 district to 18 dwellings units per acre. The ordinance also reduced the number of rooms per acre, exclusive of main living rooms, kitchens, dinettes, bathrooms, and closets to 36 rooms per acre. This objective is resolved.

#### **r. Ownership Restrictions**

**The Issue:** Section 11.18A (RA Zones) of the Town Code should be amended to eliminate restrictions on ownership, as these do not fall within the jurisdiction of the municipal zoning code.

**What has Changed:** Ordinance No. 1946 was adopted on September 29, 2009 and amended Article 11, Section 11.18 by deleting all references to ownership in Subsection A. Section 11.16 (RA-3 zone), however, still has ownership restrictions that should be eliminated.

## LU-11 Demolitions, Size and Number of New Homes

### a. Demolitions of Westfield's Housing Stock

**The Issue:** According to the 2009 Reexamination Report, the Land Use Board and Town Council received complaints concerning the size of a number of the new homes in Westfield, particularly those built on smaller lots, in older neighborhoods. At the time, the phenomenon was not unique to Westfield, but appeared to reflect a trend in housing in New Jersey and in the US, generally. In communities across the state, developers had been demolishing older homes and building much larger ones in their place.

At the time of the 2009 Reexamination Report, data from the U.S. Census Bureau indicated that the median size of a single-family home has increased by nearly 50% since the early 1970s. The median size at the time was over 2,300 square feet, as compared with just 1,560 square feet in 1974. In many cases, the new homes were permitted as-of-right appear grossly over-sized in relation to the neighborhood because, unlike the older homes, new ones were often built to the maximum limits of the zoning. Adding to the problem, homeowners were eliminating one- or two-car garages in order to stay within building coverage allowances when adding habitable area to existing homes. The absence of a garage leads to problems with outdoor storage and parking of motor vehicles, and often results in the owners or future owners making application for variance relief at some later date, to permit construction of a new garage or storage shed.

Per the Table shown on pg. 5 of the 2009 Land Use Plan, the volume of residential development that had occurred, as evidenced by the number of residential C.O.'s issued, was a result of the demolition phenomena experienced over this timeframe. The 2009 Land Use Plan Report stated that it was not anticipated that the Town would experience this occurrence again anytime soon. Regardless, the Planning Board reviewed amendments to the Town Land Use Ordinance to tighten existing regulations on residential housing to require garages and to ensure that new dwellings are kept in scale with the surrounding environment. These proposed amendments emanate from the recent report from the Mayor's Land Use Task Force. These new provisions were carefully considered so as not to create vast areas of nonconformity among existing structures.

**What has Changed:** Building off the proposed amendments from the Mayor's Land Use Task Force, Ordinance No. 1946 (adopted September 29, 2009) amended Article 11 by adding minimum garage space regulations to the following zone districts: RS-40, RS-24, RS-16, RS-12, RS-10, RS-8, RS-6, RM-12, RM8, RM-6(1-2), RM6D(1-3), and RA-3(1-3). However, the term "Garages" should be defined in the Town Code.

Despite the above changes, this 2002 Master Plan problem has increased. In summary, the number of demolitions today far exceed the number of Certificate of Occupancies (C.O.s) issued since 2010. The state of demolitions in Westfield today is discussed on page 54 under the **New Trends / Issues** section of this **Land Use Element**.

***"In summary, the number of demolitions today far exceed the number of Certificate of Occupancies (C.O.s) issued since 2010."***

**b. Over-Development**

**The Issue:** The 2009 Reexamination Report stated that many new homes are substantially larger than in prior years, raising concerns in the community about over-development.

**What has Changed:** Although the issue was identified, a recommendation was not offered. While the U.S. Census does not track housing units by square footage, potential surrogate data could include the number bedrooms and number of rooms overall. From 2010 to 2017, the number of housing units with 4 bedrooms increased by 7.3%, while the number of housing units with 5 or more bedrooms increased by 23.8%, and nearly doubled (46.3%) since 2000. Housing units with 1, 2, or 3 bedrooms all declined.

Housing units with no bedrooms increased since 2000, a likely indicator of the growth of care facilities in the municipality. Additionally, housing units with 9 rooms or more increased by 12.0% between 2010 and 2017, and 47.2% between 2000 and 2017, while homes with 2-5 rooms, and 7 or 8 rooms all declined. The number of units with one 1 room grew by nearly 6 times between 2000 and 2017. Housing units with 6 rooms also grew by 63.2% between 2010 and 2017 after experiencing a decrease between 2000 and 2010. Considering the total number of housing units in Westfield increased by only 3.4%, it is evident that in most cases larger homes are replacing smaller homes. Due to this continued problem, over-development is further discussed on page 56 under the **New Trends / Issues** section of this **Land Use Element**.

**Table 3: Housing Unit Size by Number of Bedrooms**

	2000	2010	% Change 2000 -2010	2017	% Change 2010 -2017	% Change 2000 -2017
Total Housing Units	10,819	10,565	-2.3%	11,182	5.8%	3.4%
No bedroom	50	118	136.0%	205	73.7%	310.0%
1 bedroom	953	922	-3.3%	898	-2.6%	-5.8%
2 bedrooms	1,587	1,238	-22.0%	1,458	17.8%	-8.1%
3 bedrooms	3,715	3,528	-5.0%	3,279	-7.1%	-11.7%
4 bedrooms	3,308	3,334	0.8%	3,578	7.3%	8.2%
5 or more bedrooms	1,206	1,425	18.2%	1,764	23.8%	46.3%

Source: US Census, American Community Survey 5-year estimates



## LU-12 Professional Office and Office Zones

### a. P and O Zone District Standards

**The Issue:** The 2002 Master Plan set forth the recommended standards for the office zone districts in a table (that can be referred to on page 14 of the 2002 Master Plan).

**What has Changed:** The proposed standards identified in the 2002 Master Plan were adopted into the Land Use Ordinance. This objective is complete.

### b. Additional Professional Office District

**The Issue:** Study the potential for creating an additional professional office district, and if warranted, amend the Master Plan and development regulations accordingly.

**What has Changed:** The need for a new professional office district in the Charles Street/Ferris Place area no longer appears to exist. What appeared to be a trend in development applications at the time of the 2002 Master Plan, has dissipated. This objective has reduced and is no longer relevant.

### c. Permitted Uses in P Zones

**The Issue:** The 2005 Land Use Plan provided a list of various types of offices intended to be permitted in the P-1 and P-2 Professional Office Zone Districts but they have not been incorporated into the Land Use Ordinance (LUO). The 2009 Reexamination Report recommends the following additional uses: offices of medical doctors, dentists, acupuncturists, chiropractors, physical therapists; other design consultants (in addition to professional engineers, licensed land surveyors, professional planners as currently permitted uses); accountants, insurance agents, brokers and services, title agencies, business professional labor civic social and political associations, and other membership associations. The broadened array of professional office types should be incorporated into the permitted principal uses of the P-1 and P-2 Zone Districts in Article 11 of the Town Code. In terms of actual use (operations, number of practitioners, extent of client visitation, facility and parking needs, etc.), which the LUO is authorized to regulate, the additional office types are in sync with the uses of the specific licensed practitioners listed in the current ordinance.

**What has Changed:** Ordinance No. 1946 was adopted on September 29, 2009 and amended Article 11, Section 11.20 (P-1 zone) and Section 11.21 (P-2 zone) to permit the uses recommended in the 2009 Reexamination Report. This objective has been implemented and therefore resolved.

### d. Continue Residential Pattern in P Zones

**The Issue:** Historically, P-1 and P-2 zones were developed for single-family residential use, but the majority of the dwellings have since been converted to professional office use. Despite the conversions, these zone districts have maintained a largely residential appearance, and the scale and the operations of the various office uses have remained largely compatible with residential development in the area. It is the intent of this plan these zones continue to follow this pattern. The lot, bulk and other regulations for P-1 and P-2 zones should be designed to further these objectives by limiting the building height, floor area ratio, building coverage and coverage by all improvements to levels consistent with single-family residential development.

**What has Changed:** This objective of the 2002 Master Plan remains valid and should continue.

### e. Compatible Designs in P Zones

**The Issue:** Conversions, demolition and new construction that are not compatible with the scale, intensity and appearance of existing development within these zones and within adjacent residential zones, should be prohibited. Where alterations, additions are proposed, the design of the addition or alteration should be compatible with the design of the existing building. All additions, alterations and new construction should be compatible in scale and design with neighborhood residential-style structures.

**What has Changed:** This objective of the 2002 Master Plan remains valid and should continue.

### f. Limiting Scale of Office Development in P Zones

**The Issue:** In order to limit the scale of office development, and to limit negative impacts to residential development within and adjacent to P zones, office uses should be limited to the first two







floors of any building. In addition, the regular operation of office uses in the zones should be limited to weekday daytime hours.

**What has Changed:** Ordinance No. 1946 was adopted on September 29, 2009 and amended Article 11 Section 11.20 (P-1 zone) and Section 11.21 (P-2 zone) to “permit professional offices of licensed practitioner(s) on the first floor and/or second floors, limited to...” specific uses further detailed in the ordinance. This objective of the 2002 Master Plan has been implemented and therefore resolved.

#### **g. Uses in the Front Yard in P Zones**

**The Issue:** Front yards should only be developed with those structures, except for signs, that are compatible with single-family residential use.

**What has Changed:** According to §13.01, only flag poles as an accessory use or structure are permitted to be located in the front or side yards in nonresidential zones. Freestanding signs under §16.04 are permitted to be located within the front yard. Parking in the P-1 and P-2 zones are permitted only within the rear yard. This objective is complete.

#### **h. Shared Parking Relating to Development in P Zones**

**The Issue:** Shared parking arrangements in the P-1 and P-2 zones, and their resulting increased parking efficiency, should not be used to intensify development beyond appropriate levels.

**What has Changed:** Development is likely inhibited by the building bulk standards associated with the P-1 and P-2 zones. These standards are unlikely to enable intensified development on these lots even with the potential for additional parking capacity through shared parking arrangements. This objective is complete.

#### **i. Office Use Signage in P Zones**

**The Issue:** Signage for office uses should be small in size, low in height and the design should be of a high quality and design consistent with the neighborhood.

**What has Changed:** Ordinance No. 2082 (adopted June 6, 2017) amended Section 16.03 by adding subsection F titled “Sign Materials” requiring the use of preferred sign materials but permitting other

contemporary materials (i.e. plastic, vinyl) if the materials are of high quality. Ordinance No. 2082 also amended signs for non-residential uses on the ground floor, in all zones except the P-1, P-2, O-1, O-2, and O-3 zones, including wall mounted signs, window glass signs, awning signs, and wall sign alternatives. Regulations governing signs in Professional and Office zones are located in §16.04F. While the regulations describe preferred and acceptable materials of signage, there are no regulations guiding their design to ensure compatibility. This objective should continue with the recommendation to develop commercial signage design guidelines for the Town of Westfield.

#### **j. Buffers in P Zones**

**The Issue:** Require buffers between office uses and adjacent residential uses.

**What has Changed:** There are side yard setbacks and screening requirements for when uses in the P-1 and P-2 abut a property in any residential zone, but these standards do not apply to adjacent residential properties within the P-1 and P-2 zones. As such, this objective continues with the recommendation these side yard and screening requirements be amended to require a setback and screening for any property which, “abuts any premises that is used exclusively as a single-family detached or two-family dwelling.”

#### **k. Limited Improvements in the O-1 Zone**

**The Issue:** In the O-1 Zone, the height of buildings and coverage by buildings and other improvements should be limited in order to prevent over-intense development, and to maintain compatibility with the adjacent residential zones.

**What has Changed:** The O-1 zone is located in the general area of East Grove Street. Building heights in the O-1 zone are limited to 2 stories and 30 feet, while maximum building coverage is restricted to 25% with a maximum coverage by improvements no more than 80%. The O-1 zone is surrounded by residential properties and has a lower permitted building height than the surrounding zones. To further prevent over development of this zone, the zone boundary should be “right-sized” to reflect existing conditions. Properties located at 121 and 125 East Grove Street are in the O-1 zone but are residential dwellings. They should be removed from the zone and instead included in the neighboring RM-6D zone district.



## **I. Third Floors in the O-1 Zone**

**The Issue:** In the O-1 District Article 11, subsection A.3 should be amended to remove reference to residences on third floor as the zone restricts building height to two habitable floors.

**What has Changed:** Ordinance No. 1949 was adopted on September 29, 2009 and amended Article 11, Section 11.22 (O-1 Office District) by removing, replacing, and superseding subsection A.3 and removing references to third floors. This objective of the 2009 Reexamination Report has been implemented and can be deemed resolved.

## **m. Development Pattern in the O-2 Zone**

**The Issue:** The O-2 zone is designed to recognize and continue the development pattern of newer multiple-story office buildings on large lots. Permitted uses should include a range of professional, administrative and business offices, plus childcare centers as required by law. Large lots and generous yard areas should be required.

**What has Changed:** The minimum lot area for the O-2 zone is 80,000 square feet, and the zone is limited to nine parcels, which have all been developed. The permitted uses are restricted to offices and childcare centers. This objective is complete, with a recommendation that public and private schools be considered as a permitted conditional use as the Union County Educational Services Commission has

operated a public school within the zone after having obtained a variance in 2000 with no known adverse effect.

## **n. Intensity of Development in the O-2 Zone**

**The Issue:** The scale and intensity of development in the O-2 zone may be permitted to be more intense than in the P-1, P-2 or O-1 zone districts, with higher buildings and greater coverage by buildings and other improvements.

**What has Changed:** The O-2 zone district permits a great intensity of development than other office or professional zones. This objective is complete.

## **o. Elimination of the O-3 Zone**

**The Issue:** In the 2002 Master Plan, the regulations controlling the O-3 zone were recommended for improvements and changes. As of the 2009 Reexamination Report, however, the O-3 Office Zone Regulations section of the Town Code was recommended for elimination from the LUO.

**What has Changed:** Ordinance No. 1946 was adopted on September 29, 2009 and amended Section 11.24 titled "O-3 Office Research" by repealing it in its entirety. The former O-3 zones were rezoned as "C Commercial District". The 2002 objective of the Master Plan is no longer relevant and the recommendation from the 2009 Reexamination Report has been implemented. Therefore, this objective is deemed resolved.

## LU-13 Retail / Commercial Zones

### a. CBD and GB Zone District Standards

**The Issue:** The 2002 Master Plan set forth the recommended development policies for the CBD and GB zone districts in a table (that can be referred to on page 17-18 of the 2002 Master Plan).

**What has Changed:** Generally, the recommendations of the 2002 Master Plan for the CBD and GB zones have been implemented into the Westfield Land Use Ordinance. This objective is complete.

### b. Uses Limited to Upper Floors in the CBD

**The Issue:** In the CBD zone, primary retail business and secondary office, service, retail sales, banks, entertainment and personal service uses should be the primary uses on the first floor of buildings. Offices and other services, along with residential apartments, should be limited to the upper floors of buildings.

**What has Changed:** The CBD zone permits the above uses on any floor of a building within the zone. The zone also permits business, administrative, and professional offices or other business establishments on all floors along North or South Avenue, but restricts those uses to the second and third floor within the rest of the CBD. Residential uses in the CBD are also restricted to the second and third floors.

### c. Prohibited Uses in the CBD

**The Issue:** Sales and/or service uses and residential uses that are not compatible with the CBD district's character should not be permitted. The types of services/sales that should be prohibited include but are not limited to outdoor businesses, automotive-related uses, construction-related uses, funeral homes and wholesale businesses.

**What has Changed:** Ordinances 1838, 1843, and 2082 added certain prohibited uses to the CBD, which are not compatible with the District's character. This objective is complete.

### d. Additional Permitted Use in the CBD & GB Zones

**The Issue:** At the time of the 2009 Reexamination Report, the Planning Board believed that education

services are appropriate uses for the second floor of buildings in the CBD Districts since this additional use is compatible to the existing permitted uses within the GB and CBD Zones. The definitions section of the Land Use Ordinance should be amended to provide a definition of educational services and the permitted uses in the CBD and all GB Zone Districts should include educational services in the GB Zones, and on the second floor in the CBD.

**What has Changed:** Ordinance No. 1941 amended Article 2, Section 2.07 titled "Definitions; D and E" to include a new term, "Educational Services", defined as "establishments engaged in offering instruction in art, dance, including dance studios, music, automobile driving, gymnastics, martial arts, academic tutoring and examination preparation, but excluding schools, colleges and universities." Ordinance No. 2082 (June 6, 2017) amended the existing definition for "Educational Services" to be defined as "establishments engaged in offering instruction in automobile driving, academic tutoring and examination preparation, but excluding schools, colleges and universities."

Ordinance No. 1946 (adopted September 29, 2009) amended Article 11, Section 11.25 ("CBD District"), Section 11.26 ("GB-1 District"), Section 11.27 ("GB-2 District"), and Section 11.28 ("GB-3 District") to add letter item 'f' to permit 'educational services' on second or third floors in these zones. Ordinance No. 2082 (June 6, 2017) added item number 11 to the above GB zone sections (11.26-11.28) to permit "establishments engaged in offering instruction in art, dance, including dance studios, music, gymnastics, martial arts".

### e. Building Scale in the CBD

**The Issue:** In the CBD, buildings should be small to medium in scale, in keeping with the pedestrian-oriented environment, and should be designed to be compatible with other buildings in the district and to be consistent with historic district and historic site design guidelines.

**What has Changed:** Ordinance 2082 established façade regulations for storefronts in the CBD. These regulations established standards for window area, awnings, and entrances. Page 33 of the 2002 Westfield Design Guidelines for Historic Sites and Districts identifies important architectural features related to storefronts, but there are not regulations

requiring these elements be integrated into new or rehabbed buildings. This objective continues, with the recommendation that additional façade regulations be added to the code, requiring architectural distinct features such as cornices, pediments, window treatments, and others.

In addition, future zoning changes with regards to the CBD should explore the possibility of additional height and density, while maintaining the historic scale at street level and utilizing proper design elements such as building floor offsets and design elements to maintain compatibility.

#### f. First Floor Storefront Windows in the CBD

**The Issue:** First floor storefront windows should be required, even for non-retail uses, in order to foster a pedestrian-friendly streetscape.

**What has Changed:** Ordinance No. 2082 (June 6, 2017) amended Section 11.23 subsection F titled “Storefront Façade Regulations”. This objective is complete, with the recommendation to add additional façade requirements for windows as outlined in the previous objective.



#### g. Signage Design in the CBD

**The Issue:** Design signs in the CBD to reinforce the pedestrian-oriented shopping environment by being small in size and low in height, and should maintain the historic character of the district.

**What has Changed:** Article 16 does not regulate signs specific to the CBD District. This objective of the 2002 Master Plan continues, with the recommendation that sign design guidelines be established for the downtown core. This should be



coupled with a redraft of the existing sign ordinance to make it more user friendly and consistent with Federal court rulings regarding signage and free speech.

#### h. Types of Signs in the CBD

**The Issue:** In most cases, only wall-mounted signs, and not freestanding signs, should be permitted.

**What has Changed:** Ordinance 2082 established only wall mounted signs, window glass signs, and awning signs are permitted in the CBD, with alternative permissions for a second or third sign based on conditions. This objective is complete.

#### i. Intensity of Development in the CBD

**The Issue:** The intensity of development in the CBD district may be fairly high, with little or no front or side yard setbacks, and a high percentage of coverage by buildings and other improvements. It is important to maintain the pattern of little or no front yard setback in the zone, again to promote a pedestrian-oriented shopping environment.

**What has Changed:** The minimum front yard setbacks in the CBD are set at zero feet, and principal buildings may be constructed without side yards. If a side yard is provided, it must be a minimum of 10 feet. While these minimums promote a higher level of development intensity, it is recommended the Town establish maximum or exact setbacks to promote the desired development environment.

#### j. Pedestrian-Oriented Improvements in the CBD

**The Issue:** Despite the high ratio of buildings and pavement to total site area in the CBD, amenities such as shade trees, seasonal flower displays and other pedestrian-oriented improvements should be encouraged.

**What has Changed:** There is no requirement for pedestrian scale amenities, though they are present within the Central Business District zone. The Circulation Element recommends the establishment of streetscape standards for new development to create a pattern of public space amenities consistent with the objective.



#### **k. Alleys and Walkways in the CBD**

##### **The Issue:**

Alleys and walkways linking public parking areas and storefront sidewalks should be maintained and enhanced where possible.

##### **What has Changed:**

Alleys and walkways are not regulated by the Town within the Land Use Ordinance. Westfield should develop guidelines regarding maintenance, treatments to enhance, and establish what is permitted to be located within private walkways and alleys (i.e. refuse, tables, etc.) This recommendation continues.



#### **l. Buffers for the GB Zones**

**The Issue:** Buffer non-residential and residential uses and zones for the GB districts.

**What has Changed:** The existing regulations found at Section 11.26 (“GB-1 District”) and at Section 11.27 (“GB-2 District”), subsections E.2 and E.3, provide for residential buffers. There is no evidence that this section was amended and therefore existed at the time of the 2002 Master Plan. This 2002 objective of the Master Plan is deemed resolved.

#### **m. Prohibited Uses in the GB-1 Zone**

**The Issue:** Certain uses should be prohibited in the GB-1 zone, including commercial entertainment, hotels and other lodging places, fast-food restaurants, convenience stores, drive-in banks and in-patient care facilities. Large-scale uses should be prohibited in general.

**What has Changed:** Prohibited uses were most recently amended in 2004 by Ordinance 1838. Some of the above uses are not specifically prohibited within the GB-1 zone, however, the ordinance does state any uses or structure not permitted within the zone ordinance are prohibited. The objective is resolved, but it is recommended the list of permitted uses be reviewed and updated as necessary as part of an updated Land Use Element.

#### **n. Building Scale in the GB-2 Zone**

**The Issue:** The development regulations should recognize and permit the large-scale uses that exist in this GB-2 zone.

**What has Changed:** The zoning code permits the zone to be developed at a lower intensity than the CBD and GB-1 zones. Given the location of the zone and the potential for growth in the Town, it is recommended the bulk standards be reviewed and consideration be given to higher levels of development scale. Much of the GB-2 Zone District is also part of the GB2-Affordable Housing Overlay Zone which permits exclusively residential development, with an inclusionary housing component. Consideration must be given to appropriate scale of potential residential development in the district given the residential development option present under the overlay. Bulk standards are currently the same regardless of proposed non-residential or residential use.

Any development regulations should provide for an increased pedestrian, rather than automobile-oriented focus, with pedestrian-oriented site and building designs.

#### **o. Permitted Uses in the GB-2 Zone**

**The Issue:** Unlike the CBD and GB-1 zone districts, retail and office uses should be permitted on all floors of the GB-2 Zone. Additionally, houses of worship should be permitted in the GB-2 Zone, subject to certain special requirements.

**What has Changed:** The existing regulations found at Section 11.27 (“GB-2 District”) subsection A does not restrict uses by floors. The existing regulations found in §11.27C already conditionally permit houses of worship. This objective of the 2002 Master Plan is resolved.

#### **p. Prohibited Uses in the GB-2 Zone**

**The Issue:** In the GB-2 Zone, residential use of any type should not be permitted. The same uses prohibited in the CBD and GB-1 zone districts should be prohibited in the GB-2 zone.

**What has Changed:** The existing regulations found at Section 11.27 (“GB-2 District”) subsection D.4 do not permit residential uses. This objective of the 2002 Master Plan is resolved. However, many of the GB-2 Zone properties are also now located within the GB2-Affordable Housing Overlay Zone District which

permits residential use, in exclusively residential developments. This rezoning took place as part of the Town's Affordable Housing requirements, settlement with the Fair Share Housing Center, and Housing Element and Fair Share Plan.

#### q. Regulations in the GB-2 Zone

**The Issue:** In the GB-2 zone, adequate yard setbacks on all sides should be required due to the large scale of buildings. The front yard should be landscaped, in order to avoid a highway strip appearance. Due to the increased setbacks, larger buildings and reliance upon vehicular travel, freestanding signs should be permitted.

**What has Changed:** Ordinance No. 1992 was adopted on September 11, 2012 and amended Article 17 Section 17.03C, retitled as "Minimum setbacks for parking areas in all zones" and deleting, replacing, and superseding subsection 5 to provide for a minimum setback of six feet to allow for landscaping. This change helps to eliminate the highway strip appearance in these zones. The ordinance did not address adequate yard setbacks or signs within the setback. Article 16 at Section 16.04 and subsection E (#s4-5) permit freestanding signs in GB-2 and GB-3 zones alone. The bulk requirements vary depending on principal use type: (1) retail or commercial, or (2) office. Regardless, freestanding signs are permitted in the front yard. This objective of the 2002 Master Plan is deemed resolved.

#### r. Compatibility in the GB-3 Zone

**The Issue:** Compatibility with residential use is an important consideration in the GB-3 zone district since a mixture of residential and non-residential styles and intensities of development exist together. In addition to containing residential development itself, the GB-3 zone is located in close proximity to residential zone districts. Therefore, other limited non-residential uses may be permitted, provided that they comply with special use regulations. Residential uses that should be permitted are limited to single-family detached housing, two-family homes and residential apartments in the same building as a non-residential use. In mixed-use developments, the residential portion should be limited to the second and third floors, and should not occupy more than two thirds of the total building floor area.

**What has Changed:** Ordinance No. 1946 amended Article 11, Section 11.28, Subsections A.5 and A.6 ensuring compatibility with surrounding residential uses. This objective is complete.

#### s. Mixed-Use in the GB-3 Zone

**The Issue:** To ensure that the growing trend of mixed-use developments are appropriate for the GB-3 district, special standards should be adopted controlling the scale and design of the development.

**What has Changed:** Ordinance 1840 established standards associated with mixed residential and non-residential developments. This objective is complete.

#### t. GB-3 Zone District Standards for Residential

**The Issue:** The 2002 Master Plan set forth the recommended development policies for the GB-3 zone district in a table (that can be referred to on page 21 of the 2002 Master Plan).

**What has Changed:** Ordinance No. 1840 established development standards consistent with the recommended policies in the 2002 Master Plan. This objective is resolved.

#### u. Uses Limited to Floors in the GB-3 Zone

**The Issue:** In the GB-3 zone non-residential uses should be limited to the first two floors of buildings in order to limit the scale of development.

**What has Changed:** The G-3 permits building heights up to 3 stories, and non-residential uses are not permitted on the 3rd floor by §12.28D10. This objective is resolved.

#### v. Prohibited Uses in the GB-3 Zone

**The Issue:** Despite the range of permitted uses, that by their nature would be incompatible with residential development and other commercial development in the GB-3 zone should be prohibited.

**What has Changed:** There have been no amendments to the prohibited uses section of this ordinance since the 2002 Master Plan. This objective continues and permitted and prohibited uses in should be reviewed and updated in any new Land Use Element.

#### w. Building Scale in the GB-3 Zone

**The Issue:** In the GB-3 zone the lot and bulk regulations should be designed to provide for front, side and rear yard setbacks. Buildings should be limited in scale, with limitations on floor area ratio, building coverage and coverage by all improvements.

**What has Changed:** The existing regulations found at Section 11.28 (“GB-3 District”) subsection E provides regulations for front, side, and rear yards, maximum coverage by buildings and above-ground structures, and maximum coverage by improvements. This subsection does not provide regulations for FAR. Subsection F provides regulations for front, side, and rear yards, floor area ratio, maximum coverage by buildings, above-ground structures, and maximum coverage by improvements. This objective is complete.

#### x. Accessory Uses in the GB-3 Zone

**The Issue:** As of the 2009 Reexamination Report, the Planning Board found that mobile storage structures were no longer an appropriate accessory use/structure in the GB-3 Zone District. Mobile storage structures should be eliminated from the accessory uses permitted in the GB-3 Zone District (§11.28B.5).

**What has Changed:** Ordinance No. 1965 was adopted on October 12, 2010 and amended Article 2, Section 2.13 by adding a new section K titled “Portable On-Demand Storage (PODS)” and provided a definition. Article 13 was also amended by adding a new Section 13.2.H titled “Portable On-Demand Storage Structures” which regulates these temporary structures in all residential zones. By omission, these structures are not permitted in the GB-3 zone. This objective of the 2009 Reexamination Report is deemed resolved.

#### y. Permitted Uses in the GB-3 Zone

**The Issue:** At the time of the 2009 Reexamination Report, the Planning Board found public parks and playgrounds should be included among the permitted uses of the GB-3 Zone District – just as in the CBD, GB-1 and GB-2 zones. Their exclusion from the GB-3 appears to be an oversight, as the district is intended for the least intensive development of any of the business/commercial districts and seeks to maintain and foster a more residential character.

**What has Changed:** Ordinance No. 1946 (adopted September 29, 2009) amended Article 11, Section 11.28 titled “GB-3 General Business District” by adding subsection A.7, permitting “public parks and playgrounds”. This objective has been implemented and can be deemed resolved.

#### z. Intensity of Development in the GB-3 Zone

**The Issue:** In the proposed bulk regulations table for the GB-3 zone district of the 2002 Land Use Plan, the maximum density for a minimum 10,000 square foot lot was to be 13 units per area (UPA). The current Land Use Ordinance requires a maximum of 12 UPA.

**What has Changed:** Westfield should review whether 12 UPA or 13 UPA was intended.

#### aa. Redevelopment/Rehabilitation Potential on Central Avenue

**The Issue:** Continue efforts to support establishment of the Central Avenue neighborhood preservation program and study the potential for redevelopment and/or rehabilitation in this area. As of the 2009 Reexamination Report, portions of both the North Avenue and Central Avenue business corridors have seen little improvement over the years.

**What has Changed:** This 2002 Master Plan problem has increased. A discussion of the North Avenue/Central Avenue redevelopment/rehabilitation area is discussed in more detail on page 196 of this Master Plan Reexamination Report in the **Recommendations Concerning Redevelopment** section.

#### bb. Permitted Uses in the C Zone

**The Issue:** The retail uses permitted in the C zone should be of types that are not suited for the CBD or GB-1 zones, and which avoid dispersing retail development from these zones into outlying areas, thereby weakening the retail base of the downtown and creating a highway strip retail pattern.

**What has Changed:** There has been no change to the list of permitted uses within the C Commercial District since the 2002 and 2009 Reexamination Report. However, Alternative Treatment Centers were added as a permitted conditional use within the C Zone in 2014 by Ordinance No. 2022. The zone permits retail sales and goods and services without significant differentiation between the retail uses permitted in the



CBD or GB-1 zones. This objective continues, with the recommendation to review and revise the list of permitted uses within the C zone.

#### **cc. Type of Development in the C Zone**

**The Issue:** In the C zone, a highway strip character should be avoided, both in the character of uses and in the appearance of development. Uses should be of a type and scale that prevents excessive traffic impacts to the surrounding street system and other negative impacts to nearby residential areas.

**What has Changed:** There have been no amendments to the Commercial (C) zone district since the 2002 Master Plan. This objective should continue.

#### **dd. Prohibited Uses in the C Zone**

**The Issue:** In the C zone, large-scale office uses and services, and uses with high volume customer or client visitation, should be prohibited. Industrial or commercial uses that have particularly noxious or offensive processes or activities should also be prohibited, as well as uses involving high volumes of truck or automobile traffic. Residential uses and lodging uses are inappropriate for this area.

**What has Changed:** There are existing restrictions on certain industrial or commercial uses that may negatively impact the surrounding areas, but other permitted uses such as wholesale commercial or warehousing and storage can result in higher than desired truck volumes. Further, the list of permitted uses and existing bulk standards may promote a higher level of development than desired from the 2002 plan. In addition, residential use is now permitted as a development option when built in accordance with the applicable affordable housing overlay zone criteria. Of the three lots currently zoned C-Commercial, all have also been made part of an affordable housing overlay zone district, allowing for either exclusively residential development, or mixed-use development depending on the specific property. This objective continues and should be reviewed in an updated Land Use Element.

#### **ee. Building Scale in the C Zone**

**The Issue:** In the C zone, the lot and bulk standards should be designed to require an adequate lot area and width to accommodate projected development. Front, side and rear yard setbacks should be required for all buildings and parking areas. The floor area and coverage restrictions should be designed to limit the scale of development to small or moderately sized buildings and paved areas. Additionally, the height of buildings should be limited to no more than three stories, again to limit the scale of development and to ensure compatibility with neighborhood commercial and residential development.

**What has Changed:** There have been no changes to the bulk standards in the C zone, which encompasses three parcels. While some existing standards are consistent (maximum building height, for example) with the 2002 objective, this zone should be reviewed in an updated Land Use Element.

#### **ff. Landscaping in the C Zone**

**The Issue:** In the C zone, the front yard should be landscaped attractively.

**What has Changed:** There are no regulations requiring landscaping or screening in the front yard. This objective continues.

#### **gg. Buffers in the C Zone**

**The Issue:** Require buffers where the C zone abuts residential zones or uses.

**What has Changed:** The Commercial (C) zone district makes no references to residential buffers within the Westfield Land Use Ordinance. This objective of the 2002 Master Plan should continue.

## LU-14 TOD Zones

### a. Transit Village Designation

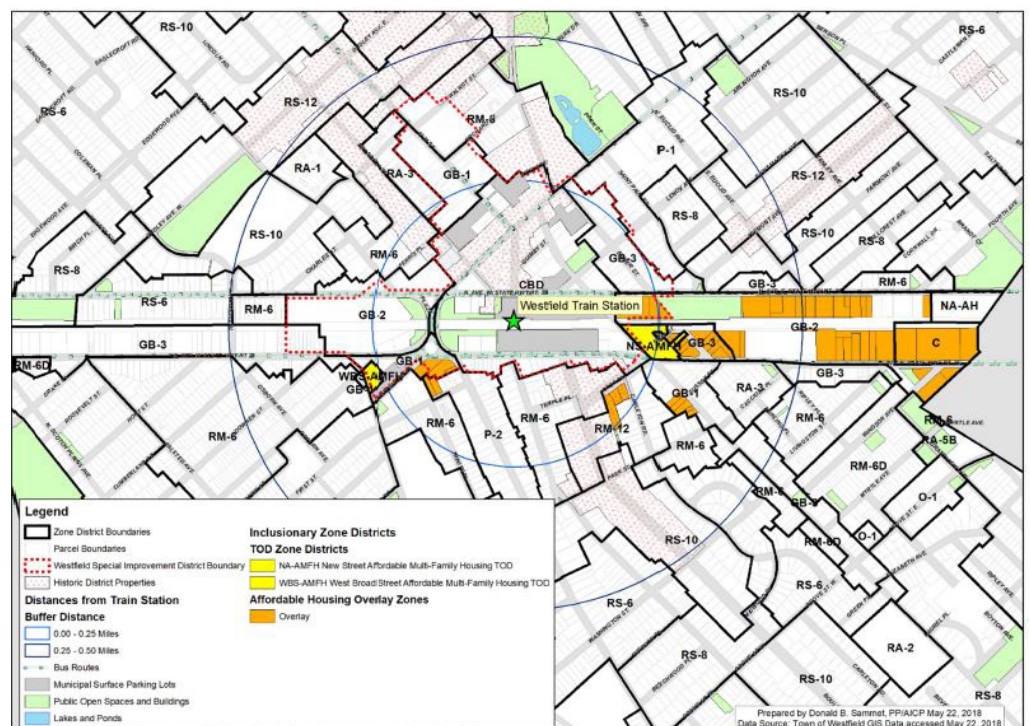
**The Issue:** Investigate the requirements and desirability of attaining Transit Village designation through the NJDOT Transit Village Initiative. This program may be of assistance to the Town in terms of grant funding toward providing various transit-oriented pedestrian (i.e., streetscape) improvements. This transit village initiative is in keeping with:

- The recommendations from the 2009 Reexamination Report concerning further study to zone for higher-density housing as a conditional use in the GB-1 Zone where proximate to the NJ Transit Station.
- A stated Planning Board objective to meet goal No. 6 of the 2002 Master Plan (to provide for a wide range of housing types and densities in a manner that maintains, and is compatible with, the predominant existing single-family, detached dwelling development pattern) and to rezone in appropriate locations for mixed use or residential uses establishing densities within walking distance of the CBD and NJ Transit railroad stations.
- Recent planning studies, including the State Development and Redevelopment Plan, which has identified certain criteria to support the concept of walkability from residential land use to a mass transit station. A walkable distance from residence to transit station is within one-half mile and is generally referred to as Transit Oriented Development (TOD).
- A Planning Study entitled, *Union County Raritan Valley Trans-*

*Line Transit Village Study*, prepared by the Louis Berger Group, Inc., in association with A. Nelessen Associates, Inc. (March 2007). This extensive study analyzed population, housing, employment, and economic trends, and other relevant data to provide an overall assessment of the communities within Union County along the Raritan Valley Line. This study also compiled existing ridership data and found that the Westfield Station has the highest daily ridership with approximately 2,365 people utilizing the station on any given weekday. This is almost double the next highest ridership location. The study found that the Westfield Train Station has recently been restored by the Town to its original 1930's condition, and it is ADA compliant with convenient passenger access and egress points. The study found that this station is accessible and accommodating to its users.

- Additionally, this TOD concept is further reinforced when a center is also within this one-half mile radius. Westfield's train station situated is within its town center. This center is fortified with a New Jersey Main Street designation, the Downtown Westfield Corporation (DWC), and a Special Improvement District (SID) designation.

**What has Changed:** The Town of Westfield has not begun an application for designation as a Transit Village. This objective continues.



### b. Area 1/NS-AMFH - New Street Vacation

**The Issue:** Development of Area 1 parcels would include the vacation of the New Street right-of-way.

**What has Changed:** The 2009 Land Use Plan that was amended in April 2013 removed the vacation of New Street altogether. Area 1 was adopted as the New Street Affordable Housing Transit Oriented Development District (NS-AMFH) on May 7, 2013 as Ordinance No. 2000. The ordinance added two lots to the area that were not included in the 2009 Land Use Plan: Block 3207 Lots 5 and 6. The ordinance was amended on December 16, 2014 by Ordinance No. 2033 that included the vacation of New Street. The zone was amended once more on May 12, 2015 by Ordinance No. 2045. The development is now built and contains 70 residential units of which 9 are affordable housing units. This 2009 Land Use Plan objective has reduced and is deemed resolved.

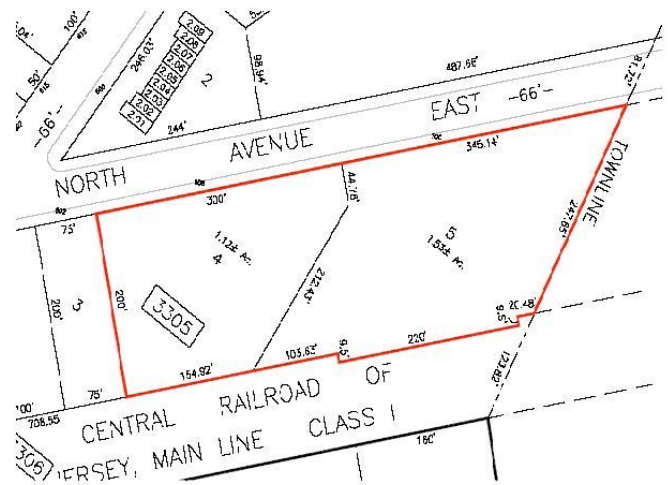
### c. Area 1 Regulations

**The Issue:** According to the 2009 Land Use Plan, development of Area 1 should require a minimum lot size of two acres for development purposes. An open area at the intersection of Central and South Avenues should be maintained and improved as a pocket park and pedestrian-oriented area.

**What has Changed:** The minimum tract area per Ordinance No. 2000 was one-half (0.5) acre. Ordinance No. 2033 amended the minimum tract area to 62,000 square feet and a maximum of 68,000 square feet. The development is now built and contains 70 residential units. This 2009 Land Use Plan objective has reduced and is deemed resolved



### d. Area 2A/TOD-2 Regulations

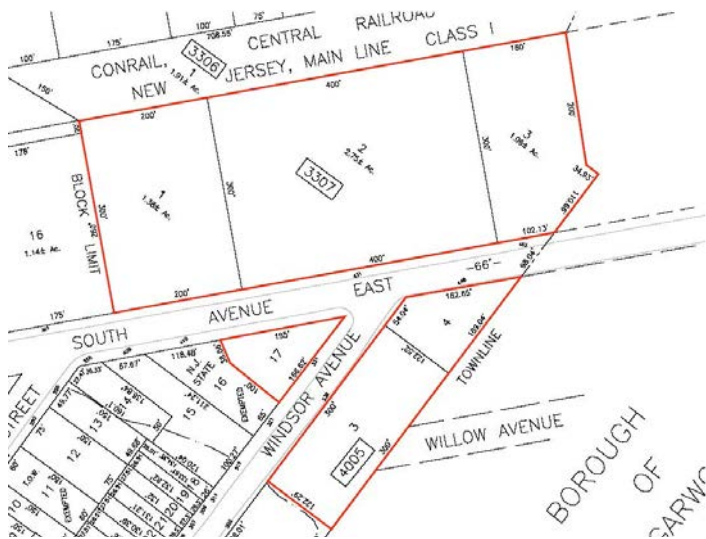


**The Issue:** Per the 2009 Land Use Plan, the maximum proposed density for Area 2A or Proposed TOD-2 Zone is 16 units per acre. Lot 4 is able to accommodate townhouses compatible with the land use across North Avenue. Lot 5 is able to accommodate multi-family housing not exceeding 35 feet in building height.

**What has Changed:** Per the 2018 Land Use Plan, the north Avenue TOD Zone, known as Area 2A, will be amended to increase the permitted density of multi-family rental housing from 15-16 units per acre (depending upon whether sale or rental housing produced) to 25 units per acre for sale "family units" with a required set-aside of 20 percent for affordable housing. Area 2A was adopted as the North Avenue Affordable Housing Transit Oriented Development District (NA-AH) on May 7, 2013 as Ordinance No. 2002. The zone permitted a density of 15 to 16 dwelling units per acre, permitting multi-family residences and townhouses. The zone was amended by Ordinance No. 2100 (March 13, 2018) which permitted a maximum density of 25 dwelling units per acre for each acre of lot. This 2009 Land Use Plan objective is resolved by the referenced ordinances.



### e. [Area 2B/TOD-3 Zone - PURD](#)



**The Issue:** Per the 2009 Land Use Plan, the properties in Area 2B or Proposed TOD-3 Zone should be zoned for planned unit residential development (PURD), as provided for in the Municipal Land Use Law. In this approach, development can occur in a comprehensive manner with the intended result being a residential development with all the benefits of shared facilities, open space and a single association to manage the common elements. Another important consideration in consolidating these properties is that the overall density can be achieved without consideration to the individual lots. In this manner, certain areas can remain open space, while other sections are more densely developed.

**What has Changed:** This potential zone was not established, and continues as the C Commercial Zone for Block 3307, Lots 1-3, and as a GB zone for Block 4005, Lots 3, 4, and 17. This objective continues but should be reviewed as to whether this is a desirable location for the recommended zone. These 6 parcels are outside a ½-mile radius of Westfield Station.

### f. [Area 2B/TOD-3 Zone](#)

**The Issue:** The 2009 Land Use Element stated that if and when these zones develop in multi-family inclusionary housing, Lots 15 and 16, Block 4004, will be left in the GB-2 Zone. Therefore, it is appropriate to look ahead and provide recommendations for the rezoning of Lots 15 and 16. It is recommended that these properties be considered for either the TOD-3 Zone, or the RM-6D Zone lying to the south. The TOD-

3 Zone permits ten housing units with a 20 percent set-aside, or two affordable units. The RM-6D Zone permits three market-rate units. Consideration should be given regarding the Town's affordable housing obligation when deciding upon the appropriate zoning for these two lots. However, the rezoning of these two lots should only occur when the properties that are in either the RA-5B or GB-2/TOD-3 Zones develop.

**What has Changed:** These lots have not yet been rezoned and remain in the GB-2 zone. This recommendation continues as part of this 2019 Master Plan Reexamination Report, and should be reviewed as part of the previous recommendation.

### g. [Area 2B/Area 3/SW-AHO](#)

**The Issue:** Per the 2009 Land Use Plan, Lots 3 and 4 in Block 4005 are better suited for townhouses than multi-family due to the size and shape of the lots and the surrounding land uses. Combined, the area of these two lots is about 1.37 acres, which could accommodate approximately 22 townhouses at 16 units per acre. This density may either be accommodated on site, which may require innovative design, or a portion of this density may be transferred to the other lots across South Avenue.

**What has Changed:** Ordinance No. 2096 (March 13, 2018) established an affordable housing overlay zone designated as the C Affordable Housing Overlay Zone (C-AHO) including a portion of Area 2B/Area 3 (Block 3307, Lot 3). The overlay zone permits multi-family at a density of 30 dwelling units per acre. The remainder of Area 2B/Area 3 was established by Ordinance No. 2097 (March 13, 2018) as the South/Windsor Affordable Housing Overlay Zone (SW-AHO) which includes a North Subzone (Block 3307, Lots 1 & 2) and a South Subzone (Block 4004 Lot 17 and Block 4005 Lots 3 & 4). Permitted uses include multi-family at a density of 37.77 dwelling units per acre and retail sales and services on the ground floor alone, not to exceed 12,000 square feet and to serve the local population only. This 2009 Land Use Plan objective is resolved by the referenced ordinances. Both areas have been identified in the 2018 HEFSP for development by Elite Homebuilding. The HEFSP will be permitted to develop at 25 dwelling units per acre for the South Subzone, while the North Subzone will be permitted to develop at 37.77 dwelling units per acre.

#### **h. Area 2B/Area 3/SW-AHO – Lots 1, 2 & 3**

**The Issue:** Per the 2009 Land Use Plan, Lots 1, 2 and 3 of Area 2B/Area 3 exhibit the least constraints to development and, therefore, can accommodate a higher proportion of the development density. These lots should develop with multi-family housing.

**What has Changed:** As discussed above, both areas are subject for development. The North Subzone is proposed to be a multi-family rental building of 156 units, including a transfer of 3 affordable units from another property being developed.

#### **i. Area 2B/Area 3/SW-AHO – Lot 17**

**The Issue:** Per the 2009 Land Use Plan, Lot 17 of Area 2B/Area 3, due to its very irregular shape and street frontage along two sides, should not be developed with housing and should be developed as a park.

**What has Changed:** Ordinance No. 2097 (March 13, 2018) for establishing the SW-AHO zone states that Lot 17 shall be used for either parking or open space appurtenant to Block 4005 Lots 3 & 4. This 2009 Land Use Plan objective is resolved by this ordinance.

#### **j. Design Guidelines for TOD Zones**

**The Issue:** As of the 2009 Land Use Plan, the Planning Board believed that design guidelines should be developed and specified to be included in the development of the TOD Zones. The *Union County Raritan Valley Trans-Line Village Study* (March 2007), as well as *Designing New Jersey* (Office of State Planning), have put forth recommended design guidelines, which are applicable to the proposed TOD Zoning. Those studies should be used as a reference in overall design consideration for a transit-friendly environment.

**What has Changed:** There are two TOD zones in the Town of Westfield, the North Avenue Affordable Housing (NA-AH) TOD zone, and the New Street Affordable Multi-Family Housing (NS-AMFH) TOD zone. The NA-AH zone includes regulations such as façade variation, compatibility or architecture, and environmental sustainability for design considerations, but where such treatments related to materials, textures and other elements are concerned, there is no formal guidance. Similar requirements are not included in the NS-AMFH zone. This objective continues, and formalized design guidelines should be considered for

any new TOD zones created as a result of a new Land Use Element.

#### **k. Off-Site Improvements**

**The Issue:** Per the 2009 Land Use Plan, specific design elements should be included in development plans when application is made to the Town. Comprehensive development plans should not only include development on site, but also improvements to the public right-of-way, commonly known as "streetscape." In this manner, improvements and upgrades can be made to the public right-of-way that supports and encourages multi-modal transportation. Coordination with and cooperation from the state DOT and Union County is necessary to implement comprehensive improvements to promote and facilitate multi-modal access to and from the train station and these subject sites. These improvements would include improved sidewalks, crosswalks, street lighting, shade trees, and bicycle improvements. Any developer contributions would be in accordance with the Municipal Land Use Law.

**What has Changed:** §25-16a1 requires off-tract improvements to the street, curb, sidewalk, shade trees, street lights, street signs and traffic light improvements based upon the anticipated increase of traffic generated by an application. Additionally, the NA-AH may require off-site improvements necessary to provide safe and appropriate pedestrian access to the Westfield station. This continues to be an objective. As additional TOD zones are developed, these off-site improvements should be required for new developments regardless of their overall traffic impact, and public realm improvements proscribed through design guidelines to enhance uniformity between developments.

#### **l. TOD Standards**

**The Issue:** The 2009 Land Use Plan recommended that the Town's implementing ordinances for proposed TOD zoning utilize the standards outlined below. These standards will help to ensure that the resulting development will be compatible with the surrounding uses and will promote the goals and objectives of the Board's Master Plan.

- a. These developments should provide for an open space component, along with common amenities, such as parking, landscaping, pedestrian amenities, bicycle storage facilities,

and other supportive features for its residents, as the Board may deem appropriate. Associations made up of the residents of these developments would manage and maintain the "common elements."

- b. The identified density for these sites is sixteen units per acre in conformance with the Housing Element and Fair Share Plan. This density can be accommodated without exceeding the maximum building height, building coverage, and impervious cover criteria of the Town's GB-2 Zone, and those proposed standards reflected above.
- c. [Environmental Sustainability] objectives that should be implemented in the development of these [TOD areas] include conserve and protect water resources; minimize carbon emissions, waste, and pollutants of all kinds; maximize energy efficiency; maximize recycling; and plant trees and expand the urban forest. These objectives can be achieved through the use of certain building material and proper construction methods, as well as site improvements and landscape design. ... At the time of demolition,

the demolished materials should be recycled to the extent possible.

**What has Changed:** The NA-AH zone established a maximum permitted density of 25 units per acre, and there is no requirement an open space component or environmental sustainability features identified in a. and c. above. The NS-AMFH zone permitted a maximum of 70 units in the zone, with a maximum tract area of 68,000 square feet, or a maximum density of 44.8 units per acre. The ordinance does include a requirement for open space, identified as the front yard along The front yard along South Avenue and the street side yard along Central Avenue, excluding a separately required street plaza to be left open and landscaped. There is no such requirement for environmental sustainability improvements consistent with the 2009 Land Use Plan recommendations. As a result, this objective continues with the recommendation to establish a baseline density for any new TOD zones, and with the consideration of allowing for density bonuses contingent on the inclusion of certain levels of sustainability measures, integrated community parking and the creation of publicly available open space or contribution towards the development of open space within the TOD zone.



## LU-15 Development Regulations

### a. Consistency Update to the LUO

**The Issue:** The Land Use Ordinance (LUO) must be thoroughly reviewed, updated, and corrected to ensure consistency and clarity throughout all its provisions.

**What has Changed:** The Land Use Ordinance has been updated on occasion since 2009, and most recently in 2018. Following the development of a new Land Use Element, it is recommended that as the LUO is updated to implement any zoning changes resulting from that Element, that the LUO also be reviewed for consistency. This objective continues.

### b. NJ Municipal Land Use Law (MLUL) Amendments

**The Issue:** The LUO must be amended to coincide with all applicable amendments to the MLUL since the time of the last revision. Article 8 of the Town Code (Site Plan and Subdivision Review) should also be reviewed to ensure consistency with the MLUL and with New Jersey case law decisions.

**What has Changed:** Changes in the MLUL and case law since the 2002 Master Plan are outlined in the **Significant Changes in Assumptions, Policies & Objectives** section of this report. This objective of the Master Plan should continue, as these changes will need to be incorporated into the Town LUO.

### c. General Amendments

**The Issue:** The LUO should be reviewed and amended as needed in consideration of issues raised by the Zoning Board of Adjustment's Annual Reports.

**What has Changed:** This objective continues, as it is necessary to perform an annual review of the existing Land Use Ordinance when there are issues of significance identified through the Master Plan and the Zoning Board of Adjustment's Annual Reports.

### d. Architectural Review Board

**The Issue:** The provisions concerning the Architectural Review Board in Article 3 of the Town Code (which is advisory to the Planning Board and Zoning Board of Adjustment) should be amended to remove any authority to adopt "rules and regulations" (§3.15E).

**What has Changed:** Ordinance No. 1942 was adopted on September 29, 2009 to remove, replace, and supersede subsection E of Article 3, Section 3.15 titled "Meetings, Procedures and Regulations of Board of Architectural Review" amended to state, "The Board shall have the power to adopt, amend and repeal rules and regulations governing the Board's procedures and operations, which are, not inconsistent with law or this chapter." Architectural Review Boards, however, are not authorized to make land use decisions and these boards are not authorized by the Municipal Land Use Law and therefore can serve in an advisory capacity only. A Planning Board or a Board of Adjustment may consider the recommendations from the Architectural Review Board, but the Architectural Review Board does not have the authority to adopt rules and regulations regarding land use decisions. This 2009 Master Plan Reexamination issue has increased and remains an issue in 2019.

### e. Certification of Nonconforming Use

**The Issue:** Procedures should be added to Article 7 of the Town Code regarding applications seeking certification of nonconforming use.

**What has Changed:** Ordinance No. 1943 was adopted on September 29, 2009 to amend Article 7, Section 7.01, changing the title and adding a new subsection H, "Certificate of Nonconforming Use". This 2009 Master Plan Reexamination objective has reduced and is deemed resolved.

### f. Site Plan & Subdivision Review

**The Issue:** Provisions should be added to Article 8 of the Town Code to allow for amendments to prior site plan approvals. These should be defined to differentiate between amendments and applications that should be categorized as new site plan applications. Amendments would be appropriate, at a lower fee and escrow rate, for such changes as updated signage, lighting, and parking lot line striping/layout.

**What has Changed:** Ordinance No. 1944 was adopted on September 29, 2009 to remove Article 8, Section 8.12, titled "Residential Cluster Development" and replace and supersede it with a new Section 8.12 titled "Application for Amendment of Site Plan Approval". The new section permits application amendments related to signage, lighting, parking lot

stripping, parking layout, or modifications to a building or structure so long as it is a reduction in size, prior to site plan approval. The fee of such amendment shall equal half the standard fee and standard escrow rates shall apply. Ordinance No. 2082 amended Article 2, Section 2.11 titled “Definitions; M and N” to amend the existing definition for “Minor Site Plan”. This 2009 Master Plan Reexamination objective has reduced and is deemed resolved.

#### **g. Application Submission Requirements**

**The Issue:** Provisions should be added to Article 9 of the Town Code to require submission of photographs depicting the subject site, improvements, roadway access, and yard areas. In addition, a proposed street lighting plan should be added to the submission requirements for major subdivisions.

**What has Changed:** Ordinance No. 1945 was adopted on September 29, 2009 to amend Article 9, Section 9.02 adding subsection L, requiring the submission of photographs depicting the subject site, improvements, roadway access, and yard areas and Section 9.06 adding subsection P requiring a proposed street lighting plan for submission of a preliminary subdivision. Ordinance No. 1983 was adopted on March 27, 2012 and deleted, replaced, and superseded subsection L adding the requirement for “photographs depicting... the existing structure from all sides” to the current listing. Ordinance No. 1984, adopted March 27, 2012, added subsection J of Section 9.05, “Additional Requirements for Minor Subdivisions”, requiring “the location of existing buildings on existing lots adjacent to the subject property for a distance of one hundred (100) feet from the perimeter lot lines of the subject property.” This 2009 Master Plan Reexamination objective has reduced and is deemed resolved.

#### **h. Schedule of Requirements Table**

**The Issue:** Section 11.02C of the Town Code should be updated as to the Schedule of Requirements table. Both the date and name of original author should be deleted so that the table may be amended in the future without need to amend Section 11.02 of the LUO with every change/update to the requirements. The chart itself should be corrected to properly reflect the maximum permitted FAR for each of the P Zones.

**What has Changed:** Ordinance No. 1946 was adopted on September 29, 2009 to delete, replace and superseded Section 11.02 of Article 11, titled

“Schedule and Map” to read, “The schedule entitled “Summary of Zoning Standards” is hereby declared to be a part of this ordinance. The schedule is a generalized summary of the use, bulk, lot, density and intensity regulations established for each zone district. The regulations established for each zone district in the text of this ordinance provide greater detail than the schedule and take precedence over the standards in the schedule. The schedule is not intended to present a comprehensive list of all applicable zoning regulations.” This 2009 Master Plan Reexamination objective has reduced and is deemed resolved.

#### **i. Established Front Yards**

**The Issue:** Section 12.03D of the Town Code should be amended with regard to requirements for established front yards. It was recommended the established front yard provision be applied only in the instance of infill development or total reconstruction projects, wherein a predominant front yard is well established for many lots in the vicinity that either exceeds or is less than the minimum front yard setback for the zone district. In any other case, the minimum zone district setback should apply.

**What has Changed:** There has been no change to the ordinance requiring the usage of established front yard distance only for infill development or total reconstruction projects, but a minimum front yard does apply regardless of the instances of development type and the code does require established front yard setback distances to be used when dealing with infill or reconstruction. As a result, this objective can be considered completed.

#### **j. Retaining Wall Requirements**

**The Issue:** Retaining wall requirements in Article 12 of the Town Code should be amended to require a minimum property line setback such as one equal to at least the height of the wall. In addition, fencing requirements should be considered in instances where slopes exceed a certain threshold (perhaps 3:1) on the upper side of a retaining wall. These provisions should relate to and cross-reference with Chapter 22, Soil Removal and Replacement regulations (Appendix IV), which may also require changes to address this issue.

**What has Changed:** Ordinance No. 1947 was adopted on September 29, 2009 to add subsections H and I of Section 12.08 titled “Retaining Walls”. Subsection H

stated that retaining walls shall be setback from the property line at least one foot for each foot of height of the retaining wall. Subsection I stated that where the slope on the upper side of the retaining wall exceeds 3:1, a guard rail must be provided at the top of the retaining wall. There has been no amendment to Chapter 22 regarding minimum property line setbacks relative to the retaining wall heights.

#### **k. Fencing Requirements**

**The Issue:** Fencing requirements in Article 12 of the Town Code should be amended to permit open-style fencing of swimming pools in instances where fences lie between a principal dwelling and a pool, in order to allow full view of the pool from the home.

**What has Changed:** Ordinance No. 1947 was adopted on September 29, 2009 to amend Section 12.07 titled “Fences and Above Ground Walls” by adding subsection K to permit open-style fencing between a residence and a pool. This objective has reduced and is deemed resolved.

#### **l. Accessory Uses in the Front Yard**

**The Issue:** The provisions of Article 13 (§13.02H1) of the Town Code should be amended to remove from the list of structures prohibited in front, street side and side yards, trellises, grape arbors, bird feeders and birdhouses. These accessories are appropriate in any yard of any home, particularly in Colonial Westfield, where such de minimus accessory features are in keeping with its historic ambience.

**What has Changed:** Ordinance No. 1947 was adopted on September 29, 2009 to remove, replace, and supersede subsection H.1 of Section 13.02 titled “Special Provisions for Certain Residential Accessory Uses and Structures”. The amendment requires a minimum 5-foot setback for wading pools, sandboxes, seasonal temporary tents, doghouses, kennel enclosures, patios, permanent barbeque facilities, and other structures or uses customarily associated with residential uses. Ordinance No. 1966, adopted October 12, 2010, added regulations for Handicap Ramps in Section 13.02H. This objective has reduced and is deemed resolved.

#### **m. Sign Regulations for Business Zones**

**The Issue:** Sign regulations for commercial uses in the

business zones (Article 16 of the Town Code) should be reviewed for consistency and compatibility with permitted uses, façade window area requirements, needs for safety and visibility, and design standards and intentions of the Downtown Westfield Corporation.

**What has Changed:** Article 16 regulates the maximum window sign area to be 20%, but there are no set design standards for commercial signs in business zones. This objective continues.

#### **n. Comprehensive Sign Plan**

**The Issue:** A requirement should also be added to Article 16 of the Town Code for submission of a comprehensive sign plan at the time of site plan review to ensure that sufficient sign space is designated for all users of multi-tenant and/or multi-user buildings/sites. In such instances, the ordinance should require an integrated, unified sign theme.

**What has Changed:** There is no requirement on Article 9 Submission Requirements for Development Applications for a sign plan at the time of site plan review, or a requirement for a unified theme among signs for a multi-tenant and/or multi-user buildings or site. This objective continues.

#### **o. Conditional Uses**

**The Issue:** Conditional use provisions in Article 18 of the Town Code must be amended to delete provisions for Residential Cluster Development in their entirety.

**What has Changed:** Ordinance No. 1949 was adopted on September 29, 2009 and repealed Section 18.05 titled “Residential Cluster Developments”. This objective has reduced and is deemed resolved.

#### **p. Unintentional Use Variance**

**The Issue:** Section 19.01 of the Town Code creates the need for use variance relief in the case of uses permitted in a zone district that do not conform to lot size and/or bulk requirements. Because this result was never intended, the 2009 Reexamination Report recommended section 19.01A be deleted in its entirety.

**What has Changed:** Ordinance No. 1950 was adopted on September 29, 2009 and deleted subsection A of Section 19.01 titled “Nonconforming Lots”. This objective has reduced and is deemed resolved.





# CIRCULATION ELEMENT



# KEY TAKEAWAYS

When asked to rate a list of issues affecting Westfield, survey participants rated:

# 1

**One-passenger  
rail service to  
Manhattan**



**68% very important**

# 3

**Parking in the  
downtown**



**52% very important**



Improve Bike & Walk Conditions **64%**



Add More Parking in Downtown **59%**



Add More Streetscape Amenities **48%**



Improve Technology **43%**



Improve Access to Train Station **35%**

*how should Westfield*

**Improve  
Mobility**

## Other Notable Topics

- Need for multimodal forms of transportation and amenities.
- Approach development in a holistic manner when it comes to effects on traffic and circulation patterns as not to exacerbate traffic issues.
- Need for appropriately located and scaled parking facilities.

# CIRCULATION RECOMMENDATION PLAN

## Part 1

Below is a comprehensive Circulation Recommendation Table that includes recommendations from the 2002 Master Plan and 2009 Reexamination Report that still apply today (indicated with a C-1a, for example), as well as new recommendations identified as part of this 2019 Master Plan Reexamination effort.

### Directions

“Check off” a completed Recommendation and mark the year of completion as a way to measure progress. **Short:** complete in 1-2 years; **Medium:** complete in 3-5 years; **Long:** complete in 10+ years.

### Circulation Recommendation Plan

	<i>Recommendation</i>	<i>Implementing Party</i>	<i>Timeframe</i>	<i>Completed</i>	<i>Year Completed</i>
<b>General</b>					
1	Complete a Unified Land Use and Circulation (ULUC) Plan.	Town Planner, Planning Board	Short		
2	Identify areas for and install EV chargers at public parking facilities.	Town Council, Public Works, Green Team	Short		
3	Convert Town vehicle fleet, when feasible, to AFVs.	Town Council, Public Works	Short to Long		
4	Initiate an anti-idling education and enforcement campaign, especially near Town schools.	Town Council, Police Department	Short		
5	Promote Transit Oriented Development around Westfield Station by updating zoning ordinance and/or use of the Local Redevelopment and Housing Law.	Town Planner, Planning Board	Short		
6	Integrate opportunities for green infrastructure like tree pits or bioswales to capture stormwater with new road projects.	Town Council, Public Works, Green Team	Short to Long		
7	Convert to LED street lights to reduce overall energy consumption.	Town Council, PSE&G	Short to Long		
8	Institute an electric vehicle charging station requirement for certain private developments.	Town Planner, Planning Board, Town Council	Short		
<b>Roadway</b>					
9	Conduct a corridor safety study on Mountain Avenue.	Town Engineer, Police Department	Short		
10	Conduct a short-term (1-2 weeks) street closure of Quimby Street to identify Downtown traffic issues that may be associated with the long-term conversion into a pedestrian-only plaza.	Town Council, Town Engineer, Public Works	Short		
11	Review traffic safety issues raised by residents during public engagement for the Reexamination Report to prioritize improvements.	Town Council, Town Engineer, Town Planner	Short		
12	Better delineation of traffic flow and signage is strongly recommended at the traffic circle on South Avenue and West Broad.	Town Engineer, Union County, NJDOT	Short		
13	Work with the State and County to improve safety conditions along North and South Avenue, especially at the Westfield Circle and Central Avenue.	Town Engineer, Union County, NJDOT	Short to Long		



## Circulation Recommendation Plan

	<i>Recommendation</i>	<i>Implementing Party</i>	<i>Timeframe</i>	<i>Completed</i>	<i>Year Completed</i>
14	Develop a local traffic model for the Downtown core to test effectiveness of transportation improvements.	Town Engineer	Medium		
15	Improve traffic signal technology at Town controlled signalized intersections, and work with other agencies to upgrade theirs.	Town Engineer, Union County, NJDOT	Short to Long		
16	(C-9b) Identify ways to improve Westfield Circle in conjunction with new development applications around the area.	Town Engineer, Union County, NJDOT	Short to Long		
17	(C-9e) Continue to make intersection safety improvements at Lawrence Avenue and Dudley Avenue.	Town Engineer	Medium		
18	(C-9f) Work with Union County to determine if additional intersections along County roads should be signalized.	Town Engineer, Union County	Short		
19	(C-10a) Conduct new traffic counts, as needed.	Town Engineer	Short to Long		
20	(C-10b) Undertake new traffic calming measures in areas of concern identified by the Reexamination Report community engagement workshops and survey.	Town Engineer	Short to Long		
21	(C-10c) Continue to pursue traffic calming grants when available.	Town Planner, Town Council, Town Engineer	Short to Long		
22	(C-10d) Discourage through-traffic from the Downtown core with traffic calming measures.	Town Planner, Town Council, Town Engineer	Short to Long		

## Bicycle and Pedestrian

23	Implement the recommendations of the 2019 North Avenue Walkable Community Workshop Final Report.	Town Planner, Town Engineer, Public Works, Union County	Short to Medium		
24	Work with the Town of Westfield Board of Education to identify intersections for Safe Routes to School intersection improvements.	Police Department, Board of Education	Short		
25	Study the possibility for initiating a “pedestrian scramble phase” at East Dudley Avenue and Elm Street.	Town Engineer	Short		
26	Complete the <i>Bike/Walk Westfield-Bicycle and Pedestrian Plan</i> and implement the recommendations of the plan as feasible.	Town Planner, Town Engineer, Town Council, Public Works	Short		
27	Ensure sidewalks are in good condition and enforce homeowner maintenance requirements.	Public Works, Property Maintenance	Short		
28	Conduct a study of street light coverage in areas of high pedestrian activity to ensure good visibility for drivers and pedestrians.	Town Engineer, Police Department	Short		
29	Add more bike racks to the Downtown, or create concentrated areas in the periphery where people can lock up their bicycles and walk into the Downtown core.	Public Works, Downtown Westfield Corporation	Short		

## Circulation Recommendation Plan

	<i>Recommendation</i>	<i>Implementing Party</i>	<i>Timeframe</i>	<i>Completed</i>	<i>Year Completed</i>
30	Initiate a Downtown Westfield “Street Smart” campaign to educate drivers and pedestrians.	Police Department, EZRide TMA	Short		
31	Develop streetscape design standards to establish a uniform pattern of public realm improvements with new development.	Town Planner, Town Engineer, Downtown Westfield Corporation, Town Council	Short		
32	Establish a bicycle parking requirement associated with new development within a 2.5-mile radius (about a 15-minute ride) of the Westfield Train Station.	Town Planner, Planning Board	Short		
33	Require a minimum 4-foot passing distance of bicycles by vehicles.	Town Council, Police Department	Short		
34	Develop an annual sidewalk/maintenance improvement fund to help offset individual costs of repairing sidewalks and address areas of concern.	Town Council, Town Engineer	Medium		
35	Continue to implement ADA improvements on Town streets and intersections. Include other provisions for accessibility such as audible and tactile actuated pedestrian signal devices at wheelchair accessible heights.	Town Council, Town Engineer, Public Works	Short to Long		
<b>Public Transportation / Alternate Transportation</b>					
36	Explore the potential for “last mile” partnerships with 3rd party ride providers to reduce downtown parking demand for daily rail commuters.	Town Council	Medium		
37	Continue to advocate for a one-seat rail passenger ride to New York Penn Station.	Town Council	Short to Long		
38	Advocate for sufficient funding for the Amtrak Gateway Program.	Town Council	Short to Medium		
39	Implement micro transit solutions in the Downtown and at key destinations.	Town Council, Town Planner, Downtown Westfield Corporation	Short		
40	Work with NJ TRANSIT to improve bus stop amenities along serviced bus routes.	Town Planner, NJ TRANSIT	Short to Medium		
41	Study the possibility of converting the Public Parking Lot #2 at the train station into a public plaza.	Town Council, Town Planner, Town Engineer	Medium to Long		
42	Pursue a Transit Village designation with NJDOT.	Town Council, Town Planner	Short		
43	Improve Westfield Station access and safety with raised and/or textured crosswalks and pedestrian countdown timers.	Town Planner, Town Engineer, Union County NJDOT	Short to Medium		
<b>Parking</b>					
44	Develop a Payment in Lieu of Parking (PILOP) system for new developments in the Downtown which request waivers from the parking requirements.	Town Council, Planning Board, Town Planner	Short		
45	Plan for autonomous vehicles by adapting parking requirements and other regulatory ordinances when they become available.	Town Planner, Planning Board	Medium to Long		

## Circulation Recommendation Plan

	<i>Recommendation</i>	<i>Implementing Party</i>	<i>Timeframe</i>	<i>Completed</i>	<i>Year Completed</i>
46	(C-11a) Continue to restrict on-street parking along Town arterials during peak travel hours.	Town Council	Short		
47	(C-12a) Develop a managerial plan to addressing parking deficiencies.	Town Council, Town Planner, Police Department	Short		
48	(C-12b) Explore the potential for a parking structure in the Downtown core.	Town Council, Town Planner	Short		
49	Ensure all future parking structures are designed and engineered to allow for conversion of a portion or the entire structure to retail, office, mixed use or residential, given the possible reduction in the use of cars in the future based on advances in self driven technology and the increased use of alternative transportation options.	Town Planner, Town Engineer	Ongoing		
50	(C-12c) Ensure public parking areas devoted to commercial services not reduce the available parking or shoppers and merchants.	Town Planner Planning Board,	Short		
51	(C-12d) Supplement public parking with private parking areas.	Town Council	Short		
52	(C-12e) Review parking requirements to ensure space requirements are in keeping with needs generated by each land use.	Town Planning, Planning Board	Short		
53	(C-12g) Prohibit front yard parking in the GB zone.	Planning Board, Town Planner	Short		
54	(C-12j) Amend Article 17 of the Town Code in regulating driveways.	Town Council	Short		
55	(C-15b) Monitor any changes in the County's Land Development Standards.	Town Planner, Town Engineer	Short to Long		
56	Implement the recommendations set forth in the TimHaahs Associates Parking Study attached to this document as <b>Appendix A</b> .	Various	Ongoing		



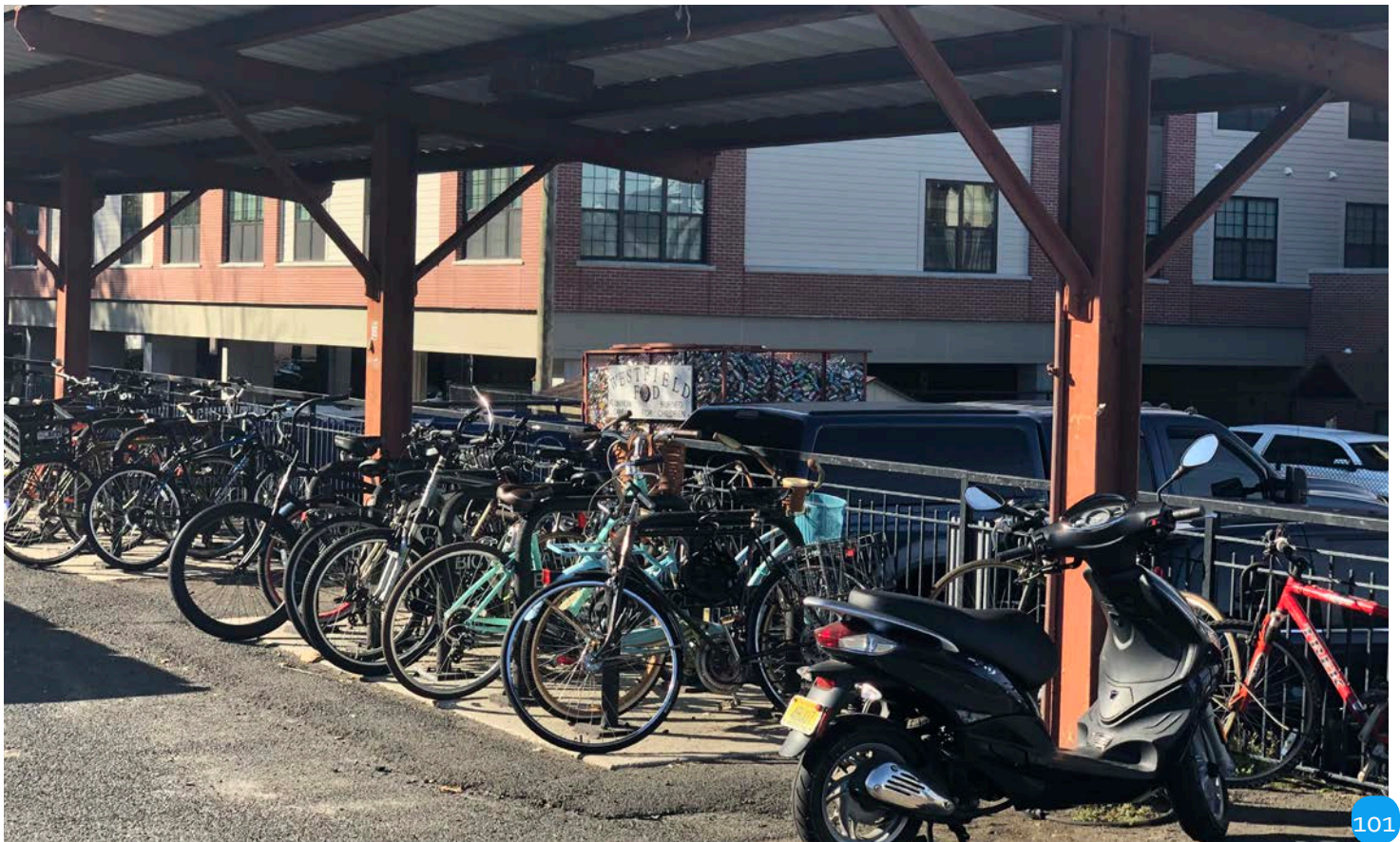
## Part 2

Below is a summary of the past issues and recommendations that have reduced or increased based on the discussions identified in the **Past Issues and Recommendations** section of this Element.

### Summary Table of Past Circulation Issues and Recommendations

<i>Past Issue or Recommendation (from 2002 Master Plan or 2009 Reexam)</i>	<i>Increased or Maintained and Should Continue</i>	<i>Decreased or Resolved</i>
<i>C-8 Intersection Improvements</i>		
a Mountain Avenue, East Broad Street, & Elmer Street		x
b Plaza Circle Design & Improvement	x	
c North Avenue and Central Avenue		x
d North Avenue ShopRite		x
e Lawrence Avenue and Dudley Avenue	x	
f Signalization for County Road Intersections	x	
<i>C-9 Traffic Circulation</i>		
a Updated Traffic Counts	x	
b Traffic Calming Measures	x	
c Traffic Calming Grants	x	
d Through Traffic in the CBD	x	
<i>C-10 On-Street Parking</i>		
a Restricted On-Street Parking	x	
b Central Avenue		x
c North Avenue		x
<i>C-11 Public Parking</i>		
a Parking Plan	x	
b Parking Deck in the CBD	x	
c Public Parking in the CBD	x	
d Private Parking Areas in the CBD	x	
e Parking Requirements	x	
f Shared Parking	x	
g Parking in the GB Zones	x	
h Off-Street Parking in the GB-1 Zone		x
i Parking in the C Zone		x
j Driveway Width Requirements	x	
<i>C-12 Midtown Direct</i>		
a Mid-Town Direct Train Service	x	
<i>C-13 Alternative Modes of Transportation</i>		
a Bicycle Routes		x
<i>C-14 Street Classifications</i>		
a State Highway Access Management Code	x	
b County Access Management Code	x	
c Town of Westfield Street Classification System		x









# CIRCULATION NEW TRENDS / ISSUES

## NEW ISSUES

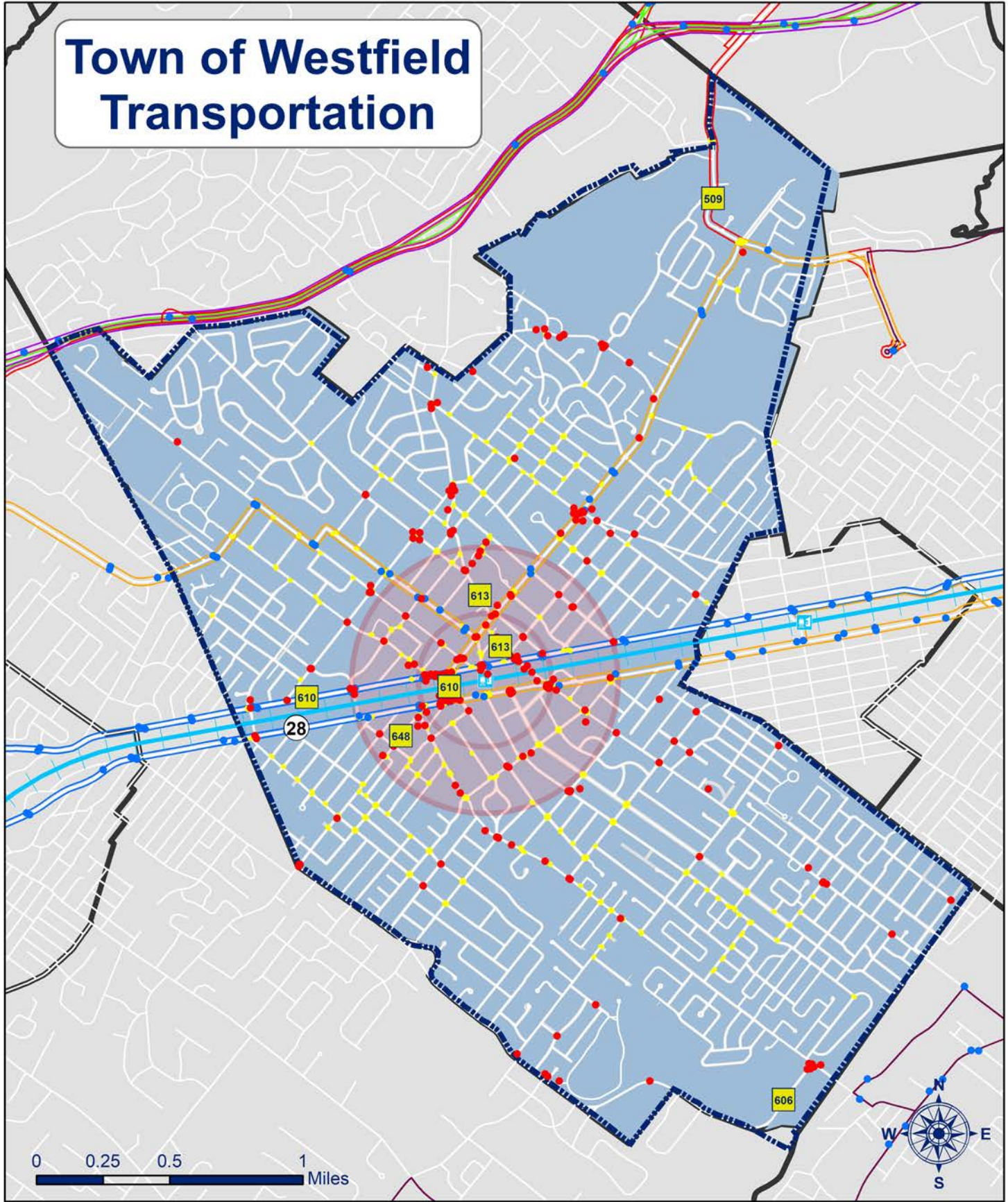
- C-1 MOVEMENT OF PEOPLE
- C-2 REGIONAL CONNECTIVITY
- C-3 BIKE AND PED MOBILITY
- C-4 VEHICLE TECHNOLOGY
- C-5 TRAFFIC CIRCULATION
- C-6 PARKING MANAGEMENT AND SUPPLY
- C-7 TRANSPORTATION AND LAND USE
- C-8 PARKING STRUCTURES

*The following discussion of Town circulation conditions relies largely on the latest available data at the time of this report, 2017 American Community Survey (ACS) 5-year estimates data (collected from years 2013-2017), and the Town-wide survey conducted as part of this project.*

- » A robust community outreach process uncovered several land use issues and trends forming in Westfield today. These new issues and trends and discussed in the following pages. Previous issues already identified in the 2002 Master Plan or 2009 Reexamination Report are discussed in the **Circulation Past Issues** section of this Element.
- » Circulation is a fundamental topic for any community. Decisions made at the local level impact how commuters go to work, how people travel to key destinations like Westfield's downtown, parks and recreational facilities, how seniors and people with limited mobility get to important services, and how school-aged children get to school. How people travel has changed since the last Town of Westfield Master Plan. Generational changes in transportation mode preferences have influenced those trends, but major regional transportation projects and innovative transportation solutions have also had an effect. This section identifies these new issues and trends for circulation in the Town of Westfield.



# Town of Westfield Transportation



- Westfield Bus Routes**
- 59
  - 65
  - 66
  - 113
  - 114
  - 117

- Railroad Station
- NJ TRANSIT Rail
- Crosswalks
- Train Station Buffer
- Bus Stop
- Bus Routes outside Westfield

Survey Results - locations where respondents felt unsafe

## C-1 Movement of People

Workers commuting from Westfield have long used public transportation at significant percentages, and the most recent data indicates this trend continues even as other parts of the region have seen a decline in ridership on buses and trains. Westfield's story is quite the opposite, as 2017 (ACS) estimates commuters using public transportation has grown from the 2010 Census, increasing mode share from 18.6% to 22.3%. This growth is consistent with the community's increase from the 2000 Census, which was 14.3%. While most commuters in Westfield drive to work alone (64.8%), the nearly one-quarter of workers who commute by public transportation is nearly double that of Union County (11.7%) and the state (11.5%). Most of these public transit users travel by train (13.5%) versus bus (6.0%), and other public modes (2.7% for ferry, subway, and streetcar combined).

As a result, continued investment in passenger rail service is needed by state transportation agencies to assist Westfield workers to get to regional employment centers. In particular, this means a one-seat ride during peak commuting hours to and from New York Penn Station, and ensuring service is reliable with minimal delays. This does not diminish the importance of a well-maintained and efficient local roadway network, however. The Reexamination Report survey asked how respondents traveled to places other than work (using school, shopping, entertainment as an example in the question), and 88% indicated they drive alone or drive with others, while only 2% said they use public transportation for non-work trips.

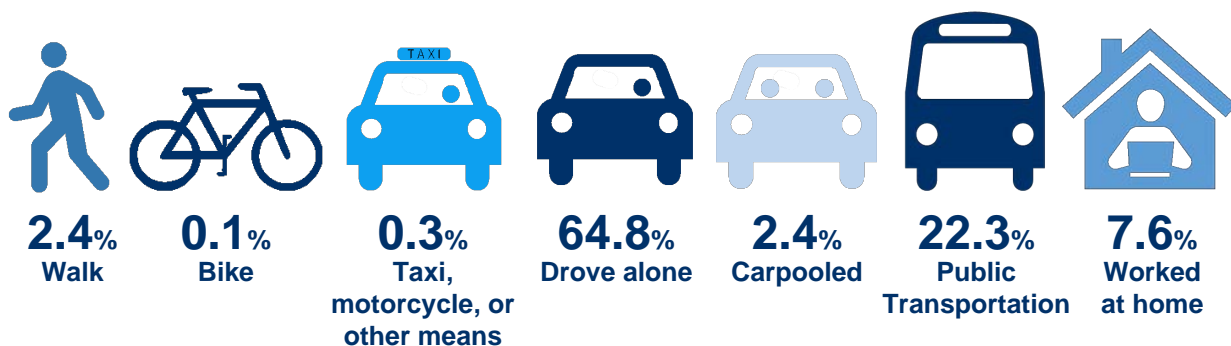
The higher than average public transportation ridership rate is also reflected in the higher percentages of

**Table 4: Place of Work by Means of Transportation - 2017**

	Car, Truck or van: Drove Alone		Car, Truck or van: Carpooled		Public Transportation		Walked		Other	
	Estimate	Percent	Estimate	Percent	Estimate	Percent	Estimate	Percent	Estimate	Percent
<b>Total</b>	<b>9,327</b>	<b>64.78%</b>	<b>344</b>	<b>2.39%</b>	<b>3,215</b>	<b>22.33%</b>	<b>351</b>	<b>2.44%</b>	<b>63</b>	<b>0.44%</b>
Worked in State of Residence	8,604	59.76%	296	2.06%	353	2.45%	351	2.44%	25	0.17%
Worked in County of Residence	4,110	28.55%	250	1.74%	121	0.84%	351	2.44%	16	0.11%
Worked outside County of Residence	4,494	31.21%	46	0.32%	232	1.61%	0	0.00%	9	0.06%
Worked outside State of Residence	723	5.02%	48	0.33%	2862	19.88%	0	0.00%	38	0.26%

Source: US Census Bureau, American Community Survey, 2013-2017 5-Year Estimates, B08130: Means of Transportation to Work by Place of Work-State and County Level

## How Westfield Commutes





workers who work outside the state. Over one-quarter (25.5%) of Westfield workers leave New Jersey for their commute, and of those, 19.9% use public transportation, and 5.0% drive to work alone. This is an indication that public transit riders tend to be New York City bound as only 2.5% of the people who commute by public transportation work within the state. This number would surely increase with the introduction of peak hour, one-seat rides into Penn Station, NYC.

This is consistent with the responses of the Reexamination Report survey, as 24% of the respondents said they work in New York City, while only 1% indicated they work outside the state, but not in NYC. Not surprisingly, the percentage of workers in Westfield who work outside the state is more than double that of Union County (11.4%), and nearly double the state's average (13.9%).

The higher than average percentage of commuters who travel to New York City, and use the train and bus to do so, also experience longer than typical commute times as a result. Of the workers who journey to work, 30.1% have longer than a 60-minute commute. Again, this is around double that of the county and state averages. In addition, 45-59 minute (11.4%) commutes for Westfield workers are slightly higher than that of workers from Union County (9.2%) and across the state (9.9%). Westfield has a significantly lower percentage of commuters who have less than 30-minute commute times when compared to the county and state. Improvements by NJ TRANSIT to provide a one-seat ride during the peak commuting hours would enable a shorter commute for the significant number of workers who commute by train.

**Table 5: Travel Time to Work - 2017**

	Westfield		Union County		New Jersey	
	Estimate	Percent	Estimate	Percent	Estimate	Percent
<b>Total</b>	<b>13,300</b>	<b>100.00%</b>	<b>261,116</b>	<b>100.00%</b>	<b>4,119,485</b>	<b>100.00%</b>
Less than 5 Minutes	438	3.29%	4,099	1.57%	86,141	2.09%
5 - 9 minutes	922	6.93%	17,836	6.83%	317,922	7.72%
10 - 14 minutes	1,252	9.41%	31,550	12.08%	482,520	11.71%
15 - 29 Minutes	861	6.47%	34,066	13.05%	520,817	12.64%
20 - 24 minutes	1,109	8.34%	35,975	13.78%	541,904	13.15%
25-29 minutes	619	4.65%	17,322	6.63%	254,377	6.17%
30 - 34 Minutes	1,432	10.77%	34,562	13.24%	546,275	13.26%
35 - 39 minutes	524	3.94%	7,866	3.01%	126,022	3.06%
40 - 44 minutes	626	4.71%	12,691	4.86%	196,124	4.76%
45 - 59 Minutes	1,512	11.37%	24,087	9.22%	406,064	9.86%
60 -89 minutes	2,579	19.39%	28,998	11.11%	32,999	10.51%
90 minutes or more	1,426	10.72%	12,064	4.62%	208,320	5.06%

Source: US Census Bureau, American Community Survey, 2013-2017 5-Year Estimates, B08303: Travel Time to Work



## C-2 Regional Connectivity

As Westfield's demographic trends show, maintaining good connections to the region through transportation is important, especially as it relates to the transit network. While the Town does not have control over regional service, a continued monitoring on the progress of major regional mobility projects and taking on an advocacy role for its residents, will be critical. The below outlines the essential projects needed for Westfield:

### *One-Seat Ride*

While this issue was identified in the previous Master Plan, new dynamics impacting NJ TRANSIT affect the State's ability to provide sufficient transit service. Since the last Master Plan, NJ TRANSIT had implemented some one-seat off-peak service on the Raritan Valley Line, but it had been suspended for almost one year, until its reintroduction in November 2019. Two key factors led to the initial suspension of the one-seat ride service. The first has been the Federally mandated requirement for Positive Train Control (PTC) on all rail lines in the United States. PTC is an advanced signal and control system that actively monitors train speed and movements to avoid collisions and derailments. As NJ TRANSIT has implemented PTC on its system, it has required the temporary removal of rail equipment from its lines, affecting its ability to provide the same level of service systemwide. The second factor leading to suspension has been the shortage of qualified locomotive engineers to provide service. This shortage has been a result of the lack of engineers going through the training course, and until recently, residency restrictions on who could be

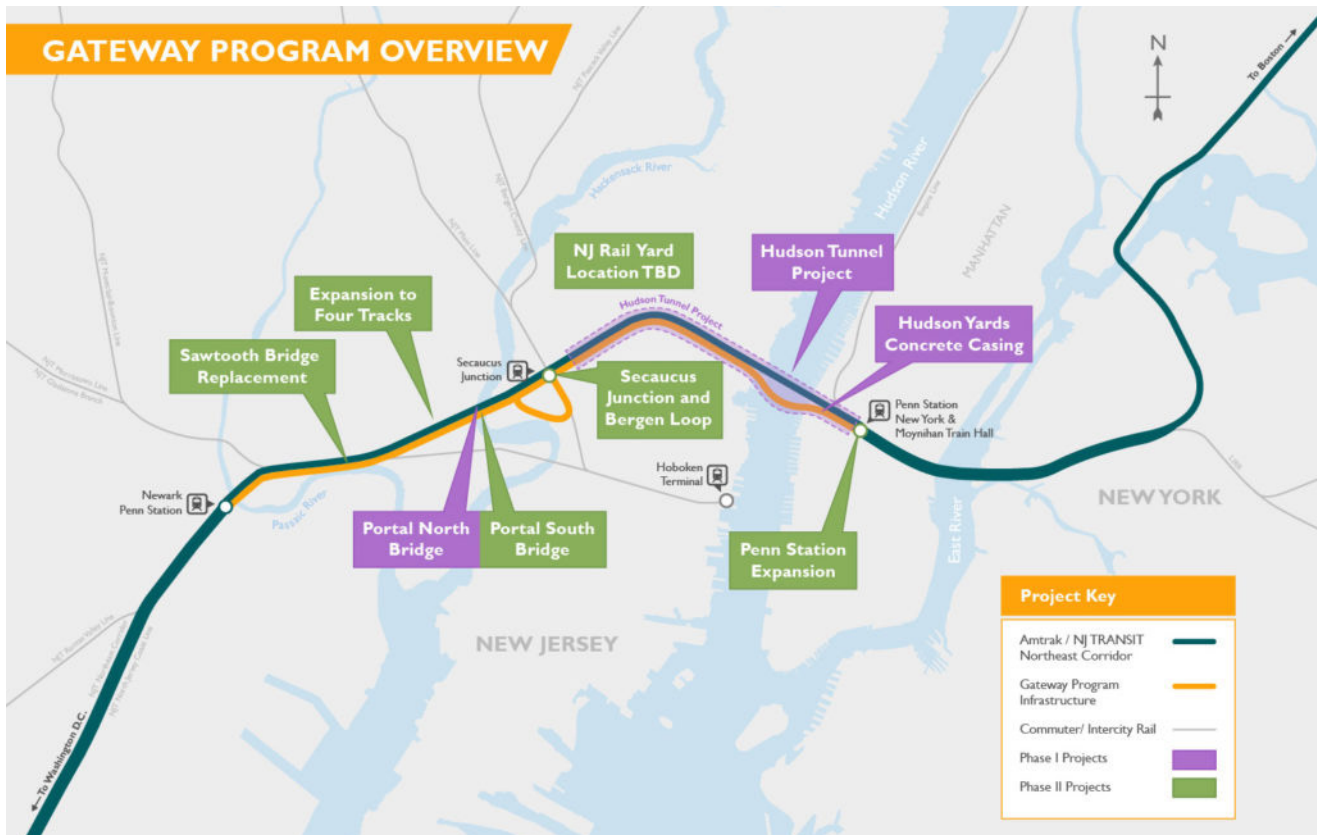
a locomotive engineer. While these issues are being addressed (such as the removal of the residency requirement), there will be a lag in having adequate staffing levels, as call-outs or other factors affecting available labor on any given day has an impact on how NJ TRANSIT can plan for and provide rail service. As of this Reexamination Report, recent data has shown that not only has the issue of delayed or canceled trains become an overall issue for regional mobility on NJ TRANSIT, but the problem is getting worse. The lack of a one-seat ride, insufficient service frequency, and poor reliability have had a detrimental effect on the use of the Westfield Station by potential riders.

When asked in the survey why they did not use the station, lack of a one-seat ride was mentioned in 44% of the responses, frequency of service was selected 22% of the time, and lack of service reliability was chosen 19% as well.

### *The Gateway Program*

Another factor affecting transit riders' overall level of service and the ability to achieve a one-seat ride, is the need for additional rail capacity under the Hudson River to Manhattan. While the Gateway Project is a multi-faceted series of projects designed to improve rail access, one of the key components is the need for a new Hudson River tunnel. Currently, there is only one set of two train tunnels to get into Manhattan. These tunnels are over 100 years old, and provide access between New Jersey and New York under the Hudson River for over 200,000 passengers on a daily basis. In addition to its age, a continued increase in demand for passenger rail (both locally and regionally via Amtrak), and deterioration due to weather related events like





Hurricane Sandy, have further strained the ability of the existing tunnel to provide adequate capacity.

As stated above, the tunnels are only one factor in the problems facing the implementation of the Gateway Project, the expansion of NY Penn Station is the only way to increase capacity into NY on NJT rail service. The addition of new, redundant tunnel does not correct the situation. The expansion of NYPS or changes in operations (taking some midtown direct service from other lines) should be what Westfield advocates for.

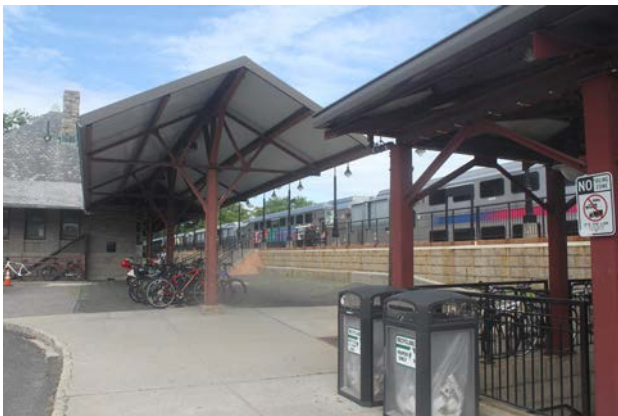
Good Cross-Hudson passenger rail is critical to the economic health of the region, Westfield included. In particular, if Westfield is to experience peak one-seat passenger rail service, additional rail capacity to New York is required. As a result, Westfield should be as vocal in supporting proper funding by State and Federal agencies as it is in espousing the Town's need for a one-seat ride.

**Port Authority Bus Terminal Renovation**

Even though most Westfield workers use passenger rail as their preferred method to commute to New York City, a significant percentage of workers also use bus service to the Port Authority Bus Terminal in Midtown Manhattan. Like New York Penn Station, the Port Authority Bus Terminal is in need of significant upgrades, which the Port Authority of New York and New Jersey began planning for in 2015. In 2019, the Port Authority released a Scoping Document that reduced an initial list of 13 alternatives to three alternatives. These alternatives included “build-in-place” where the Terminal would be expanded to meet current and forecasted future demand and two different alternatives which would create a new underground bus terminal in the lower levels of the Jacob Javits Convention Center three blocks to the west of the existing bus terminal. Again, while Westfield has no direct influence on the selection of the bus terminal, it should be aware of the progress of the study and how it will affect its workforce.

## C-3 Bicycle and Pedestrian Mobility

In any well-developed community, especially one such as Westfield with several regional arterial roadways, transportation options should be provided that extend beyond the automobile. This involves the accommodation of safe bicycle and pedestrian travel through Town. Bike and pedestrian travel should be encouraged for local destinations, such as parks, schools, and the Downtown, and to reduce overall roadway congestion. Three key components to encourage the use of biking and walking for transportation, rather than simply recreation, is to make that form of travel **safe, easy, and attractive**. This involves ensuring infrastructure is available and in good condition, that a resident can safely cross the roadway at key locations, and the experience is enjoyable so they will want to do it again. The Town of Westfield Reexamination Report survey indicated half of respondents felt walking in Westfield was safe and easy, and only 14% felt the same about bicycling within Town. Many survey comments mentioned potential conflicts between bicyclists and walkers with automobiles, especially within the downtown, and the lack of bicycle infrastructure such as bike lanes or bike share. The Town passed a Complete Streets policy in 2013, but there have been few tangible indications such a policy has been implemented.

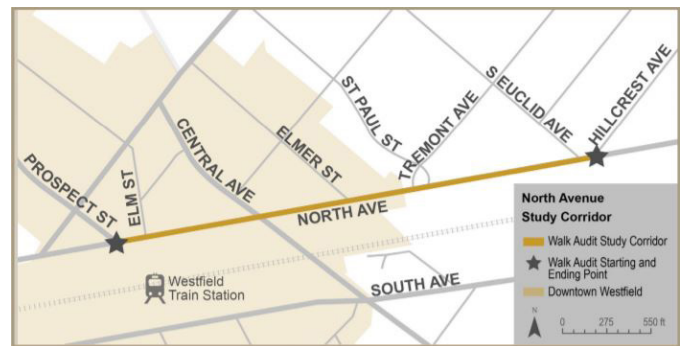


### Walkable and Bikeable Communities

While the Town roadways have been largely constructed to provide access and mobility to drivers, the Town is now taking steps to make the community more accommodating to walking and biking. In Westfield, 2019 was declared “The Year of the Pedestrian” with the objective of decreasing congestion and improving walkability by fixing sidewalks, increasing traffic enforcement, implementing more pedestrian safety improvements, and testing out “micro-transit” options to reduce congestion. The Town has taken early implementation steps with a “Walkable Community

Workshop” for North Avenue, a half-mile stretch east from the Westfield Train Station. This technical assistance is being provided through funding from the NJTPA, Sustainable Jersey, and the Voorhees Transportation Center at Rutgers University, and will provide recommendations for how Westfield can improve pedestrian and bicycle safety along the roadway and better connect the neighborhoods and potential new developments to the Downtown. The Final Report outlined five key general recommendations to improve walkability on North Avenue, with detailed recommendations at specific locations along the study corridor. The five recommendations were:

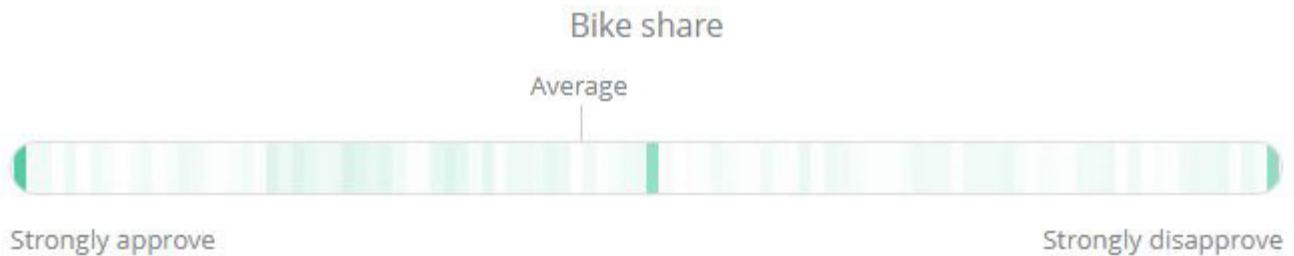
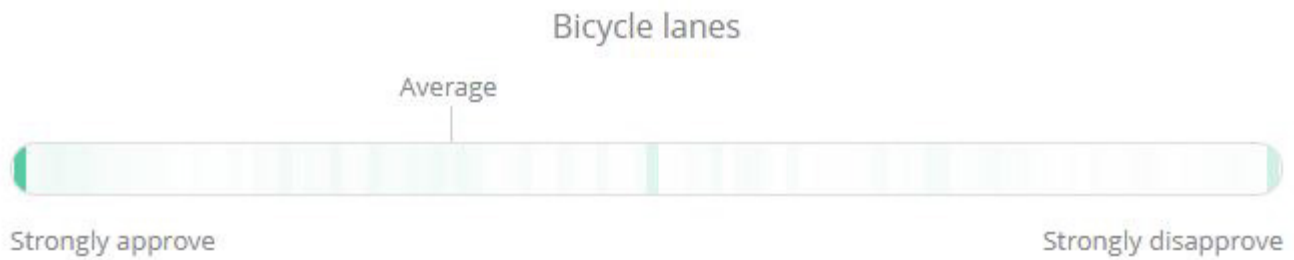
1. Implement the Westfield Complete Streets Policy
2. Enhance the Safety and Visual Appeal of the Corridor
3. Investigate a Road Diet
4. Expand St. Paul Traffic Island into a Full Park
5. Involve the Community and Provide Educational Opportunities



The full report may be reviewed as part of **Appendix E** of this Reexamination Report.

In addition, Westfield is developing a town-wide *Bike/Walk Westfield-Bicycle and Pedestrian Plan*, through free technical assistance by the New Jersey Department of Transportation, that will identify issues and opportunities for biking and walking throughout the community. There is wide support for making improvements to biking and walking conditions, as 76% of survey respondents indicated bicycle and pedestrian safety was an important or very important issue to them, and improving biking and walking conditions was the top mobility strategy desired by survey takers, at 64%. Some of these implementation strategies include the addition of a bike share program and bicycle lanes; both were highly regarded in the survey. The recommendations from these plans, as well as the feedback gathered through the Reexamination Report survey and Community Workshops will provide





*Image: Town of Westfield Reexamination Report Survey Results*

the Town with actionable items to implement new improvements for bicycle and pedestrian mobility.

### **E-bikes and E-scooters**

As these walking and biking studies mentioned above are completed, Westfield will need to monitor other non-automobile transportation modes becoming more popular. Recently, these include electric bicycles (e-bikes) and electric scooters (e-scooters). Both are becoming a desired form of local transport since they combine the personal mobility of a bicycle while adding overall speed and reduced level of physical effort. This year, New Jersey passed legislation permitting the use of low-speed e-bikes and e-scooters (low-speed is defined as a maximum of 19 miles per hour for e-scooters, and up to 20 miles per hour for e-bicycles before the electronic assistance ceases).

These devices may likewise be allowed to ride on sidewalks (a number of participants at the community workshop discussed the issue of bicyclists riding on sidewalks in the downtown, which is prohibited by §24-23 for people 18 years and older) as long as they do not impede the movement of pedestrians, and on bicycle paths. The City of Hoboken was the first New Jersey municipality to roll out an e-scooter. The program has been extremely successful as more than 21,000 individual riders have used them while making more than 66,000 trips. As these opportunities arise, Westfield should likewise consider the overall ramifications of introducing new modes of transportation around its community, and thoughtfully consider regulations that encourage their use, but also ensure they do not present a safety or mobility issue for other modes.

### **Docking stations vs. Dockless Micro-mobility**

Generally, scooter and bike shares utilize two types of borrowing management systems. Docking stations provide a way to keep a fleet organized and offer a consistent set of locations to rent the bike or scooter. The locking mechanism is located on the docking station where the rider pays for the use. It requires space to be set aside for the stations, and may require coordination to keep certain stations well stocked with the vehicle. Dockless stations have the locking mechanism on the device or attached chain, and do not require the vehicle to be returned to a certain location. Typically, they get parked or locked to a street sign near the end of the user's trip. This type of system requires less infrastructure to manage, but may also be considered aesthetically less pleasing as they appear less organized and may impede pedestrian activity on sidewalks.



## C-4 Vehicle Technology

While Westfield uses public transportation at higher rates than many other communities and there is a significant desire to improve local biking and walking conditions, most people in Westfield drive daily and have access to an automobile. 2017 ACS census data indicates 85.5% of Westfield's households have two or more vehicles available, demonstrating that safe and efficient travel by car is a primary consideration. Advances in vehicle technology continue to change how people travel by automobile, and Westfield should likewise plan for these advances.

### Autonomous Vehicles

Autonomous vehicles are among the top technology “disruptors” as there are multiple ways in which they may be implemented, and their overall effect on travel, car ownership, and other aspects have yet to be determined. Autonomous vehicles are essentially “self-driving cars”, which allows the occupant to take a passive role, while it is the automobile that regulates the speed and navigation, and gets the occupant to their destination. Autonomous vehicles are being tested today with some various levels of success, and while implementation has not been as smooth as supporters have hoped, this technology is making continued advances. How these vehicles evolve will be the subject of monitoring. While the initial belief that autonomous vehicles will be similar to owning a personal vehicle (driven from origin to destination and sit parked until the next trip), there is also a belief that autonomous vehicles of the future will involve unoccupied vehicles moving on roadways, from destination to destination without actually needing an occupant at all. Both beliefs will influence actual demand for parking spaces, congestion on roadways, and even the need to own an automobile at all versus “subscribing” to a transportation service.



### Electric Vehicles

Not as disruptive as the advent of autonomous vehicles, electric vehicles represent a shift to more sustainable resources and zero vehicle emissions for personal automobiles, commercial fleets, and government vehicles (i.e. garbage trucks, street sweepers, transit vehicles). These vehicles now operate on battery power only, which negates the need for gasoline usage. Rather, their mileage is determined based on the charge of the battery. Electric vehicle owners have charging stations at their home (where over 80% of E-V charging takes place), but their rise in utilization and popularity will require additional public infrastructure to ensure their continued popularity. Westfield should identify locations to implement Levels 2 or 3 charging stations around Town. These locations could be placed at publicly owned facilities such as the train station, municipal parking lots, or the Town could partner with developers to locate a charging station on development sites, such as multi-family developments, for public use. Further, the Town can explore the potential for integrating Alternative Fuel Vehicles (AFV) to its municipal fleet, including police cars and administrative vehicles. In addition to all-electric vehicles, AFVs may also be fueled by Natural Gas, Ethanol, Propane, or utilize hybrid diesel/electric engines.



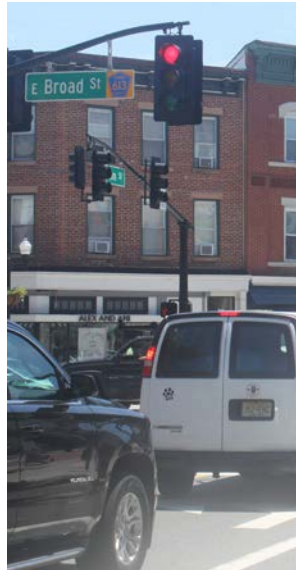
The Town has prepared a draft ordinance which would amend the LUO to require the installation of electric vehicle charging stations in certain instances. The draft ordinance requires that the number of parking spaces equipped with electric vehicle charging stations be 3% of the total number of parking spaces within certain zone districts which are listed within the ordinance. This requirement would apply within those listed zone districts when:

1. A new building with a new or existing off-street parking facility is developed;
2. An addition or improvement to an existing building is made that increases the size of the principal structure by more than 50%.
3. The parking capacity of an existing building, site, or parking facility is increased by more than 50%.

Consideration is currently being given as to which uses should be required to provide charging stations, and within which zone districts.

### Traffic Signal Technology

As important as technology is at advancing the way people move, like autonomous cars and electric vehicles, efficient operations at intersections play a vital role in reducing congestion and improving overall mobility. Many older traffic signals operate on a conventional, pre-programmed signal timing system with consistent phases of signal changes based on previously measured peak travel times.



These type of systems fail to account for unplanned periods of higher levels of congestion, and as a result, operate inefficiently. Outside of random events, any shift in how people travel requires the Town to identify needed changes and make adjustments to reflect those changes. Adaptive Signal Control Technology (ASCT) is a form of Intelligent Transportation Systems (ITS) enabling more efficient intersection controls by utilizing video detection systems and software that adjusts the timing of lights based on existing traffic patterns. This technology decreases dwell times at lights, reduces congestion, and improves travel time reliability. The ability to build new roads or even expand the number of lanes is an unfeasible objective given the built-out conditions of Westfield. As a result, it is important for the Town to upgrade its signals, and work with Union County and NJDOT to do the same on their traffic signals. In addition, as the Town improves its technology to better address congestion and travel, it can utilize the “big data” created for decision making in other aspects of its transportation network like traffic calming, enforcement, and the need for additional measures.

“Big Data” is a term to categorize large volumes and unstructured data. In transportation, some big data that may get collected includes vehicle speeds, number of vehicles on a roadway, trip routing, and crash information. Some of this information uses sources like GPS data (WAZE, Google Maps, etc.) anonymously, and can be used by planners to make decisions about roadway and infrastructure improvements.

### Micro-transit

Micro-transit occupies many forms like ride-hailing service such as Lyft or Uber, bike shares, or bus systems like Boxcar and EZ Ride/Meadowlink (<https://ezride.org>). Also known as demand responsive transit, micro-transit are transportation systems that match the demand for a trip with the ability to supply a trip. They are typically provided for by private transit operators and can supplement or fill in gaps in coverage, service capabilities, and convenience within the public transportation system. Micro-transit can be further expanded to fill “last mile” gaps of the public transit system, as local jitney services or shuttles from new developments to reduce parking demand around the Downtown and further encourage transit usage. While Boxcar runs several private bus lines into Manhattan, including a route with stops at the Westfield and Cranford train stations, and Westfield is often served by Uber and Lyft drivers, the Town is encouraged to explore “last mile” gaps for residents to and from the train station.

### Case Study: Ridesharing Partnership in Summit, NJ



In 2016, the City of Summit entered into a ridesharing partnership with Uber to develop a program where residents with pre-paid commuter parking permits were eligible for free rides from their home to the train station during the weekday. Since then, the City has switched to Lyft and expanded the program to include residents on the commuter parking waitlist, charging a \$2 per ride fee to the station. The program has reduced overall demand and all-day utilization of existing parking around the station, and alleviated the need for additional parking capacity in the downtown.



## C-5 Traffic Circulation

Network circulation is critical to the quality of life of Westfield residents, business owners and workers who travel in Westfield every day. An efficient and effective system must be in place so people can get to work, school, shopping, healthcare, and other services. At the same time, safety is an essential factor. Mobility and safety must work in conjunction with each other for the system to function properly.

### Congestion

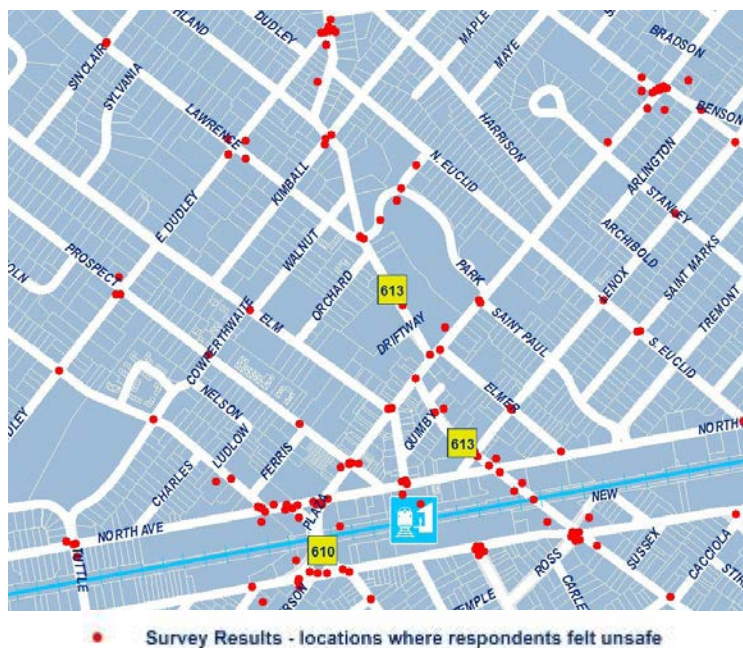
Addressing issues related to congestion is a critical part of achieving efficiency. Intersections are a major issue related to congestion. There may be challenges to addressing intersection issues since Westfield only has control over local roads, while the state has jurisdiction on Route 28 and Union County over county roads like East Broad Street and 610 (North Avenue west of Westfield Circle and South Avenue east of Westfield Circle). For instance, for the Downtown to continue to be successful, it relies on high levels of pedestrian traffic and the ability to access the area easily and for visitors to feel safe walking around between stores and crossing the street. Here, the importance should be placed on the pedestrian safety and mobility rather than to maximize the speed at which a driver moves through the corridor. The Downtown should be a destination and not a “through” point. East Broad Street is a County roadway, however, and the Town does not control how that roadway operates. It will be important for the Town to communicate its objectives to make East Broad Street more walkable through traffic calming measures, streetscape amenities, and other public realm improvements. While this will impact overall traffic flow, the goal may be to divert purely “through” traffic to other roadways with greater regional capacity, like Route 22. Creating a hierarchy of roadway users and the kind of activity the Town wants to support on each roadway can be an effective tool for establishing an understanding and identifying solutions for roadway congestion.

### Safety

Along with addressing issues of congestion, safety is a critical issue to Westfield residents, and intersection safety for drivers, pedestrians, and bicyclists were a main topic of conversation during the community workshops held in Spring 2019. Of all the safety concerns raised, many were linked to school-related traffic and safely walking to school, particularly along Dudley Avenue. At the East Dudley/Lawrence Avenue and West Dudley/Clark Avenue, 4-way stops were desired. At the East Dudley Avenue and Elm Street, which is signalized, there is potential for a “pedestrian scramble” phase (an all-red traffic signal phase which allows pedestrians to cross at all legs of an intersection, including diagonally) during the arrival and dismissal time periods for Roosevelt Intermediate School. At the end of East Dudley Avenue, its intersection with Mountain Avenue was described as dangerous to cross as a pedestrian.

In addition, intersections with line-of-sight issues related to geometric conditions of the roadway were also raised as problems. Notably, Mountain Avenue at several locations like East Dudley Avenue, North Chestnut Street, Highland Avenue, and Lawrence Avenue were all identified as problem intersections. The intersection of North Chestnut Street and South Chestnut Street at East Broad Street was also raised because of the offset nature of the roads at that location. Another often raised issue was vehicular speeds on the south side of town indicating a need for traffic calming on some of the north-south roadways, as well as at some of the intersections at South Avenue like Rahway Avenue/West Broad Street and Central Avenue.

Finally, pedestrian movements were of significant concern at the intersection of East Broad Street and North Avenue around the war memorials because of angled approaches, and cars turning during pedestrian walk phases. In these cases, and others identified by the Reexamination process, the Town should review opportunities to address safety improvements through analysis and corridor studies.



## C-6 Parking Management and Supply

Parking is a long-standing issue for Westfield that impacts both the transportation system and land use. A separate parking analysis prepared by TimHaahs Associates has been included, and identifies strategies to address parking management, technology, and capacity. It can be found in [Appendix X](#).

## C-7 Transportation and Land Use

In many Master Plans, as it is in the 2002 Westfield Master Plan, transportation is separately addressed within its own element. However, land use and transportation are inextricably linked together. The type of land use determines how much traffic is generated from that property, or how much parking is required based on expected utilization. Additionally, the location of land uses in relationship to each other also influence how the transportation is used, as people may be more apt to walk, bicycle, or drive depending on a variety of conditions. A well-planned community can also be more transit supportive and sustainable, developing at densities and in proximity to service where residents or employees will use public transportation. Westfield's community form, with neighborhoods surrounding its vibrant downtown that includes the Westfield train station provides a great opportunity to consider both of these planning topics together. Existing through traffic along East Broad Street, North Avenue, and South Avenue in the Central Business District is a major concern, having been brought up in the community workshops, as well as the long term effects of redevelopment in and around the Downtown. New activity in downtown Westfield is generally approved of by residents, but those changes will require an understanding of the impacts on the transportation system from potential land use changes, and address them through a variety of strategies and investments.

Within the last decade, two comparable communities, Montclair and Morristown, have undertaken such a combined effort as a Unified Land Use and Circulation (ULUC) Element or a Mobility and Community Form Plan. This approach to new planning documents for land use and circulation allows the community to assess coordinate land use decisions simultaneously with how those potential changes would impact the transportation network. This is a recommended method for Westfield to take in planning its community rather than covering the topics of land use and transportation separately.

## C-8 Parking Structures

### *Parking Future*

It's not a surprise to many residents and visitors of Westfield that there is a lack of convenient parking, lack of enough transit parking and enough parking to support any future projected growth in the downtown - it's been a point of discussion for over 20 years. However, with ride-sharing services gaining ground, a shifting demographic of people who no longer own cars, and the coming revolution of autonomous vehicles, transportation planners and municipalities are rethinking parking. According to a survey by commercial real estate firm CBRE, U.S. & Canadian Mobility 2018, the concept of commuting by car is about to undergo a paradigm shift. In the U.S. people under 30 are more than seven-times more likely to take public transportation than those over 60 years of age. Furthermore, over the past three decades, the percentage of younger people who apply for a driver's license has dropped nearly 20 percent, according to the University of Michigan's Transportation Institute.

It's a challenge to predict what a town's parking needs may be decades into the future - will we ever get rid of the car, probably not, but Westfield has to take these possible outcomes into consideration. This brings about the idea of adaptive re-use of garages. Parking garages are being constructed with the ramps on the outside of the main structure, in anticipation of a future where we won't need as much parking and can then re-purpose the garages as residential or commercial properties, by tearing off the outer ramps. These design changes mean building garages with higher ceilings and eliminating the sloping floors of typical indoor garages. A 15-foot floor-to-floor plan, is usually needed for a loft, shopping, or apartment space, and if garages are to be converted to habitable office or apartment space, there also has to be accommodation for additional plumbing and electrical work, something that's usually not considered in the construction concrete multi-level parking facilities. Being able to easily convert such spaces into office, retail, or rental properties is a critical consideration today, Westfield does not want to build these structures, only to have them sit there as monuments to the past.

### *Design Elements*

Parking structure architecture and location can negatively or positively affect the design and feel of a streetscape corridor. Stand-alone structures take away from the design fabric of a street and don't encourage a pedestrian to "see what's on the next block". Design must become part of an architectural style of the



surrounding architecture and community. Camouflage them so that they will be integrated as seamlessly as possible into the aesthetic of associated buildings and public gathering areas.

Maintain the street front by having the sidewalk condition of the facility contain stores to provide a safe and pleasant walk experience, by using landscaping and changes in architectural materials, forms, and scales to enhance the facility façade along the street. Better yet, structures should be “wrapped” by retail or residential development to hide the structure from the street view. Westfield must require any structure to reinforce the walkable sensibility with pedestrian access in mind.

The design of these facilities should look to be combined with uses such as a playing fields solar roofs, or green architecture, utilizing its space to the fullest. Cira Centre project, a transit-oriented, mixed-use commercial project along the Schuylkill River for example, was able to transform the top of the complex's parking garage into a park, as well as a stormwater management system and green roof.



*Image: Beverly Hills Parking Deck*



*Images: Example Parking Deck*





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# CIRCULATION PAST ISSUES

## PAST ISSUES

C-9 INTERSECTION IMPROVEMENTS

C-10 TRAFFIC CIRCULATION

C-11 ON-STREET PARKING

C-12 PUBLIC PARKING

C-13 MIDTOWN DIRECT

C-14 ALTERNATIVE MODES OF  
TRANSPORTATION

C-15 STREET CLASSIFICATIONS

» The following land use issues were identified in the 2002 Master Plan and 2009 Reexamination Report. This section discusses these issues, examines what activities and changes have taken place, and identifies whether the issues have since been reduced or have an increased need the Town should address.

## C-9 Intersection Improvements

### a. Mountain Avenue, East Broad Street, and Elmer Street

**The Issue:** As of the 2002 Master Plan, a traffic signal was being designed for the intersection of Mountain Avenue, East Broad Street and Elm Street by Union County.

**What has Changed:** Traffic signals at key intersections on Broad Street in the heart of downtown have been modified to include pedestrian signalization and to better coordinate timing. These changes enhance pedestrian safety and provide for a smoother flow of traffic through the Elm Street, Central Avenue, and Mountain Avenue intersections.

### b. Plaza Circle Design & Improvement



**The Issue:** Monitor the design and improvement of the Plaza Circle (North Avenue/South Avenue/Broad Street intersection), which is state owned and provide input to NJDOT concerning the coordination of the design and improvements with the beautification of Plaza Park. As of 2002, NJDOT was preparing a redesign of the intersection.

**What has Changed:** The Plaza/South Avenue interchange improvements have been completed. The project improved sight lines entering Westfield Circle through the realigned the eastbound South Avenue approach, delineated and reduced overall lane widths within the project area, and the creation of a single receiving lane at the eastbound North Avenue approach. In addition to the geometric improvements, the project added signage, decorative lighting, paver block sidewalks, and beautification of Plaza Park. Increte epoxy paving was also approved for the Westfield Circle on Route 28 and chip seal was approved for Route 28 in Westfield. This objective of the Master Plan has been reduced, but the objective should remain.

Since the improvements have taken place, major developments have been built near to Plaza Circle that could affect traffic flow. Signage and traffic patterns are a significant issue entering the circle from each direction, as well as traveling west through the circle onto Broad Street under the train tracks. Better delineation of traffic flow and signage is strongly recommended. Applications for development within the area should be taken into consideration for buildout conditions.

### c. North Avenue and Central Avenue

**The Issue:** Perform a study of North Avenue at Central Avenue (turning movements) to address traffic issues and pedestrian safety.

**What has Changed:** The North/Central Avenue intersection has since been modified. In 2018, however, the Town of Westfield requested the County change the timing of traffic lights at South Avenue (CR-610) and Central Avenue at the recommendation of the Town's traffic consultant. This was due to new development being constructed at the intersection. While the objective of the North Avenue and Central Avenue intersection improvements have been reduced since 2002 and can be deemed complete, the South Avenue and Central Avenue intersection should be looked at for improvements to encourage pedestrian safety. This particular intersection was noted as dangerous numerous times at the community workshops. Both intersections are the focus of study and recommendations will be included in the *Bike/Walk Westfield-Bicycle and Pedestrian Plan*.

### d. North Avenue ShopRite

**The Issue:** Continue to evaluate traffic impacts from ShopRite on North Avenue in Garwood and investigate measures to mitigate such impact.

**What has Changed:** Traffic calming measures have been implemented in the area surrounding the ShopRite store on North Avenue. This Master Plan objective has been reduced and is complete.



## e. Lawrence Avenue and Dudley Avenue

**The Issue:** Study the intersection of Lawrence Avenue and Dudley Avenue to address traffic issues and pedestrian safety.

**What has Changed:** As of the 2009 Reexamination Report, the Public Safety, Transportation & Parking Committee (PSTP) of the Town Council continued to study and review the Lawrence/Dudley Avenue intersection as well as other problem areas. Since the 2002 recommendation was created, the Lawrence Avenue speed humps were replaced with raised center medians. While physical improvements were made to the intersection, it is recommended this recommendation continue as the Committee has an important function for the Town, and feedback during the Community Workshops indicated this particular location is still an area of concern for traffic safety. The Committee was formed specifically to monitor traffic, parking, and pedestrian safety issues and to recommend enhancements as the need arises. This Council committee, is still active.

## f. Signalization for County Road Intersections

**The Issue:** Review County roads in Town to determine the need for additional signalized intersections.

**What has Changed:** As part of the *Bike/Walk Westfield-Bicycle and Pedestrian Plan*, “hot spots” including dangerous intersections are being identified. One such location is East Broad Street where it intersects Chestnut Street. Further study is needed to determine if a signalized intersection is warranted at this location. The Town should continue to monitor the need for signalized intersections.

## C-10 Traffic Circulation

### a. Updated Traffic Counts

**The Issue:** Incorporate updated traffic counts into the Master Plan as they become available and perform analysis trends, if any, that are indicated by the counts.

**What has Changed:** The need for continuously updated traffic counts remains, to support traffic safety analysis and planning for improvements.

### b. Traffic Calming Measures

**The Issue:** Traffic flow and congestion continues to be an issue, and traffic calming measures can be an effective solution. Continue to review and install traffic calming measures where and as needed and incorporate traffic calming measures in all major roadway improvements. Conduct pilot studies of certain intersections to demonstrate the need for and benefits resulting from balancing vehicular and pedestrian movements at intersections, with an emphasis on “traffic calming” measures.

**What has Changed:** Westfield has undertaken many traffic calming improvements since 2002:

- In 2002, raised intersections were installed at Dorian Road and Grove Street, and raised crosswalks were installed in front of Kehler Stadium, Willow Grove Road and Clifton Street for better visibility for drivers. Bump-outs were also installed on the corners of Clifton Street and Rahway Avenue, Max Place and Rahway Avenue, and Normandy Drive and Rahway Avenue, reducing the crossing distance on Rahway Avenue to 28 feet at these locations.
- In a 2005 report published by NJDOT, *Effectiveness of Certain Design Solutions on Reducing Vehicle Speeds*, it was found the 25-mph speed zone of NJ-28 had higher crash rates (in 2003) than other speed zones on the same thoroughfare. A survey intake indicated respondents preferred a median with a breakpoint opening as the traffic calming option, of which the report determined it be ideally located on North Avenue, somewhere between East Broad Street and Central Avenue. No such traffic calming measure has been installed in this area. Traffic calming was also suggested for the crosswalk across from Lord and Taylor.

- In 2018, Prospect Street between Broad Street and North Avenue was redesigned to add four additional parking spaces through an angled parking configuration. The redesign also narrowed the roadway to promote slower speed and traffic calming.
- In 2018, a speed hump was installed on Benson Drive.
- Rapid Rectangular Flashing Beacons (RRFBs) were also installed in 2018 on North Avenue/Tuttle Parkway, West Broad Street/Marion Avenue, Central Avenue/Lenox Avenue, and South Avenue/Boulevard.

Traffic calming remains a relevant issue. This Master Plan Reexamination affirms the 2002 Master Plan objective to review major roadway improvements and install traffic calming measures where needed.

### c. [Traffic Calming Grants](#)

**The Issue:** Explore the availability of outside grants for traffic calming measures.

**What has Changed:** The Town was recently awarded a Complete Streets Technical Assistance Grant which resulted in a report identifying recommended improvements to the pedestrian and bicycling realm along North Avenue East. That report, the *Bike/Walk Westfield-Bicycle and Pedestrian Plan*, included as **Appendix D** to this document, includes a listing of potential funding sources. As implementation of traffic calming measures commences, these funding sources should be explored.

### d. [Through Traffic in the CBD](#)

**The Issue:** As a general policy, it is recommended through-traffic be discouraged from the central business district as much as possible. When this is not possible, improvements to reduce congestion are recommended.

**What has Changed:** The Central Business District, although compact, lacks wide sidewalks and pedestrian gathering places and plazas. Consideration should be given to improving the pedestrian realm, reducing reliance on the automobile within the CBD. This recommendation remains valid.

## C-11 On-Street Parking

### a. [Restricted On-Street Parking](#)

**The Issue:** Parking is normally discouraged on Town arterial streets, although in many instances this is not possible in Westfield due to existing development conditions. Parking on the Town arterials should be prohibited or restricted during peak travel hours, unless such prohibition or restriction would result in significant detriments to area properties.

**What has Changed:** There have been no changes regarding this 2002 issue. This objective continues.

### b. [Central Avenue](#)

**The Issue:** It is recognized that Central Avenue is a heavily traveled roadway, and that on-street parking can contribute to increased traffic congestion. A study of Central Avenue should consider pedestrian safety issues and the need to reduce traffic speed.

**What has Changed:** To date, there has not been a Central Avenue traffic and parking study undertaken. Instead, the Town has made progress addressing parking capacity through management techniques, and off-street parking improvements. As Central Avenue is a major thoroughfare, on-street parking changes that may reduce overall roadway capacity should be discouraged. This recommendation is resolved.

### c. [North Avenue](#)

**The Issue:** Perform a study to determine the best policy for on-street parking on North Avenue between Elm Street and Central Avenue. Any study should balance the need for parking by area employees and patrons with the need for improved traffic flow and safety in this area.

**What has Changed:** On street parking continues to be prohibited along this section of North Avenue. The *Bike/Walk Westfield-Bicycle and Pedestrian Plan* is examining this portion of North Avenue. It may be possible to institute a “road diet” concept, by modifying the cartway of the road to allow for a center turning lane, two travel lanes (one in each direction) and on-street parking on one-side of the street. The “road diet” concept has proven to be successful in other communities nationwide and should be further studied, especially if it allows for an increase in parking capacity within the CBD.

## C-12 Public Parking

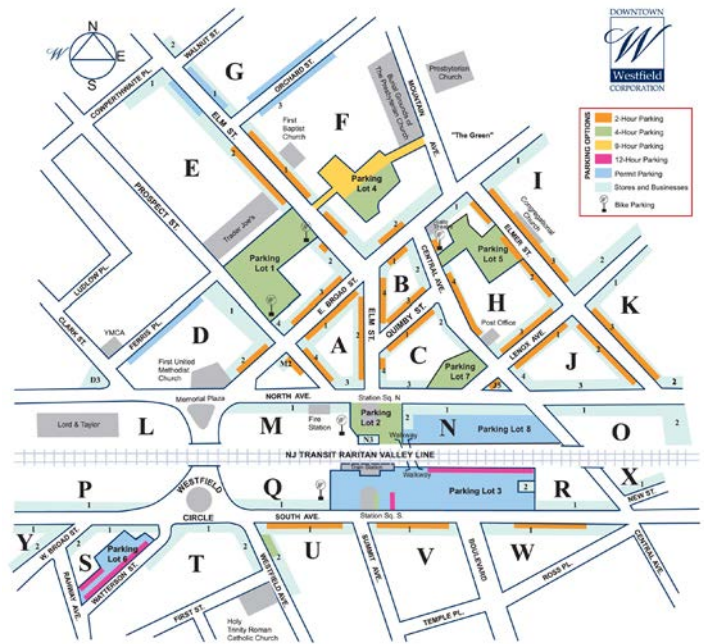
### a. Parking Plan

**The Issue:** Develop a managerial plan to address parking deficiencies including consideration of tiered parking – for shoppers, offices, retailers and commuters.

**What has Changed:** Since the 2002 Master Plan and per the 2009 Reexamination Report, the Town has invested substantial time and effort maintaining and optimizing existing municipal parking lots and on-street parking in the CBD; however, there is a continued need for additional capacity. Parking on North Avenue between Elm Street and Central Avenue was eliminated due to safety concerns, while Central Avenue continues to be monitored by the PSTP Committee. In addition, Town officials invested considerable time and effort on a redevelopment proposal that would have included a tiered parking garage, along with construction of retail and residential units. The South Avenue train station parking area (municipal Lot #3) and the public parking lots between Prospect and Elm Street (municipal Lots #1 and #8) were each designated “Areas in Need of Redevelopment” for this purpose. The \$10M proposal was ultimately defeated in a non-binding referendum in 2004 with 80% voter turnout (23% Yes, 77% No), however, and the Town Council subsequently rescinded the applicable Redevelopment Ordinance. Since the referendum defeat, there has been no significant capacity increase in parking. This remains an obstacle to the viability of the downtown, a hardship to resident commuters and a significant reason for inability to attract and retain commercial tenants.

In 2017, Town Council changed the “no overnight parking” rule for Parking Lot No. 2 (the south side parking lot at the train station). The rule shifted the time allowed to park in the lot without a permit from 1am to 2am, consistent with overnight parking regulations for the north side train lot and better accommodating passengers arriving on the last train of the night, which arrives in Westfield at 1:50am. Ordinance No. 2084 (2017) changed the hours of paid parking in the downtown from 9am to 7pm to 10am to 6pm. The ordinance also permitted the creation of free “express spaces” for those people parking for less than 15 minutes. Parking Lot No. 5 (behind the Rialto movie theatre) was added as another “night-owl” parking lot allowing residents to park in this lot overnight with the purchase of an overnight permit. In 2018, the Town installed solar “smart” parking in downtown, which

## DOWNTOWN WESTFIELD, NJ



accepts Westfield tokens, coins, Smart Card, credit or debit cards (\$1 minimum for credit/debit) or by mobile app. The pay-by-app option uses “mPay2Park” allowing remote add-time to the meter and remote pay via a mobile device. In 2018, the segment of Prospect Street between North Avenue and Broad Street was redesigned to replace



parallel parking spots with angled parking, which added four (4) metered spaces. During the same year, Parking Lot No. 7 located between North Avenue and Central Avenue, was expanded into a portion of Lenox Avenue, which allowed reconfiguration of the parking area and increased parking by 19 spaces. As part of this Reexamination Report, a more detailed downtown parking analysis is discussed. Please reference this discussion in **Appendix A** of this report.

### b. Parking Deck in the CBD

**The Issue:** At the time of the 2002 Master Plan, the Town studied the potential for tiered parking decks within the central business area, to be developed in conjunction with mixed residential/retail use buildings. A parking supply shortage of approximately 900 spaces was identified in the area, of which a deck would help relieve. The 2002 Plan stated that any such



development should be designed to place decks at the rear of such developments/buildings, to retain retail use on the ground floor of buildings and residential use on the upper floors. Parking structures should be designed with facades that are consistent with the existing retail and residential facades in the central business district, in order to maintain the human scale and historic appearance of the downtown.

**What has Changed:** As of this Reexamination Report, no formal progress on a parking structure has been made. During this Master Plan Reexamination Report planning process, discussions on the need for additional parking capacity via a parking structure have occurred, and this recommendation continues. The construction of parking deck(s) should, however, be made in conjunction through partnership with a developer, often called a PPS or public-private-partnership, providing the most favorable economic terms to the municipality as possible, and enabling a development to provide the required parking it needs, while also making spaces available for general use. Parking structures should be sited appropriately, and consideration given to multiple structures located throughout the downtown so that traffic flow can be distributed and not concentrated.

#### **c. Public Parking in the CBD**

**The Issue:** The parking regulations should ensure that public parking areas near to devoted areas for retail sales, personal services, office, and apartment uses should not be permitted to reduce the amount of parking available to shoppers and retail merchants.

**What has Changed:** Overall, public parking supply has increased, and as discussed, ways to provide additional parking within the CBD is ongoing. In addition, innovative solutions have been advanced by third-party parking providers, such as BoxCar. Acting as an intermediary between property owners who have excess spaces and demand for parking around the CBD by potential users, BoxCar uses an app to manage these private parking spaces, and allow users to reserve and pay for the parking during the day. While this particular approach is subject to change daily, it does provide some relief to overall parking demand for commuter spaces. Still, this remains an active recommendation of the Master Plan Reexamination Report.

#### **d. Private Parking Areas in the CBD**

**The Issue:** Private parking areas, where they exist, should not be eliminated, but should supplement available public parking.

**What has Changed:** Generally, parking supply has remained consistent among the private developments, and some informal arrangements have been made in the past to supplement the availability of parking. Such arrangements may be temporary, however, as property owners look to redevelop their businesses. This objective continues.

#### **e. Parking Requirements**

**The Issue:** Parking requirements in Article 17 of the Town Code should be reviewed to ensure space requirements are in keeping with the needs generated by each use classification. In addition, consideration should be given to providing applicants the option of making a payment-in-lieu of parking where they are unable to meet the minimum on-site requirement in the CBD. The Town could apply the money to a parking trust fund, dedicated to expanding public parking opportunities throughout the affected areas.

**What has Changed:** Generally, parking requirements have remained unchanged since 1999, though some minor revisions did take place in 2004. The residential parking requirements are consistent with Residential Site Improvement Standards (RSIS), however, there have been no substantial changes to non-residential parking requirements. Further, the Town has not implemented a Payment in Lieu of Parking (PILOP) ordinance in the event an applicant requests a parking waiver to the current standards. This system has been used in other municipalities to help finance parking improvements and should still be explored for projects within the Central Business District and other areas of evident parking shortages. As a result, this recommendation remains active.

The Town has increased the amount of parking deficiency which can be granted by the zoning officer, or reviewing board as a waiver, rather than by variance. This has streamlined the application review process for new businesses where parking is lacking on a particular parcel. However, this waiver provision is only available within the CBD, given the existing development patterns within that district which make providing additional parking on existing lots with existing buildings impossible in most instances.

Westfield should also consider exempting conversions of existing non-residential spaces to more intensive non-residential uses from parking requirements within the CBD to help streamline the process for new commercial tenants and to provide an incentive for continued economic growth. This exemption should only apply to existing square footage, and the enlargement of a building should not be exempted from parking requirements as doing so may result in the loss of any existing on-site spaces, or a more significant impact on parking demand due to, say, the construction of another full story or two. New buildings should also be subject to parking requirements as their construction provides an opportunity to provide a site layout which could include additional on-site parking.

#### **f. Shared Parking**

**The Issue:** In order to promote efficiency in the use of parking areas, shared parking arrangements between properties should be encouraged in the Professional Office and Office Zone Districts and in the GB-3 zone district.

**What has Changed:** Ordinance 1734 (1999) permitted shared parking between two or more uses on lots, subject to the approval by the Planning Board, and the combined parking levels meet the overall parking requirements of the uses. The applicant may also further demonstrate the times of peak parking demand for the various uses are sufficiently different that a lesser number of parking spaces can be accommodated. There are some improvements that may be made to the shared parking ordinance to provide further clarity on measuring peak hour demand. For example, applicants should be encouraged to apply shared parking procedures as described in the Institute for Transportation Engineers report Parking Generation and the Urban Land Institute report, Shared Parking. Overall, this recommendation has been accomplished.

#### **g. Parking in the GB Zones**

**The Issue:** In GB zones parking should be prohibited in the front yard, in order to avoid a highway strip appearance.

**What has Changed:** Article 17 does not prohibit front yard parking in GB zones. This recommendation remains active.

#### **h. Off-Street Parking in the GB-1 Zone**

**The Issue:** The requirements for off-street parking should be more stringent due to the lesser availability of public parking in the GB-1 zone.

**What has Changed:** There are not separate off-street public parking facilities for the GB-1 zone relative to other GB-zones. Given the similarity of the GB-1 zone and other GB zones' relative to their proximity to the CBD, it is recommended this no longer be an objective of the Master Plan.

#### **i. Parking in the C Zone**

**The Issue:** In the C zone, no parking or loading areas should be permitted within the front yard.

**What has Changed:** Article 17 does not prohibit front yard parking in the Commercial (C) zone district. In Town, loading is not permitted in the front yard when there is a single principal building. Where there is more than one principal building, the loading area may not be closer than the minimum setback to an abutting street, and no less than five feet from any property line. The C zone is limited to three parcels along South Avenue, adjacent to the Garwood border and are currently industrial in nature. Should these types of businesses change, this requirement will be enforced. As a result, this recommendation may be deemed complete.

#### **j. Driveway Width Requirements**

**The Issue:** Driveway width requirements in Article 17 of the Town Code should be amended to regulate maximum curb cut allowances, as well as on-site width. Standards should also be added to this article governing parking decks, which would constitute a customary and incidental accessory structure to commercial/business uses. Lastly, Section 17.03B5 should be amended to allow below-grade parking to exceed yard setbacks generally, rather than solely in the case of the referenced conditional use in the CBD.

**What has Changed:** There have been no changes in accordance with the above recommendation. These recommendations warrant further consideration, particularly in relation to developing standards for above or below grade parking structures. This recommendation continues.

## C-13 Midtown Direct

### a. Midtown Direct Train Service

**The Issue:** Support measures to provide "Midtown Direct" rail service to/from the Westfield to Penn Station, New York and pursue implementation of the same.

**What has Changed:** The Westfield Mayor is Co-chair of the Mayor's Coalition of the Raritan Valley Line, a group of 23 mayors across Raritan Valley Line municipalities to advocate for changes to the rail service. NJ TRANSIT announced in 2018 that it would temporarily suspend one-seat rides on the Raritan Valley Line (RVL) during its Positive Train Control project. Governor Murphy then announced in October 2019 that the one-seat ride would be reintroduced for the Raritan Valley Line in November 2019. A step in the right direction, but with only a limited direct line schedule, concurrent with lane closures on Route 495

around the Lincoln Tunnel, makes traveling by train or bus difficult for RVL commuters. The Mayor's Coalition advocated for several options:

- Hunter Flyover project would carry RVL over the Northeast Corridor tracks, eliminating wait times for traffic (Amtrak and other commuter and freight trains) to clear.
- System-wide communication improvements would help to prevent delays and cancellations.
- NJ TRANSIT should consider the viability of extending RVL to Hoboken for ferry connectivity at West 39th Street, providing commuters with alternative commute options.

Mid-Town Direct service still remains a major relevant issue. This Master Plan Reexamination affirms the 2002 Master Plan objective.



## C-14 Alternative Modes of Transportation

### a. Bicycle Routes

**The Issue:** Investigate the feasibility, applicability and financing sources for establishing bicycle routes within Westfield.

**What has Changed:** The New Jersey Bicycling Map (2012) provided by NJDOT identifies on-road bicycle routes and their suitability (most suitable, moderately suitable, least suitable) for a typical adult bicyclist. The suitability measures are intended to provide guidance on the level of comfort or challenge a bicyclist might experience on a given roadway. There are no 'most suitable' on-road bicycle routes in Westfield. Broad Street, Lamberts Mill Road, South Avenue, North Avenue, and Mountain Avenue are measured as a mix of 'moderately suitable' and 'least suitable'. Central Avenue was entirely categorized as 'least suitable'. The Town of Westfield has undertaken a Bicycle Master Plan through NJDOT's Bicycle and Pedestrian Technical Assistance Program. While all *Bike/Walk Westfield-Bicycle and Pedestrian Plan* recommendations will not be included within this Reexamination Report due to timing of adoption of these plans, it is recommended the Planning Board consider the *Bike/Walk Westfield-Bicycle and Pedestrian Plan* for adoption as an update to its Circulation Element.

## C-15 Street Classifications

### a. State Highway Access Management Code

**The Issue:** Pursuant to the State Highway Access Management Act, Westfield's site plan and subdivision regulations require conformity with the State highway access management code for State Arterial roadways.

**What has Changed:** §17.05G requires all developments comply with the standards of the State Highway Access Management Code. This recommendation is complete.

### b. County Access Management Code

**The Issue:** As with State highways, the new State Highway Access Management Act mandates that Westfield's site plan and subdivision regulations require

conformity with any County access management code that is adopted for County Arterial roadways. The content of any access management code that may be formulated by the County should be closely monitored as it is developed, in order to better harmonize County and local planning objectives.

**What has Changed:** The Union County Land Development Standards were amended in 2018, which replaces the previous 1999 version. The standards regulate subdivision and site plans for land development affecting Union County facilities. In addition, there are the 2009 Design Standards for Developments and Land Improvements Impacting County Roads and Drainage Facilities. While these regulations are not the same as the State Highway Access Management Code, the Planning Board should be aware of them as they relate to new developments along County jurisdiction roadways. This objective continues.

### c. Town of Westfield Street Classification System

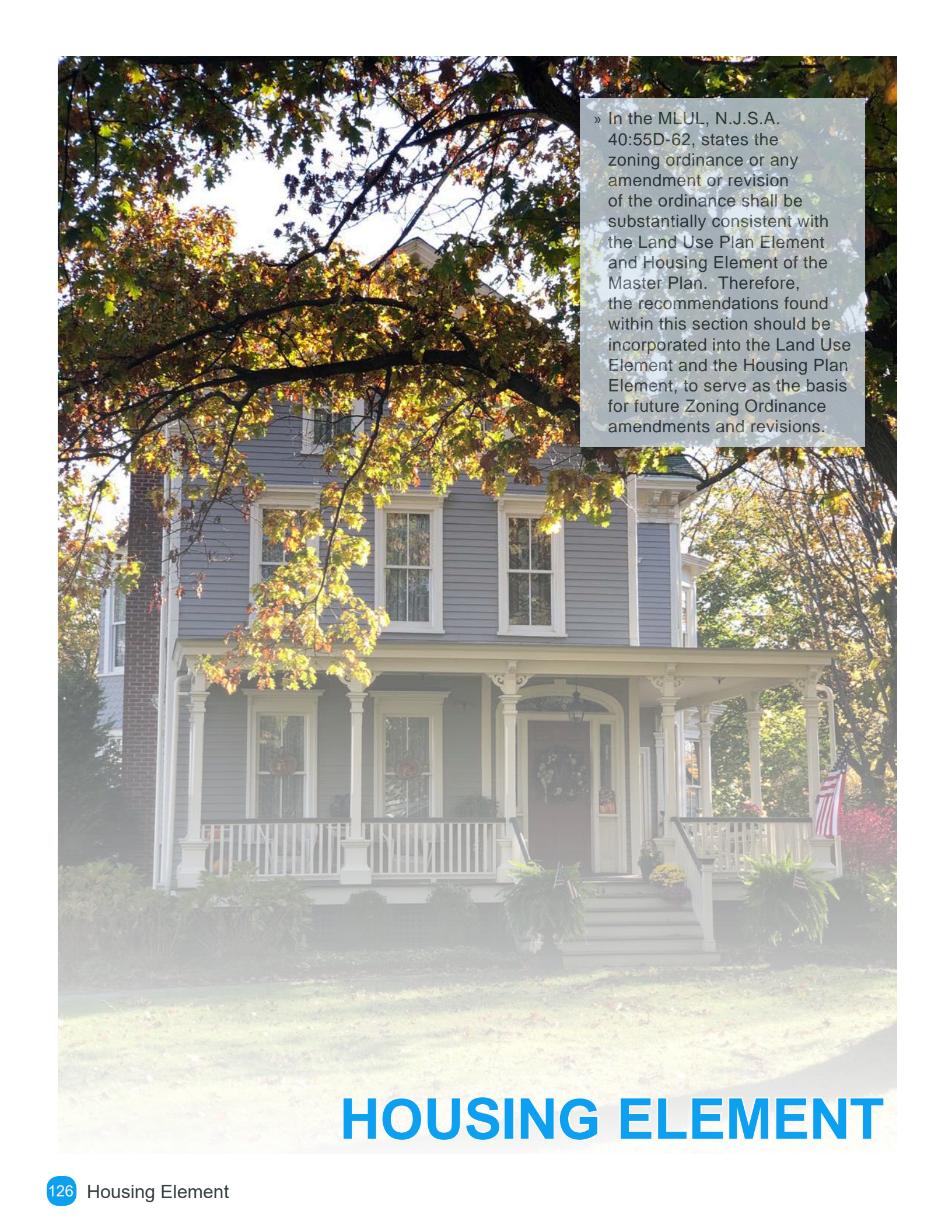
**The Issue:** The 2002 Circulation Plan classifies streets in Town according to function. Generally, these classifications continue to be valid; however, a more detailed classification system that better reflects street conditions, including traffic volume, adjacent land uses, cartway and right-of-way width, roadway alignment, presence of on-street parking, number and spacing of driveway openings, presence of stop/yield signs or traffic signals, number and location of pedestrian crossings, etc. should be studied. Based upon the findings of such study, more specific policies should be developed. Also study modification of the street classification and improvement standards to be consistent, or at least compatible with the New Jersey Residential Site Improvement Standards.

**What has Changed:** According to the 2009 Reexamination Report, the need for a more detailed roadway classification system is no longer deemed of great import. More significantly, the Land Use Ordinance has been updated to reflect that RSIS provisions take precedence over local standards. This 2002 Master Plan objective has decreased, and the recommendation is no longer relevant.







A large, two-story house with a porch, surrounded by trees with autumn foliage. The house has light blue siding, white trim, and a white porch with columns. The porch has a railing and a small American flag. The house is set on a lawn with some bushes and trees in the background. The trees have yellow and orange leaves, indicating autumn. The sky is bright and clear.

» In the MLUL, N.J.S.A. 40:55D-62, states the zoning ordinance or any amendment or revision of the ordinance shall be substantially consistent with the Land Use Plan Element and Housing Element of the Master Plan. Therefore, the recommendations found within this section should be incorporated into the Land Use Element and the Housing Plan Element, to serve as the basis for future Zoning Ordinance amendments and revisions.

# HOUSING ELEMENT



# KEY TAKEAWAYS

**82.7%**

*residential units are  
single-family homes*

*support green building  
code techniques*

**70%**

survey respondents

## *Other Notable Topics*

- Diversify Westfield's housing stock, the size of units and the affordability of units.
- Mixed use housing is supported in the downtown to allow for walkability, easy access to transit and additional support of the downtown services.
- Support for “aging in place” and “household lifecycle” concept that allow residents who don't want to move out of Town but want to downsize.
- Residents understand that the affordable housing obligations are being met through the most recent multi-family developments.
- Create housing more in scale with surrounding neighborhood properties.
- Embrace Transit Oriented Development (TOD).

# HOUSING RECOMMENDATION PLAN

## Part 1

Below is a comprehensive Housing Recommendation Table that includes recommendations from the 2002 Master Plan and 2009 Reexamination Report that still apply today (indicated with a H-1a, for example), as well as new recommendations identified as part of this 2019 Master Plan Reexamination effort.

### Directions

“Check off” a completed Recommendation and mark the year of completion as a way to measure progress.

**Short:** complete in 1-2 years; **Medium:** complete in 3-5 years; **Long:** complete in 10+ years.

### Housing Recommendation Plan

	<i>Recommendation</i>	<i>Implementing Party</i>	<i>Timeframe</i>	<i>Completed</i>	<i>Year Completed</i>
<b>Affordable Housing</b>					
1	(H-3a) The Town of Westfield should continue to implement its 2018 Housing Element and Fair Share Plan (HEFSP) and continue to provide affordable housing for low- and moderate-income persons and households.	Town Council, State-Appointed Court Master	Ongoing		
2	(H-3bii) Conduct a preliminary area in need of redevelopment investigation to determine if the Elite South properties meet redevelopment criteria.	Town Council, Planning Board	Short to Medium		
3	(H-3biii) Conduct a preliminary area in need of redevelopment investigation to determine if the Elite North properties meet redevelopment criteria.	Town Council, Planning Board	Short to Medium		
4	(H-3bv) Continue to make requests to the State of New Jersey to place the former DMV site for sale.	Town Council	Ongoing		
5	(H-1bvi) Provide realistic opportunity for 16 affordable housing units at such a time that the NJ Armory property is sold, transferred, or donated by the state of New Jersey to any person or entity. The units may be located on site or elsewhere in Town.	Town Council, State of New Jersey	Long		
6	(H-3bvii) Rezone the Williams Nursery property for residential inclusionary development, at such a time the nursery operations cease.	Town Council, Private Property Owner	Long		
<b>Housing Preferences</b>					
7	Provide diverse housing in appropriate locations for residents beyond the detached single-family residence, that include varying unit typologies (i.e. multi-family, mixed-use), housing unit sizes (0-3+ bedrooms), and levels of affordability. Housing typologies other than the single-family residence should be appropriately located.	Town Council, Planning Board, Private Developers	Ongoing		
8	Encourage the inclusion of Universal Design (UD) features, which promotes accessibility, safety, flexibility, functionality, simplicity, and comfort, without compromising aesthetics of space.	Town Council, Planning Board, Private Developers	Ongoing		
9	Encourage EV charger installations in all new multi-family or major mixed-use construction.	Town Council, Planning Board, Private Developers	Ongoing		
10	Encourage green infrastructure installation at multi-family housing complexes.	Town Council, Planning Board, Private Developers	Ongoing		

## Part 2

Below is a summary of the past issues and recommendations that have reduced or increased based on the discussions identified in the **Past Issues and Recommendations** section of this Element.

### Summary Table of Past Housing Issues and Recommendations

<i>Past Issue or Recommendation (from 2002 Master Plan or 2009 Reexam)</i>	<i>Increased or Maintained and Should Continue</i>	<i>Decreased or Resolved</i>
<i>H-3 Affordable Housing and COAH</i>		
a Summary	x	
<i>b Overlay Zones</i>		
i McMaster Site		x
ii Elite South	x	
iii Elite North	x	
iv Ross Place		x
v NJ Department of Motor Vehicles	x	
vi NJ Armory	x	
vii Williams Property	x	
viii Myrtle Avenue		x
c Growth Share Ordinance		x
<i>H-4 Senior Housing</i>		
a Senior Housing Facility		x





# HOUSING NEW TRENDS / ISSUES

## NEW ISSUES

H-1 HOUSING CHANGES

H-2 SUSTAINABILITY

- » A robust community outreach process uncovered several land use issues and trends forming in Westfield today. These new issues and trends and discussed in the following pages. Previous issues already identified in the 2002 Master Plan or 2009 Reexamination Report are discussed in the **Housing Past Issues** section of this Element.

## H-1 Housing Changes

While the number of housing units in Westfield has increased over time (10,565 housing units per 2017 American Community Survey U.S. Census data), a changing population has resulted in a new housing demand. The younger adults waiting to marry and have kids and the older population looking to age in place have formed a new housing demand profile, which includes a higher proportion of smaller, multi-family units, a larger proportion of rental units, and units that are affordably priced. While Westfield does provide some of these offerings, the Town should look to fully meet this demand.

- 82.71% of all residential units in Westfield are single-family detached or attached homes, 8.13% are units in buildings with 2-4 apartments and 8.63% are units in buildings with five or more units – a housing stock lacking in diversity. Certificate of Occupancy (“CO”) data suggests that between 2006 and 2016, zero multi-family units and only 7 mixed use units were newly constructed, where 574 units were built as single- or two-family structures. With Westfield’s single-family household majority, 77.1%% of the Town’s housing stock has three or more bedrooms compared to a 22.9% share of smaller units (0-2 bedrooms). While housing typology (i.e. single-family, apartment) should be diversified, so should housing sizes, ensuring that there is a variety of housing that fits the needs of all household types (i.e. singles, couples no children, families with children).
- In addition to providing housing for all types of households and families, the Town should work to ensure residents can find housing that meet their needs throughout their lifetime. One aspect of this “household lifecycle” concept is “aging in place”. Westfield is well-equipped with age-friendly development characteristics that promote independent living such as: (1) high number of destination per square mile, (2) presence of a mixed-use “downtown”; (3) well-connected street network; (4) and access to public transportation. With these “good bones”, Westfield should concentrate on diversifying its housing stock, making sure the Town is well supplied with the types of housing people are likely to want as they age, and at prices affordable to retirees.

- Westfield has a large majority of owner-occupied housing units (82.4%) where only approximately 17.6% of the housing stock in the Town is renter-occupied. Approximately one-third of renter-occupied housing units in Westfield are in attached or detached single family homes (33.4%) and less than one-third are in buildings with five or more units (28.8%).
- Housing affordability is also of concern for the Town. Experts generally agree that homeowners should spend no more than 30 percent of their income on housing costs. When more than 30 percent of income is spent on housing, it is considered unaffordable. Accounting for owners and renters, 19.2% of households earning less than \$75,000 annually spent more than 30% on housing costs, whereas only 10.05% of households earning more than 75K spent more than 30% on housing costs. The affordability gap is even larger for renters alone. Per 2017 5-year estimates, more than one-third of renter households earning less than \$75,000 annually spent more than 30% on housing renter costs (36.3%) where less than one percent (0.7%) of \$75K+ households spent more than 30%. The affordability gap for homeowners was much less prevalent by comparison (15.6% for households earning less than \$75K and 12% for households earning more than \$75K).

***"The younger adults waiting to marry and have kids and the older population looking to age in place have formed a new housing demand profile..."***

## H-2 Sustainability

A continuing recommendation of the 2002 Master Plan is to prepare a Conservation and Sustainable Community Plan Element as part of any new Master Plan undertaken by the Town. Until that time, there are emerging “green” trends now that can be discussed as part of this effort. The following “green” trends that apply to the housing element are discussed below while other “green” trends are discussed in some of the other Master Plan Reexamination Report Elements.

### *Alternative Fuel Vehicles.*

Multi-family housing complexes are ideal locations for recharging and refueling stations. EV charger installations should be encouraged in all new multi-family or major mixed-use construction. The Town has drafted an ordinance requiring EV charging stations for certain developments. This ordinance is currently under review and may be adopted by the end of 2019.

### *Green Infrastructure*

Multi-family housing complexes are ideal places to provide green infrastructure, such as pervious pavements and rain gardens to capture parking lot runoff, and in existing storm water retention basins.





Duplex



Multi-Family Apartment



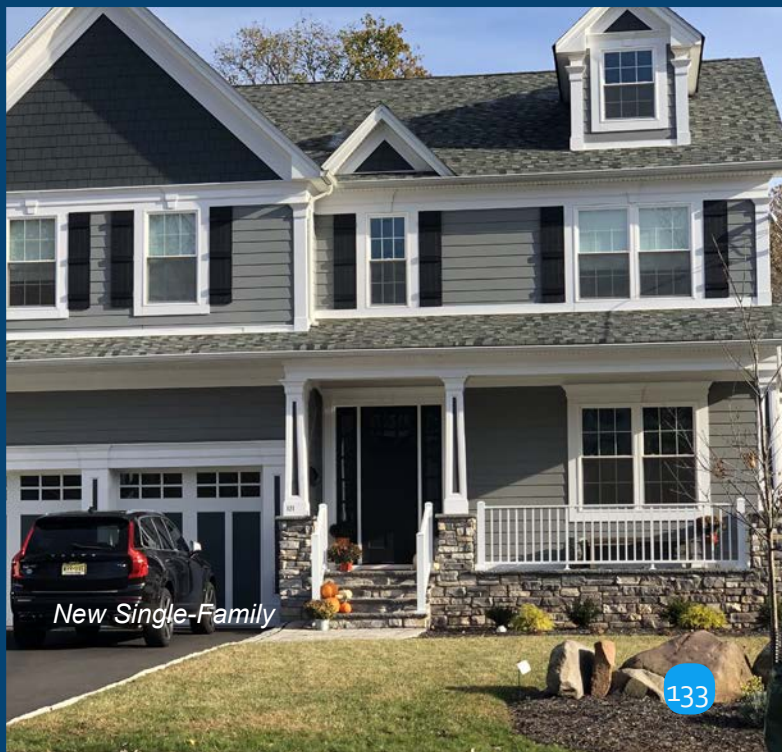
Single-Family



Historic Single-Family



Garden Apartment



New Single-Family





# HOUSING PAST ISSUES

## PAST ISSUES

H-3 AFFORDABLE HOUSING AND COAH

H-4 SENIOR HOUSING

» The following land use issues were identified in the 2002 Master Plan and 2009 Reexamination Report. This section discusses these issues, examines what activities and changes have taken place, and identifies whether the issues have since been reduced or have an increased need the Town should address.

## H-3 Affordable Housing and COAH

### a. Summary

**The Issue:** New Jersey municipalities must adopt a Housing Element and Fair Share Plan (HEFSP) to plan for the provision of their “fair share” of affordable housing for low- and moderate-income persons and households. The 2002 Master Plan provided a summary of affordable housing efforts per the HEFSP at the time.

**What has Changed:** Westfield has adopted several Housing Elements and Fair Share Plans since 2002:

- 2009 HEFSP adopted on May 27, 2009, amended February 4, 2013 after settlement of Mt. Laurel litigation of Sunnyside Senior Housing of Westfield, LLC v. Town of Westfield et. al, Docket No. UNN-L-135-09 (the “Sunnyside Settlement”).
- 2013 HEFSP adopted April 10, 2013, amended on December 2, 2013, amended on November 3, 2014, and amended on May 4, 2015.
- 2014 HEFSP adopted on November 3, 2014, simultaneously amended with the 2013 HEFSP on May 4, 2015.
- 2016 HEFSP adopted on November 7, 2016.
- 2018 HEFSP adopted on March 5, 2018.

The Fair Housing Act created the Council on Affordable Housing (COAH) to administer housing obligations. COAH’s responsibility was to calculate each municipality’s affordable housing obligation. The formula for calculating these obligations and the rules surrounding these obligations have changed over the years. On March 10, 2015, the New Jersey Supreme Court declared COAH “moribund” and ordered the courts to provide a judicial remedy due to COAH’s failure. The March 10th Decision provided that municipalities may initiate declaratory judgment actions and seek approval of their housing element and fair share plans through the courts.

COAH is now disbanded, meaning the process to calculate affordable housing obligation for each municipality is called into question. Several outside sources, Econsult and Fair Share Housing Center (FSHC), have released reports that calculate the municipal obligations according to COAH rules. The municipal obligations resulting from each report widely differ. Most municipalities are “settling” with

FSHC by accepting the responsibility to provide for a 30% reduction in their calculated affordable housing obligation and the Courts have issued a Judgment of Repose for these towns.

Westfield reached a settlement with Fair Share Housing Center in November 2017 and in March 2018, Town Council endorsed the 2018 Housing Element and Fair Share Plan and adopted nine (9) related ordinances. Their seven adopted overlay zones will produce about 100 affordable housing units.

### b. Overlay Zones

**The Issue:** The 2018 Land Use Plan in reference to affordable housing stated that overlay zones would be created to provide for affordable rental housing. The 2018 HEFSP described four overlay zones to be created as a result of settlements that were incorporated into the plan to permit rental housing development with mandatory housing set-aside requirements. The overlay zones range in density between 9.1 up to 37.7 units per acre. The following discusses that status of development on each of the overlay zones.

#### i. McMaster Site

The McMaster Site (aka Pan Am site, 501 South Avenue; Block 3002, Lots 5, 6, 12 & 13) will permit a development density of 25 dwelling units per acre yielding a total of 30 residential rental units of which 5 units will be affordable to low and moderate income families. The developer will be permitted to construct 7,055 square feet of ground floor retail fronting on South Avenue with ingress and egress limited to South Avenue.

**What has Changed:** The 30-unit apartment building was approved by the Town Planning Board on August 6, 2018. The project is called the “Circle Plaza of Westfield”. There is a ground-floor retail portion. The residential bedroom breakdown includes: 16 three-bedroom, 13 two-bedroom and 1 one-bedroom units. There are 59 parking spaces shared between residential and retail tenants, located under the building on the first floor. The project is currently being constructed.



## ii. Elite South

Elite Homebuilding (Elite South, 418-448 South Avenue East; Block 4005, Lots 3 & 4; Block 4004, Lot 17) will permit a mixed-use building with a residential component at a density of 25 dwelling units per acre based upon the total acreage of the three parcels (1.56 acres). Lot 17 will be developed for either parking to support the mixed-use development across the street or as open space appurtenant to Lots 3 & 4.

**What has Changed:** The site is within the south subzone, a part of the SW-AHO affordable housing overlay district (adopted March 13, 2018). The Mayor and Council have authorized the Planning Board to conduct a preliminary investigation to determine if the properties meet the criteria to be declared an area in need of redevelopment. If so, the governing body may draft and adopt a redevelopment plan for the properties to effectuate redevelopment.

## iii. Elite North

Elite Homebuilding (Elite North, 421-449 South Avenue East; Block 3307, Lots 1 & 2) will be permitted to develop at a residential density of 37.77 dwelling units per acre which will include a transfer of three (3) affordable units from a different site, which increases the total number of anticipated units to 156 units (inclusive of both market and affordable units). The three affordable housing units transferred will be earmarked for special needs tenants.

**What has Changed:** The site is within the north subzone, a part of the SW-AHO affordable housing overlay district (adopted March 13, 2018). The Mayor and Council have authorized the Planning Board to conduct a preliminary investigation to determine if the properties meet the criteria to be declared an area in need of redevelopment. If so, the governing body may draft and adopt a redevelopment plan for the properties to effectuate redevelopment.

## iv. Ross Place

Ross Place (203-215 Ross Place; Block 3007, Lots 3, 4 & 5) will permit multi-family residential development at a density of 9.1 dwelling units per acre for a total of 10 market rate units with a total of 10 attached garages pursuant to a

specific design as referenced in the agreement. The buildings are not to exceed 2-½ stories and are intended to be designed to reflect the single-family character of the existing neighborhood.

**What has Changed:** An application to combine the three parcels and develop 10 residential townhouse units in three separate buildings was approved by the Planning Board in July of 2019.

## v. NJ Department of Motor Vehicle

While the NJ Department of Motor Vehicle site (Myrtle Avenue; Block 4005, Lot 2) is owned by the State of New Jersey, the Town has identified it as a potential parcel for affordable housing and will request, at least once every two years, that this parcel be placed for sale by the State. Should the parcel be made available to the Town for affordable housing, the site will develop in accordance with the RA-5B zoning and will require a mandatory set aside for affordable housing.

**What has Changed:** The Town of Westfield makes continual requests to the State of New Jersey as required.

## vi. NJ Armory

NJ Armory (550 Rahway Avenue; Block 2904, Lot 2), owned by the State of New Jersey, presents an opportunity for affordable housing development. It is acknowledged that the site is not presently available and has been identified as a site that may be used partially or fully for educational purposes. Consequently, the Town has no obligation to zone or otherwise act with regard to this property until certain events trigger town action to promote the possibility of affordable housing development on this site as follows:

- » In the event that the Armory property is sold, transferred, or donated by the State of New Jersey to any person or entity (excluding a deferral or state agency), the Town agrees that it will provide a realistic opportunity for 16 affordable housing units through (a) rezoning of a portion of the Armory property; (b) rezoning of a portion of some other property situated in the Town; and/or (c) any other appropriate means in accordance with applicable law. The 16-unit obligation may not be met with bonuses.

» The basis of the 16-unit obligation will be as follows. Approximately half of the 12.41-acre Armory property (the southwest portion containing paved parking- not the northeast portion containing the main Armory building and two out-buildings) would be appropriate for residential housing at a density of no more than 14 units per acre, yielding an 84-unit development, 20% of which totals 16 affordable housing units.

» The 16-unit obligation may be met on-site or off-site through a 100% affordable housing project or inclusionary development. However, under no circumstances shall all or any portion of the Armory site redevelop for residential purposes for a non-100% affordable housing project without the inclusion of a mandatory affordable housing set-aside requirement of 20% if the affordable units will be for sale and 15% if the affordable units will be for rent.

**What has Changed:** The New Jersey Armory continues to be used for National Guard operations. This objective of the 2018 HEFSP should continue.

## vii. Williams Property

The Williams Property (Block 1905, Lot 13; 222 Springfield Avenue) was identified as a developable and suitable property for affordable housing by the Court-appointed Special Master and was approved by the Superior Court for inclusionary zoning in 2013. Pursuant to the 2018 HEFSP, the site was rezoned to permit a residential development density of 20 units an acre that could result in 130 dwellings and 26 affordable units.

**What has Changed:** The Williams Nursery property continues to be used as a nursery. At such a time that these operations cease, the above recommendations can be implemented. This objective of the 2018 HEFSP should continue.

## viii. Myrtle Avenue

The Town of Westfield owns 304 Myrtle Avenue (Block 4006, Lot 1) and 244 Grandview Avenue (Block 4007, Lot 13) with the intention of providing the property to a non-profit agency as a 100% affordable housing project for special needs housing. Partnering with a nonprofit agency, it is anticipated that this housing will yield 6 affordable housing units.

**What has Changed:** The Town of Westfield has sold the two properties to the ARC of Union County who is in the process of constructing dwellings on each to fulfill this affordable housing obligation as identified in the Town's Housing Plan. Each site will contain a four-bedroom dwelling, within a community residence as defined within the NJ Municipal Land Use Law. The Town adopted Ordinance No. 2114, amending certain bulk standards within the RA-5A Zone District to allow for these sites' development.

## c. Growth Share Ordinance

**The Issue:** Per the 2009 Reexamination Report, the Growth Share Ordinance must be amended in accordance with the final revised rules and regulations of the New Jersey Council on Affordable Housing (COAH).

**What has Changed:** Growth Share regulations were challenged in Court by affordable housing advocates and representatives of the building industry as unconstitutional. After years of litigation and failed amendments, on September 26, 2013, the New Jersey Supreme Court affirmed the Appellate Division's invalidation of COAH's "growth share methodology" on the basis that "growth share" methodology, incorporated into the Third Round Rules, were beyond the purview of the rulemaking authority delegated to COAH because they conflicted with the Fair Housing Act.

## H-4 Senior Housing

### a. Senior Housing Facility

**The Issue:** The 2002 Master Plan recommended the Town determine the need for, and if a need exists, the location for a senior citizen housing facility near the central business district. According to the 2004 Land Use Plan, the Planning Board identified the area on the west side of Prospect Street near Ferris Place as an appropriate location for an age-restricted housing facility as an alternative development option. For this alternative, the limitation of apartments to the upper floors and the requirement for storefront windows should not apply. Also, in order to accommodate such a development at an appropriate scale, a building height of four stories should be permitted, provided that any additional height is mitigated by appropriate design features, and parking should be permitted beneath the building.

**What has Changed:** In 2007, the 35-unit condominium community, located at 111 Prospect Street, was constructed to meet senior citizen housing needs near the downtown. This objective of the 2002 Master Plan has reduced and can be deemed complete.

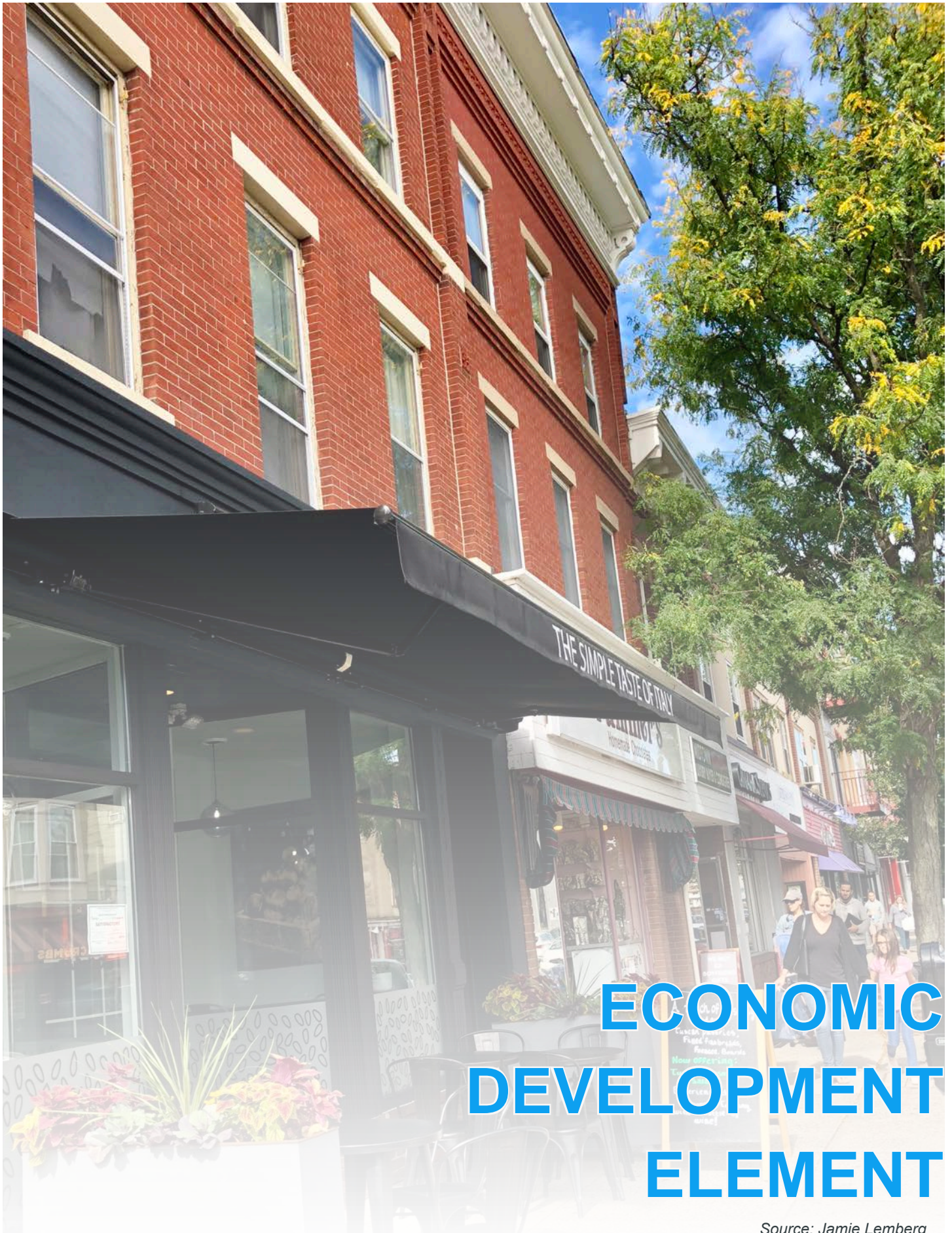
Additionally, senior citizen housing has been contemplated elsewhere in Town. On December 11, 2012 the Town of Westfield entered into a settlement agreement with the plaintiff of the Sunnyside Senior Housing of Westfield, LLC (Sunnyside) to include in the Town's Housing Element and Fair Share Plan the provision to permit 24 townhouse residential units to be constructed on property known as Block 3905, Lot 27, situated along the northerly side of Springfield Avenue, west of the Town border with the Township of Cranford. The subject property, 1.48 acres in size, is proposed to be developed with 24 townhouse units, 4 of which will be affordable. To date, the site has not been developed.

The Westfield Senior Housing Corporation is also in the process of expanding their property at 1129 Boynton Avenue (Block 4901, Lot 9). Approved by the Zoning Board of Adjustment in December of 2018, a 31 residential unit expansion of the facility is planned, along with a new surface parking area.





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# ECONOMIC DEVELOPMENT ELEMENT

Source: Jamie Lemberg



# KEY TAKEAWAYS

When asked to rate a list of issues affecting Westfield, survey participants rated:

# 5

*Goods & services in downtown*



# 61%

agree, Westfield

*could use more entertainment establishments*

*could use more restaurants*

# 56%

agree, Westfield

## Other Notable Topics

- Downtown severely lacks public spaces and needs placemaking to create interesting public nodes and activate the street level.
- Need more experiential retail and entertainment options.
- Attract traditional and non-traditional employers to diversify the tax base, support downtown businesses and offer residents an opportunity to work where you live.
- Draft a comprehensive streetscape plan to link the downtown through cohesive design, including street trees, furniture, sidewalks and plantings.
- Capitalize on underutilized properties, such as surface parking lots and one-story structures for future redevelopment and development opportunities.



# ECONOMIC DEVELOPMENT RECOMMENDATION PLAN

## Part 1

Below is a comprehensive Economic Development Recommendation Table that includes recommendations from the 2002 Master Plan and 2009 Reexamination Report that still apply today (indicated with a ED-1a, for example), as well as new recommendations identified as part of this 2019 Master Plan Reexamination effort.

### Directions

“Check off” a completed Recommendation and mark the year of completion as a way to measure progress.

**Short:** complete in 1-2 years; **Medium:** complete in 3-5 years; **Long:** complete in 10+ years.

### Economic Development Recommendation Plan

	<i>Recommendation</i>	<i>Implementing Party</i>	<i>Timeframe</i>	<i>Completed</i>	<i>Year Completed</i>
<b>Designation Processes</b>					
1	(ED-4a) Continue to support and endorse the downtown special improvement district and the managing entity, the Downtown Westfield Corporation.	Town Council	Ongoing		
2	(ED-6a) Continue to implement the 1999 Downtown Westfield Improvement Plan.	Downtown Westfield Corporation, Town Council	Medium		
3	(ED-6d) Study the appropriateness of extending SID boundaries.	Downtown Westfield Corporation, Town Council	Medium		
4	(ED-6e) Study the appropriateness of obtaining Transit Village designation for the Town.	Town Council	Medium		
5	(ED-6f) Investigate designations such as “Certified Local Government”, “Town Center”, and “Tree City” to assist Westfield in planning resources and grant opportunities.	Town Council, Other Partners	Short to Medium		
<b>Infrastructure and Buildable Land Supply</b>					
6	(ED-6c) Conduct Area in Need of Redevelopment or Rehabilitation in appropriate locations, such as the municipally owned parking areas in the commercial districts to incentivize development and rehabilitation.	Planning Board, Town Council	Short		
7	Explore areas for placemaking and creative placemaking in all areas of Town, including open space and public nodes to encourage more than a one stop trip in Westfield.	Downtown Westfield Corporation, Town Council	Short to Medium		
8	(ED-4c) Conduct studies to determine opportunities for increasing the use of shade trees and planters, and for preserving and enhancing the open space areas in the business districts.	Shade Tree Commission, DPW, Downtown Westfield Corporation	Short to Medium		
9	Prepare a comprehensive streetscape and design guidelines for the Downtown.	Planning Board, Town Council	Short		
10	Locate wayfinding signage for parking and destinations, at strategic areas throughout Town.	Planning Board, Town Council	Medium		

## Economic Development Recommendation Plan

	<i>Recommendation</i>	<i>Implementing Party</i>	<i>Timeframe</i>	<i>Completed</i>	<i>Year Completed</i>
11	(ED-5a & 5b) Maintain, improve, and provide additional pedestrian access routes between public parking and businesses.	Town Council, DPW, Downtown Westfield Corporation	Ongoing		
12	Encourage and help facilitate “social infrastructure” by introducing street-level energy in pop-up public spaces of vacant storefronts.	Downtown Westfield Corporation, Downtown Property Owners, Local Community Groups and Nonprofits	Short		
13	(ED-4b) Continue to support the function of the architectural review board and design standards in advising the Planning Board and Board of Adjustment concerning the design of public and private improvements in the business districts.	Architectural Review Board, Planning Board, Board of Adjustment	Ongoing		
14	Support and help facilitate property owners wishing to undertake façade improvements.	Downtown Westfield Corporation, Town Council	Ongoing		
15	(ED-6b) Continue programs of restoration and improvement of downtown buildings.	Town Planner, Architectural Review Board, Planning Board, Historic Preservation Commission, Board of Adjustment, Tenants and Property Owners	Ongoing		

## Infrastructure and Buildable Land Supply

16	Work with property owners to ensure their spaces are modernized to attract employers looking to locate in non-traditional workplace environments.	Downtown Westfield Corporation, Town Council, Property Owners, Major Employers	Ongoing		
17	Recognize the locally employed workforce and other visitors as a potential customer base and target their needs.	Downtown Westfield Corporation	Short		
18	Ensure quality, modern residential units for “downtown dwellers” that would result in downtown activation.	Property Owners, Planning Board, Zoning Officer	Short to Medium		
19	Continue to develop and implement a branding identity and marketing strategy for Westfield’s downtown.	Downtown Westfield Corporation, Town Council	Short		
20	Implement the land use and circulation recommendations for the Town’s downtown to make attractive and accessible environments where businesses will want to locate.	Town Council	Ongoing		
21	Continue to host shopping and entertainment events, with music and activities in the downtown area.	Downtown Westfield Corporation	Ongoing		

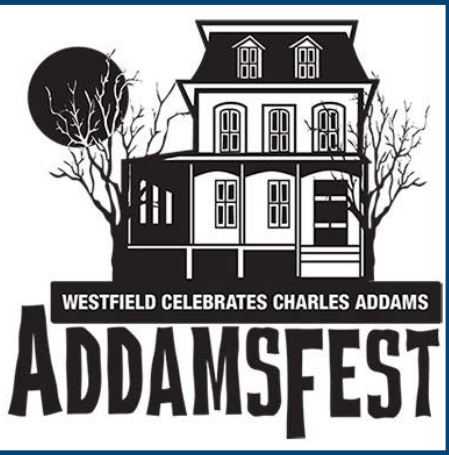
## Part 2

Below is a summary of the past issues and recommendations that have reduced or increased based on the discussions identified in the **Past Issues and Recommendations** section of this Element.

### Summary Table of Past Economic Development Issues and Recommendations

<i>Past Issue or Recommendation (from 2002 Master Plan or 2009 Reexam)</i>	<i>Increased or Maintained and Should Continue</i>	<i>Decreased or Resolved</i>
<i>ED-4 Downtown Aesthetic</i>		
a Downtown Westfield Corporation (DWC)	x	
b Architectural Review Board in Business Districts	x	
c Open Space in Business Districts	x	
d DWC Streetscape Improvement Project		x
<i>ED-5 Pedestrian Access Between Retail and Parking</i>		
a Improvements	x	
b Acquisition	x	
<i>ED-6 Economic Vitality</i>		
a Downtown Westfield Improvement Plan	x	
b Downtown Building Improvements	x	
c South Avenue Revitalization	x	
d Special Improvement District (SID) Boundaries	x	
e Town Designations	x	









## NEW ISSUES

ED-1 DOWNTOWNS AS CENTER OF PLACE

ED-2 EVOLUTION OF RETAIL

ED-3 NON-TRADITIONAL WORKPLACE

» A robust community outreach process uncovered several land use issues and trends forming in Westfield today. These new issues and trends and discussed in the following pages. Previous issues already identified in the 2002 Master Plan or 2009 Reexamination Report are discussed in the **Economic Development Past Issues** section of this Element.

## ED-1 Downtowns as Centers of Place

Downtowns have traditionally offered residents places to shop, places to worship, and opportunities to civically engage. While downtowns thrived as places to congregate, the rapid suburban growth of the 1950s not only brought a boom of single-family residences, but with it strip mall retail and big box stores. Downtowns during this time became neglected and deteriorated over time. Today, downtowns are back and thriving once again, as centers of place, offering a variety of amenities, activities and conveniences for all ages. Downtowns have a special place in the minds of Americans. We have fond memories of colorful Fourth of July parades down Main Street, shopping trips spent gazing at holiday storefront displays, and pleasant strolls along bustling pedestrian-crowded streets.



Image courtesy of DWC

Downtowns across the nation are supporting business communities, attracting “downtown dwellers”, encouraging arts and culture, and providing activities for residents and consumers with programs like Yoga in the Square (Pittsburgh, PA), Dog Days of Summer (Boonton, NJ) or Gallery Walk (Paseo Arts District, Oklahoma City, OK). Downtowns will continue to thrive as they provide unique experiences not found in Big Box or strip retail of yesteryear.

One way Westfield can ensure the future of its downtown as a center of place is through placemaking. Placemaking creates public spaces that promote people’s health, happiness, and well-being while also capitalizing on a community’s assets, inspiration, and potential. Westfield’s assets include its reputation as having an excellent downtown, variety of shopping and restaurants, and unique and historic building facades. The Town should capitalize on these existing assets to create unique public spaces throughout downtown. Building upon this concept of placemaking is “creative placemaking”, which uses the power of arts, culture, and creativity to serve a community’s interest. With Westfield’s recently established Public Arts

Commission, the Town has the capacity to promote and install public art and murals throughout Town.



Another strategy for the downtown is branding. Branding can take a variety of forms, but the most prominent may be banner signs, streetscape improvements, planters, and annual events such as Farmer’s Markets, street festivals, and online marketing presence. The Westfield Downtown Corporation does an excellent job at branding Westfield downtown to residents and local consumers with buying power and should continue these efforts.



Another way to generate activity nodes in the commercial downtowns is to attract residents to the area. There is a current trend to live in downtowns as more people are choosing to live in core neighborhoods with walkable amenities. With access to commuter rail and bus service to NYC, downtown businesses, and access to local Mindowaskin Park, “downtown dwellers” would enjoy what Westfield has to offer. While the Town’s zoning code currently permits apartments above commercial, these apartments should be analyzed to ensure that quality residential units are available, that meet the modern needs of future residents.



## ED-2 Evolution of Retail

With a changing population both on the national and local level comes changed shopping preferences. The new wave of consumers today are less inclined to buy consumer goods than consumer experiences. The Millennial and iGen are not buying as much goods as their Baby Boomer counterparts, in part due to these “Millennial Buyer” preferences and in part due to financial considerations, where Millennials have less disposable income today when compared to Baby Boomers at the same age. Compounding these buyer preferences and limited buying power is the fact that there will be less consumers in the future than today, as the US Census Bureau projects that by 2035 older adults aged over 65 will outnumber children. These older adults are past their peak spending years (average age 42) and will spend less in the marketplace as they age. Retailers are beginning to feel these affects as national retailers are closing their doors from increased competition amongst a smaller and less rich consumer base.

In addition, even people who do purchase consumer goods, the shift is towards “e-commerce” and away from traditional brick and mortar retail stores. Over the past several years, ecommerce spending has grown by about 15% each year, and now represents about 14% of total retail sales in the United States. Of that online spending (\$517.36 billion), 40% is attributed to Amazon. While the 14% figure is relatively small today, more than half of all retail sales growth is online. So not only are small businesses needing to reflect changing consumer spending patterns, larger traditional retailers (Walmart and Target as “category killers”), they must also differentiate themselves to the consumer who has the power to buy anything from anywhere from their home or smartphone.

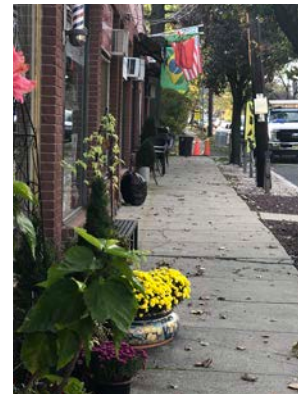
With this increased competition, property owners and landowners now need to create themed entertainment marketplaces, providing customers an experience beyond quality price and product variety. In fact, 61% of survey respondents indicated they would like more entertainment establishments in Westfield, and 56% stated they would like more restaurants. When asked about what development trends survey respondents would be in favor of, respondents picked unique trends that don’t currently exist within the downtown: 56% strongly approved of rooftop bars/lounges, 47% strongly approved rooftop gardens, and 47% strongly approved of microbreweries/distilleries in the downtown. Westfield should look at the zoning code



to ensure that entertainment type establishments are permitted and encouraged in the downtown.

In addition to creating these unique experiences inside their stores, retailers are now looking for asset-rich places to locate, where customers are more inclined to wander and shop longer. Municipalities play a large part in attracting retailers and consumers by providing these outdoor experiences.

Municipalities should look to improve streetscapes, make it easy for shoppers to navigate an area such as finding parking easily, and create an overall pleasant and safe pedestrian environment. Amenities such as resting areas, plantings, lighting, and art/culture/history in strategic locations will encourage shoppers to walk around



and shop longer or initiate a second point-of-sale, for example. It is strongly recommended that Westfield develop a streetscape master plan and streetscape design standards that the Westfield can implement as funding become available, but also to create standards that any property owner or development must implement as part of a site plan application.

To provide a safe and pleasant pedestrian environment, the Town should consider a Façade Improvement Program to reactivate building facades and welcome shoppers into the commercial downtowns. Large storefront windows would also augment the shopper’s experience in the public realm, encouraging the impulse to walk around and continue to shop. Another way to encourage walkability among visitors is to ensure safety from roadway traffic. Creating unique place identities through the public realm will attract retailers and will advance economic viability in these areas. These pleasant shopping experiences are also not limited to downtowns and can be applied through improved site design at shopping centers.

## ED-3 Non-Traditional Workplace

Where retail vacancies do occur in Town, Westfield can combat the trend through a tactical approach: physically occupying vacant storefronts and turning them into pop-up public spaces. Westfield does encourage temporary occupancy of vacant storefronts through its zoning ordinance and it is often implemented through seasonal Halloween stores and showcasing of local art. For example, Town groups or local non-profits could occupy vacant storefronts, offering free wi-fi, hosting game nights, documentary screenings, tournaments, or other events, not only introducing a little “social infrastructure” into downtown but also adding street-level energy in an otherwise vacant and low-energy location. Culture House, a non-profit organization located in Boston, was successful in implementing this idea, and did it rent-free. Where vacancies occurred, they negotiated with landowners to occupy vacant spaces until they could be filled by paying tenants. Westfield should consider this out-of-the-box idea to combat retail vacancies in the downtown.



Image: Boston, temporary occupancy

Traditional centralized workplaces are not as common today as they were in the age of suburban office parks of the 1980s and 1990s. Instead, companies are increasingly using freelancers or contractors to complete tasks, a new “gig economy”, where these temporary employees do not need to go to a centralized office location to complete their work. Remote work, also referred to as telecommuting or teleconferencing, for permanent employees is also on the rise, breaking traditional proximity requirements. In Westfield, 7.62% of workers work from home, over double that of the county’s share (3.75%). The future workplace no longer looks like a cubicle, but rather a home office, a café, or co-workspace. Co-workspaces are shared work environments for employees not employed by the same organization, but who work independently and share similar values, and offers solutions for work from home distractions and isolation. Even traditional workplaces are providing their employees with alternate options to their desks such as standing desks, work bars or cafes built into traditional work environments. Increasingly, these spaces are becoming more popular, changing the way we have traditionally thought of workplace environments. When asked about development strategies for the downtown, 36% of survey respondents strongly agreed that Westfield should attract major employers. Westfield should attract employers and other non-traditional workspaces into the downtown and other commercial areas, while recognizing the need of these employers to offer local amenities and modern office spaces to its employees.

Many downtowns such as Westfield have a need for a diversity of non-residential uses, such as modern office space or work share space to provide alternate goods and services as well as employment opportunities, which will further the diversity of the tax base. The presence of a workforce in the town of Westfield, especially within the Downtown, creates additional disposable incomes that will support the local businesses, especially during the midweek lunch period, where most retailers see a drop in revenue.

***The future of Westfield relies on attracting residents, businesses, and visitors to build a sustainable economic base.***





## PAST ISSUES

ED-4 DOWNTOWN AESTHETIC

ED-5 PEDESTRIAN ACCESS BETWEEN RETAIL AND PARKING

ED-6 ECONOMIC VITALITY

» The following land use issues were identified in the 2002 Master Plan and 2009 Reexamination Report. This section discusses these issues, examines what activities and changes have taken place, and identifies whether the issues have since been reduced or have an increased need the Town should address.



## ED-4 Downtown Aesthetic

### a. Downtown Westfield Corporation (DWC)

**The Issue:** The 2002 Master Plan supported and endorsed the downtown special improvement district and the managing entity, the Downtown Westfield Corporation.

**What has Changed:** This policy recommendation remains relevant and shall continue as part of this Master Plan Reexamination.

### b. Architectural Review Board in Business Districts

**The Issue:** The 2002 Master Plan supported the function of the architectural review board and design standards in advising the Planning Board and Board of Adjustment concerning the design of public and private improvements in the business districts.

**What has Changed:** This policy recommendation remains relevant and shall continue as part of this Master Plan Reexamination. The Land Use Ordinance should be amended to be consistent with this issue. Section 3.15A makes reference to the Architectural Review Board also reviewing applications for building permits, which should be removed.

### c. Open Space in Business Districts

**The Issue:** Conduct studies to determine opportunities for increasing the use of shade trees and planters, and for preserving and enhancing the open space areas in the business districts.

**What has Changed:** The Downtown Westfield Corporation in partnership with Williams Nursery has hosted the annual 'Westfield in Bloom' initiative in which flowering baskets are installed on light poles in the downtown and on Central Avenue. From 2009 to 2011, Westfield entered into the 'America in Bloom' competitions, earning special mentions and winning top prizes in 2010. Downtown street trees causing problems related to infrastructure such as growth into overhead wires were removed and replaced with more appropriate species as recently as June 2018.

### d. DWC Streetscape Improvement Project

**The Issue:** Support the implementation of the Downtown Westfield Corporation Streetscape Improvement Project for the central business district and the Central Avenue corridor, which incorporates shade tree plantings, ornamental street lighting, new sidewalks, ornamental tree wells and brick/concrete block paver crosswalks. Explore the feasibility of underground utilities in connection with this project.



**What has Changed:** As of the 2009 Reexamination Report, streetscape improvements in the Central Business District (CBD) - both completed and ongoing - include new light fixtures that enhance aesthetics and upgrade pedestrian safety. Extensive areas of the CBD have been upgraded not merely with plantings, but with decorative streetlights, bicycle racks and benches, newly line-stripped and imprinted pedestrian crosswalks, and pedestrian-oriented crossing signals, all spearheaded by the Downtown Westfield Corporation. Although this project has been implemented along Central Avenue, the core of Westfield's Downtown needs a comprehensive streetscape master plan and design guidelines.

## ED-5 Pedestrian Access Between Retail and Parking

### a. Improvements

**The Issue:** Pedestrian access routes between the public parking areas and stores should be maintained and improved. The Town should negotiate with property owners to acquire, lease or otherwise guarantee private alleys presently used for pedestrian access.

**What has Changed:** Per the 2009 Reexamination Report, the DWC spearheaded efforts to provide additional pedestrian access points between public parking lots and retail stores, and to make such locations safe, convenient, and handicap-accessible, continue.

## b. Acquisition

**The Issue:** Continue to and encourage acquisition of property or rights for pedestrian access routes between the public parking areas and stores in the central business district.

**What has Changed:** This policy recommendation remains relevant and shall continue as part of this Master Plan Reexamination.

## ED-5 Economic Vitality

### a. Downtown Westfield Improvement Plan

**The Issue:** Continue to implement the 1999 Downtown Westfield Improvement Plan, which provides new street trees, improved street lighting, renewed sidewalks, planters and benches and enhances open spaces in the business district.

**What has Changed:** The Downtown Westfield Improvement Plan has not been updated since 1999. Even though 20 years old, it still remains a valuable resource identifying various areas where improvements are warranted. This objective continues.

### b. Downtown Building Improvements

**The Issue:** Continue programs of restoration and improvement of downtown buildings by partnering with tenants and property owners, the Town Planner, Architectural Review Board, Planning Board, Historic Preservation Commission, Board of Adjustment and other organizations or authorities as prescribed.

**What has Changed:** Westfield's historic flatiron building has undergone historic restoration, guided by historic photos of the building from the 1920s and 1930s, with the help of the Downtown Westfield Corporation (DWC) Design Committee. This recommendation has proven effective and should continue. The DWC continues to work with property owners for sign and façade grants.

### c. South Avenue Revitalization

**The Issue:** Continue to review the opportunities to expand and revitalize the South Avenue section of the

business district with the objectives of making it a more full and integral part of the downtown. Also apply for grant funds from the NJ Office of Smart Growth for a consultant to study the revitalization of the South Avenue corridor areas (i.e., Westfield Ave./W. Broad).

**What has Changed:** The Office of Smart Growth was renamed in 2010 to the Office of Planning Advocacy, although it is not known whether grant funding for a revitalization study of South Avenue was ever applied for or granted. Recent improvements to South Avenue corridor include the establishment of Foundation Park in 2015, the construction of The Root Building, a two story mixed-use building at the corner of Westfield Avenue and South Avenue, the adjacent 3-story mixed use building, the Lions Roar microbrewery along the traffic circle, the 30 unit mixed use building known as the Circle Plaza of Westfield and the 3 story, 31 unit multi-family building at the corner of West Broad Street and Rahway Avenue known as The Parker. These recent developments will draw people to the South Avenue Corridor.

Even with these recent developments, the South Avenue corridor is still a good candidate for redevelopment or rehabilitation.

### d. Special Improvement District (SID) Boundaries

**The Issue:** Add a new map exhibit to the Downtown Economic Development Plan to illustrate the outlines of the Special Improvement District, as created and adopted by the Town Council pursuant to N.J.S. 40:56-65 et seq (General Ordinance No. 1675, 1996). Study the appropriateness of extending the boundaries of the Special Improvement District.



**What has Changed:** Since the establishment of the Special Improvement District boundaries in 1996, only one map change has occurred. An amendment was passed in 2011 which removed certain properties on the northern side of South Avenue, west of West Broad Street. The recommendation to explore expanding Special Improvement District boundaries remains and should continue.

**e. Transit Village**

**The Issue:** Study the appropriateness of obtaining Transit Village designation for the Town.

**What has Changed:** This objective of the Master Plan is discussed in more detail under the **Land Use Old Issues** section. Please refer to that section for more information.

**f. Town Designations**

**The Issue:** Investigate designations such as “Certified Local Government”, “Town Center”, and “Tree City” to assist Westfield in planning resources and grant opportunities.

**What has Changed:** One of the Historic Preservation Commission’s top objectives as part of a Mission Statement and Goals rewrite in 2018 is to acquire Certified Local Government designation. The Town is actively pursuing the designation and has been in contact with the State Historic Preservation Office. The Historic Preservation is working in concert with Town officials to amend the Town’s Historic Preservation Ordinance to be fully compliant with requirements of

the Certified Local Government program. Westfield is also not a Tree City, USA community. Westfield is not an officially designated “Town Center” by the State Planning Commission. A Town Center is identified by the State Plan as “a center that has a high investment in public facilities and services several neighborhoods with a highly diverse housing stock and a central core of retail, office, and community facilities. As described in the Policy Map section of the State Plan, Town’s are NJ’s traditional centers of commerce and government.” In 2004, Westfield was named a Great American Main Street by the National Trust for Historic Preservation.







# COMMUNITY FACILITIES ELEMENT

# KEY TAKEAWAYS

When asked to rate a list of issues affecting Westfield, survey participants rated:

# 2

*Condition of  
parks & rec.*



*57% very important*

## *Other Notable Topics*

- Develop a multigenerational performing arts/community/cultural center that will act as a community hub for residents and visitors of Westfield.
- Identify additional opportunities for community meeting space.
- Implement the recommendations of the of the Strategic Parks Plan.
- Encourage sustainability measures in existing and proposed community facilities with requirements set forth in the zoning code.
- Upgrade technology in civic functions such as online tax payments, online building permits, and WiFi in the downtown.
- Relocate the Historic Fire Department and develop a plan for a new centrally located facility or two separate departments. The historic firehouse should be rehabilitated for a community and commercial space.

# COMMUNITY FACILITIES RECOMMENDATION PLAN

## Part 1

Below is a comprehensive Community Facilities Recommendation Table that includes recommendations from the 2002 Master Plan and 2009 Reexamination Report that still apply today (indicated with a CF-1a, for example), as well as new recommendations identified as part of this 2019 Master Plan Reexamination effort.

### Directions

“Check off” a completed Recommendation and mark the year of completion as a way to measure progress. **Short:** complete in 1-2 years; **Medium:** complete in 3-5 years; **Long:** complete in 10+ years.

### Community Facilities Recommendation Plan

	<i>Recommendations</i>	<i>Implementing Party</i>	<i>Timeframe</i>	<i>Completed</i>	<i>Year Completed</i>
<b>Educational Facilities</b>					
1	(CF-8b) Continue to share school facilities, such as gyms, classrooms, and fields, for recreation activities, community groups, and the public.	Town Council, Board of Education, Community and Rec. Groups	Ongoing		
2	(CF-8c) Continue to study on-street parking and traffic conditions around public schools, and if problems are determined to exist, identify actions and opportunities to reduce or eliminate those problems.	Town Council, Board of Education, Public Safety Transportation & Parking Committee, Traffic Safety Consultant	Ongoing		
3	(CF-9a) At such a time that the National Guard Armory becomes available, acquire the building and site for educational purposes. If not needed for education, the site should be used for affordable housing purposes.	Town Council, National Guard, Board of Education	Ongoing		
4	Consider a joint venture between the Town of Westfield and the Board of Education to rebuild, renovate, and refurbish community facilities and multi-use athletic fields on school properties.	Town Council, Board of Education	Short		
<b>Town-owned Facilities</b>					
5	(CF-9b) Conduct a complete building evaluation of Town Hall to determine scope of work, necessary for the next 5-10 years to retain integrity and functionality.	Town Council	Short		
6	(CF-9c) Complete a facilities audit for Town-owned buildings and properties to ascertain uses, conditions, and both the need and potential for optimization of use of existing facilities.	Town Council	Short		
7	(CF-11c) Proactively encourage private investment of the north side train station, in the event that NJ TRANSIT chooses to no longer lease the building for ticket sales.	Town Council	Medium		
8	(CF-13a) Complete an energy-audit of all Town-owned buildings to determine energy usage and the need to achieve greater energy efficiency.	Town Council	Short to Medium		
9	(CF-13b) Conduct a water consumption analysis for all municipal facilities.	Town Council	Short to Medium		



## Community Facilities Recommendation Plan

	<i>Recommendations</i>	<i>Implementing Party</i>	<i>Timeframe</i>	<i>Completed</i>	<i>Year Completed</i>
10	(CF-13c) Purchase “green” goods and materials to meet the needs of Town government, where feasible. This includes the purchase of vehicles such as hybrids.	Town Council, Purchasing Department	Short to Medium		
11	(CF-9c) Prepare a long-term facility plan to address and properly provide for the space and functional needs of all Town Departments and those departments’ parking needs.	Town Council	Medium		
12	(CF-13f) As part of the long-term facilities plan recommended in #11 above, provide mechanisms for “green” building enhancements, such as green stormwater infrastructure.	Town Council	Medium		
13	(CF-9d) Develop public uses, such as educational and town-owned facilities, in a manner that is compatible with neighborhood development, as practicable.	Planning Board, Board of Education	Ongoing		
14	Consider small technology investments across civic functions.	Town Council	Short to Medium		
15	Consider relocating the Fire House Headquarters from its location on North Avenue.	Fire Department	Short		
16	Improve Fire House #2 located on Central Avenue and transfer the headquarters title to this location.	Fire Department	Short		
<b>Parks</b>					
17	(CF-10a) Continue to review the listed properties for open space acquisition, if they become available.	Town Council	Ongoing		
18	(CF-10b) Continue to beautify Foundation Park.	Town Council, Parks Department	Ongoing		
19	(CF-10f) Continue to use Brightwood Park for primarily passive recreation activities and strongly discourage conversion to active recreation.	Town Council, Parks Department	Ongoing		
20	(CF-11d) Continue to maintain and preserve the Plaza War Memorial.	Town Council, DPW	Ongoing		
21	Implement the recommendations from the 2019/2020 Strategic Parks Plan.	Various Implementing Parties	Ongoing		
<b>Community</b>					
22	(CF-14b) Investigate opportunities for enhanced lighting for pedestrian activity.	Town Council, DPW	Short		
23	Consider constructing a Town Community Center, built with reservable meeting/event space, indoor recreational facilities, and with programming for all-age activities, to meet the needs of all Westfield residents.	Town Council	Medium		
24	Collaborate with community-based arts and culture organizations to include programming in Town parks and in downtown, and to integrate public art throughout Westfield.	Town Council	Ongoing		

## Community Facilities Recommendation Plan

	<i>Recommendations</i>	<i>Implementing Party</i>	<i>Timeframe</i>	<i>Completed</i>	<i>Year Completed</i>
<b>Sustainability</b>					
25	(CF-12a) Continue to support and aim to increase participation of the Town Recycling program.	Town Council, Recycling Coordinator, DPW	Ongoing		
26	(CF-12b) Consider public recycle containers in the Central Business District.	Town Council, Recycling Coordinator, Downtown Westfield Corporation (DWC)	Short		
27	Consider public recycle containers in Town parks.	Town Council, Recycling Coordinator, DPW	Short		
28	(CF-12c) Study and determine the advisability of providing uniform recycling containers for private properties.	Town Council, Recycling Coordinator, DPW	Short		
29	Develop local programs to reduce the use of single-use plastics.	Town Council	Short		
30	Develop local programs to divert food waste from the disposal waste stream.	Town Council, Recycling Coordinator	Short		
31	Expand curbside recycling to include additional materials (subject to the global market).	Recycling Coordinator	Ongoing		
32	Improve communication about the recycling schedule and recyclable materials via the Town's website, and via the mobile app Recycle Coach, made available for free by the State.	Recycling Coordinator	Short		
33	Study the feasibility of expanding the operating hours of the Conservation Center.	Town Council, DPW	Short		
34	(CF-12d) Prepare and adopt a Recycling & Utilities Plan Element to the next Master Plan.	Planning Board	Long		
35	(CF-13g) Prepare and adopt a Conservation and Sustainable Community Plan Element to the next Master Plan.	Planning Board	Long		
36	(CF-13d) Assess opportunities for use of alternative fuels in Town DPW rigs, vehicles, fire trucks, and equipment.	Town Council, DPW	Short		
37	Install recharge stations in municipal parking lots.	Town Council	Short		
38	(CF-13e) Minimize chemical use (i.e. pesticides, herbicides, fertilizers) in parks and other Town-owned lawns and open spaces.	DPW	Short		
39	Prepare an Impervious Cover Assessment and Reduction Action Plan to address localized street flooding.	Town Council, Rutgers	Short		
40	Adopt design standards and siting and maintenance guidance for green stormwater infrastructure within the Town's Land Use Ordinance.	Planning Board, Town Engineer	Short		
41	Locate, design, and oversee the installation of a demonstration rain garden at a Town park or other Town facility.	Town Council, Rutgers University Water Resources Cooperative Extension	Short		

## Community Facilities Recommendation Plan

	<i>Recommendations</i>	<i>Implementing Party</i>	<i>Timeframe</i>	<i>Completed</i>	<i>Year Completed</i>
42	Explore the installation of solar photovoltaic panels or other renewable energy installations at Town-owned properties.	Town Council	Short to Medium		
43	Study the feasibility of a solar canopy at the Memorial Pool Complex.	Town Council	Short to Medium		
44	Amend the Town's current solar panel ordinance to allow more residents to benefit from solar energy.	Town Council	Short		
45	Explore energy aggregation programs to benefit residents.	Town Council	Short to Medium		

## Part 2

Below is a summary of the past issues and recommendations that have reduced or increased based on the discussions identified in the **Past Issues and Recommendations** section of this Element.

### Summary Table of Past Community Facility Issues and Recommendations

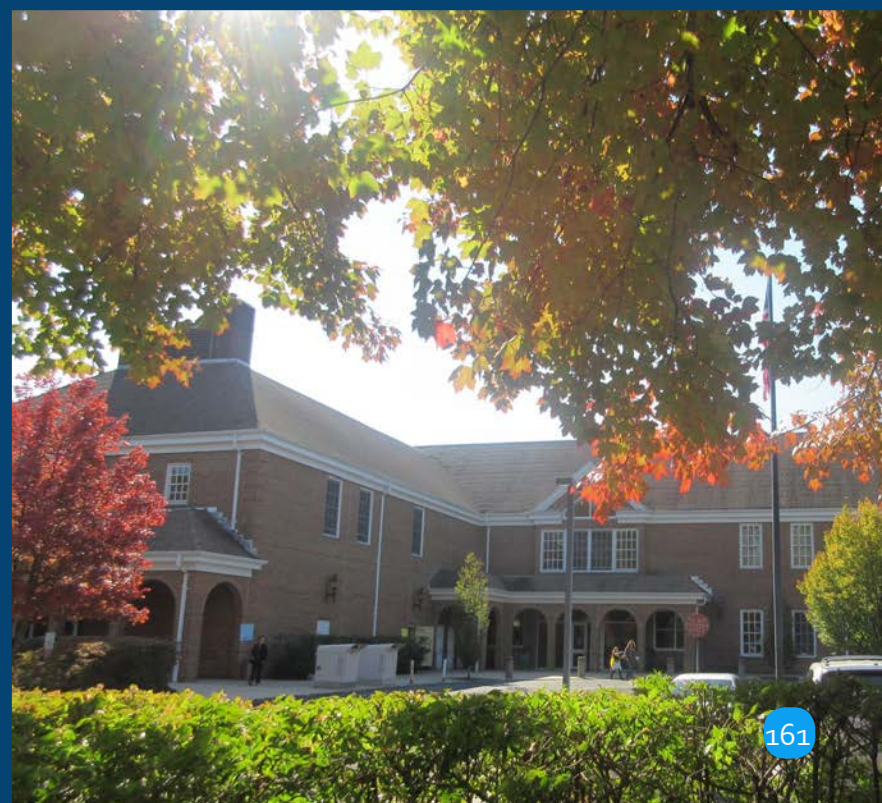
<i>Past Issue or Recommendation (from 2002 Master Plan or 2009 Reexam)</i>	<i>Increased or Maintained and Should Continue</i>	<i>Decreased or Resolved</i>
<i>CF-8 Education Facilities</i>		
a Lincoln School		x
b Facility Sharing	x	
c School Traffic	x	
<i>CF-9 Public Facilities</i>		
a The National Guard Armory	x	
b Town Hall	x	
c Facilities Audit	x	
d Minimize Detrimental Impacts	x	
<i>CF-10 Open Space and Recreation</i>		
a Future Open Space	x	
b Beautification		x
c Mindowaskin Park		x
d Memorial Pool Complex		x
e Clark Park		x
f Brightwood Park	x	
g Gumbert Park		x
<i>CF-11 Community Uses in Historic Structures</i>		
a North Avenue Fire House		x
b Historic Reeves House		x
c North-side Train Station	x	
d Plaza War Memorial	x	



## Summary Table of Past Community Facility Issues and Recommendations

<i>Past Issue or Recommendation (from 2002 Master Plan or 2009 Reexam)</i>	<i>Increased or Maintained and Should Continue</i>	<i>Decreased or Resolved</i>
<i>CF-12 Recycling</i>		
a Recycling Program	x	
b Public Recycle Containers	x	
c Uniform Recycle Containers	x	
d Recycling & Utilities Plan Element	x	
<i>CF-13 Sustainability</i>		
a Energy Audit	x	
b Water Consumption Analysis	x	
c “Green” Purchasing	x	
d Alternative Fuels	x	
e Chemical Use	x	
f “Green” Building Enhancements	x	
g Conservation and Sustainability Community Plan Element	x	
<i>CF-14 Arts &amp; Culture</i>		
a Cultural Arts Center Feasibility		x
<i>CF-15 Safety</i>		
a Pedestrian Lighting	x	









## NEW ISSUES

CF-1 COMMUNITY CENTER

CF-2 PARKS PLAN

CF-3 ARTS & CULTURE

CF-4 TOWN TECHNOLOGY

CF-5 TOWN SERVICES

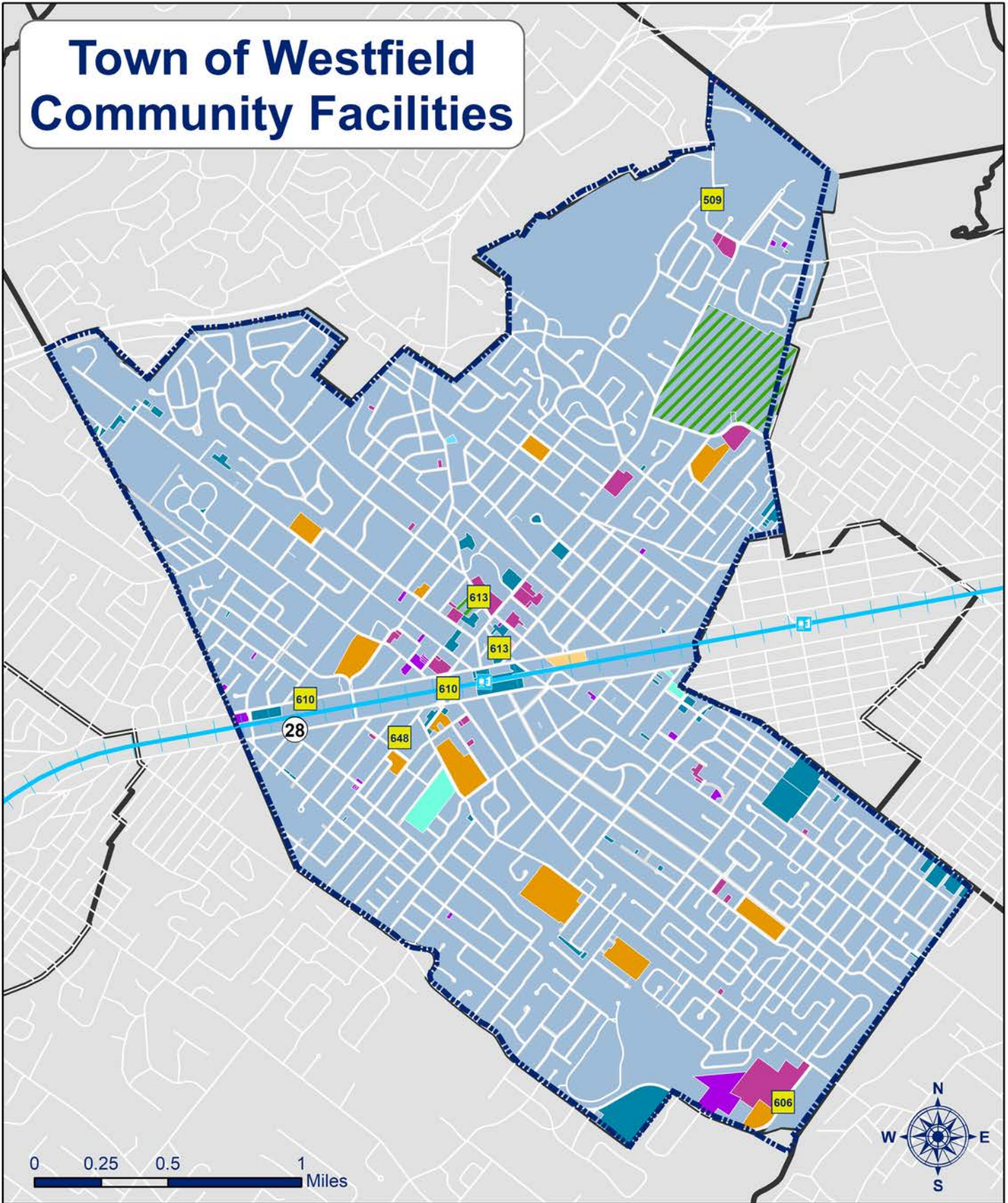
CF-6 EFFICIENT USE OF BOARD OF EDUCATION  
PROPERTIES

CF-7 SUSTAINABILITY

» A robust community outreach process uncovered several land use issues and trends forming in Westfield today. These new issues and trends and discussed in the following pages. Previous issues already identified in the 2002 Master Plan or 2009 Reexamination Report are discussed in the **Community Facilities Past Issues** section of this Element.



# Town of Westfield Community Facilities



- Museum
- County Facility
- Religious
- State Facility
- Cemetery
- Post Office
- School Facility
- Other (Nursing Home, Veterans, etc.)
- Town Facility

## CF-1 Community Center

One of the most recurrent themes of discussion at the Spring 2019 community workshop sessions are the desires to have a multi-generational community center and access to rentable meeting/event space. Residents expressed their desire for a center that would not be specific to any one age group, such as teens, or seniors, but rather a place welcome to all community members that offers a variety of activities. While there is an existing community center operated by the United Way of Greater Union County located at 558 Broad Street and a Teen Center located in the lower level of Town Hall, both spaces are outdated, underutilized, and not well advertised for public use. The Broad Street community center offers several activities programs including programming for senior citizens and offers its space for rent while the Teen Center caters to teens and has limited hours.

Many members of the community also expressed a concern over a lack of adequate meeting space in Town. While the Town does offer some adequately sized meeting spaces, including the Town Hall Community Room and some rooms of the Westfield Public Library, neither have abundant parking capacity or offer the proper venue for events that may need use of a kitchen.

Westfield should consider building a Community Center built with reservable meeting/event space, gym space, activities for teens and seniors, among other age groups, and indoor recreational activities to meet the needs of Westfield residents. When considering locations for a community center, one option would be to co-locate near to an existing park, school field facility, other Town-owned community facility, or as part of a new development.

## CF-2 Parks Plan

The Parks Strategic Master Plan is being prepared concurrently with the Reexamination Report for the Town of Westfield. While the Parks Plan had a public outreach process separate from the process for this Master Plan Reexamination Report, two public outreach meetings were hosted jointly for the Parks Plan and the Reexamination Report. Residents voiced concerns over the quantity and quality of recreational fields in the Town of Westfield at all of the Master Plan Reexamination Report meetings held during Reexam public outreach process. Once completed, this Parks Plan should be considered for adoption as an element of the Town's Master Plan.



## CF-3 Arts & Culture

Throughout the Spring 2019 community workshops, residents expressed a desire for more arts and culture in the Town of Westfield. Feedback indicated a preference for public art in the downtown and in parks. Others suggested more community-related art activities and programming, while others recommended a visual arts center or performing arts center. Positive comments were received about the Rialto Movie Theatre and Summer Jazz nights. The Town should collaborate with community-based arts and culture organizations such as the Westfield Community Players theatre to advertise events, include programming in Town parks and in downtown, and to integrate public art throughout Westfield. If a community center is constructed, perhaps a portion of the building could include spaces for making and showcasing art pieces and performances.

The Town has established a seven-member Public Arts Commission to help promote the installation of public



art and murals throughout the Town, as well as review their proposed installations. Among their powers are to hear and review applications for the creation of public art within Town, including murals, and the power to render decisions regarding the issuance or denial of permits for them; to advise the Mayor and Council, Planning Board, and Board of Adjustment regarding matters which affect the creation of public art within the Town; and, to create a non-exclusive list of spaces that are eligible and appropriate for the location and siting of murals and public art within the Town.

## CF-5 Town Services

The Westfield Fire Department Headquarters is located in downtown at 405 North Avenue within a locally designated historic landmark. The building is also located on the state and national historic registers. Modern 21st century fire trucks, and the regulations by which fire stations should house these trucks, are no longer compatible with this historic fire house. While modernizing the interior of the historic structure to accommodate these trucks is an option, it would require substantial financial resources to implement upgrades, that may alter the structure's unique historic appearance as a result. Eliminating a fire house is not recommended, as a Fire House assessment study currently underway preliminarily recommends Westfield maintain two firehouses, to ensure effective response times and adequately serve the community. Instead, the Town should consider relocating the station out of the historic structure, implementing necessary improvements to Westfield Fire House #2 on Central Avenue, and transferring the headquarters designation from the first firehouse to Fire House #2. Any new location of the current firehouse headquarters should be centrally located in order to adequately serve the needs of all residents with reasonable response times.

## CF-4 Town Technology



Technology systems are being implemented in a growing number of municipalities across the U.S. Beyond social media, digital interactions between U.S. municipalities and residents is already widely practiced, whether it be through recycle route alerts or reminders, alerts about road closures, or online bill pay. Some digital applications, for instance, allow for development application submissions, tracking, and public viewing. Other web applications offer online community engagement initiatives for Town-sponsored projects. Data-driven efforts across civic functions is also gaining popularity. Jersey City's Open Data Portal, for instance, offers a multitude of interactive datasets including zoning, murals map, municipal budget visualization, and more. Technology services are desired by Westfield residents. When asked which technology service Westfield should implement, survey respondents chose free wi-fi in downtown (52%), online parking registration and bill pay (52%), and building permit submittal and applications (51%), most of the time. Westfield should consider the plethora of online services available to municipalities, that allow for efficient processes, civic engagement and transparent government.





## CF-6 Efficient Use of Board of Education Properties

In conjunction with a lack of meeting space, were residents' desire for improved coordination for use of Board of Education facilities. Many residents felt school gyms, rooms, and fields could be better shared with the public. In addition, residents voiced their concerns over the quality of school fields in particular. With a reputation for a high-quality education in Westfield, that reputation should also be reflected in school properties.

Historically, the School Board has bonded for school property improvements through voter referendum. In recent years, these referendums have received mixed results as the number of improvements spans eleven school properties, all with a combined average building age of 75 years old. Below is a history of some of the major school referendums:

- 1998 referendum for \$11.73M for various schools to provide new classrooms, provide cable to classrooms and libraries, upgrade lavatories to comply with the Americans with Disabilities Act (ADA), replace floors, and expand Wilson School library.
- 2000 referendum for \$21M for the Westfield High School to construct a 55,000 square-foot addition to the science wing and renovate the Girls' Athletic Complex at Kehler Stadium.
- 2004 referendum for \$1.38M for Kehler Stadium to install artificial turf and a new running track.
- 2007 referendum for \$9.4M for Lincoln School rededication, expansion of the Roosevelt Intermediate School cafeteria and library, window replacements at Edison Intermediate School
- 2015 referendum for \$8.6M for Priority One Safety Infrastructure Projects

Both the Town and the Westfield Board of Education should consider entering into a joint venture to rebuild, renovate and refurbish community facilities and multi-use athletic fields on school properties.



### Woodbridge, NJ: A Case Study *The Woodbridge Township School District Facilities Improvement Project*

When redevelopment projects increased in the township in 2006, as did "PILOT" (Payment in Lieu of Taxes) funds, Woodbridge unofficially began a policy to share PILOT funds with education partners. To achieve this joint venture, the township passed a Bond Ordinance to achieve large-scale investment in the school district, and used 25% of PILOT funds as a way to pay debt service on the borrowing. However, the PILOT fund investment must also benefit the community. From 2013 to 2014 for example, \$16.84 million in two bond ordinances was dedicated to more than 40 community-related projects on school properties, such as multi-use turf fields, new softball fields, tennis courts, new auditorium seating, and new school playgrounds. Ultimately, this program helps increase the township's "curb appeal" on the image of its school system, park facilities, and overall reputation.

## CF-7 Sustainability

A continuing recommendation of the 2002 Master Plan is to prepare a Conservation and Sustainable Community Plan Element as part of any new Master Plan undertaken by the Town. Until that time, there are emerging “green” trends now that can be discussed as part of this effort, such as climate resiliency and mitigation, “green” buildings, recycling, green infrastructure, and sustainability management systems, among other topics. “Green” trends that apply to the community facilities element include, green infrastructure, energy planning, and recycling. These items are discussed in more detail below while other “green” trends are discussed in some of the other Master Plan Reexamination Report Elements.

### *Green Infrastructure*

Under natural conditions, precipitation (or stormwater) is absorbed into the ground, where it is filtered, and replenishes aquifers or flows into streams, rivers, and estuaries. In developed areas, impervious surfaces such as pavement and buildings prevent stormwater from naturally soaking into the ground. Stormwater runoff from lawns and streets flow through the storm sewer system carrying loads of pesticides, fertilizers, automotive oil, and grease that directly pollute our streams, rivers, and coastal waters. The resulting rush of stormwater discharge across these impervious surfaces can also cause infrastructure damage, downstream flooding, and stream bank erosion. Localized flooding on Westfield streets and properties is commonplace with storm events of 1 inch or more. Stormwater management can be an effective tool to prevent the unintended consequences of development from negatively impacting the environment.

Green stormwater infrastructure is an adaptable term used to describe an array of products, technologies and practices that use natural systems or engineered systems to enhance overall environmental quality and provide utility services. As a general principle, green stormwater infrastructure techniques use soils and vegetation to infiltrate, evapotranspiration, cleanse, and/or recycle stormwater runoff and help resolve environmental issues related to non-point source pollution, water quality and storage. These technologies can simultaneously help improve air quality, reduce energy demands, mitigate urban heat islands, and sequester carbon while also providing communities with aesthetic and natural resource benefits. Some examples of low-impact techniques of green stormwater infrastructure include rain gardens,

swales, porous or permeable pavers, and rooftop gardens. To address localized street flooding, Westfield should prepare a more systematic and informed Impervious Cover Assessment and Reduction Action Plan to identify what types of green infrastructure work best in specific areas of concern; such a plan can be prepared by the Rutgers University Water Resources Cooperative Extension Service for a very modest fee.

Ideally, however, all subdivisions and site plans subject to Town approval should include the use of green stormwater infrastructure and no-structural best management practices (BMPs) and the Town of Westfield should offer developers and applicants design standards and siting and maintenance guidance for green stormwater infrastructure. For example, multi-family housing complexes and municipal buildings and properties are ideal places to provide green infrastructure, such as porous pavements and rain gardens to capture parking lot runoff, or flow-through planters at gateway entrances or walkways.

Parks are also an ideal place to install highly visible demonstration rain gardens and other green infrastructure facilities. For example, the Town could spend a portion of its budget on a partnership with the Rutgers University Water Resources Cooperative Extension to locate, design and oversee installation of a demonstration rain garden in Westfield. In addition, Rutgers Extension has agreed to provide, free of charge, green infrastructure training for planners, engineers and interested residents through the Sustainable Jersey Union County Regional Hub; this training can result in rain garden concept designs for a limited number of residents, CEU credits for Town engineers and CM credits for planners.

### *Energy Planning*

According to the U.S. Department of Energy (in 2005), energy can account for as much as 10 percent of the local government’s annual operating budget. Reducing energy use in public buildings can provide a multitude of benefits, including reduced greenhouse gas emissions and other environmental impacts; reduced energy costs, annual taxpayer savings; increased economic benefits through job creation and market development; demonstrated leadership; improved air quality and productivity in energy-efficient and green buildings; and engagement with the community.

Local governments can promote energy efficiency in their jurisdictions by developing and implementing strategies that improve the efficiency of municipal facilities and operations, and further, can lead by

example, thereby motivating the private sector and other stakeholders to follow suit. First, Westfield should conduct a baseline assessment of energy performance in existing buildings, a practice known as benchmarking. While these assessments can take many forms, local governments, for example, can compare a building's energy performance to the performance of similar buildings across the country. Or, local governments can conduct an energy audit, which compares actual performance of a building's systems and equipment with its designed performance level or the performance level of top performing technologies. Typically prepared by an energy professional, energy audits can be used to prioritize energy efficiency investments.

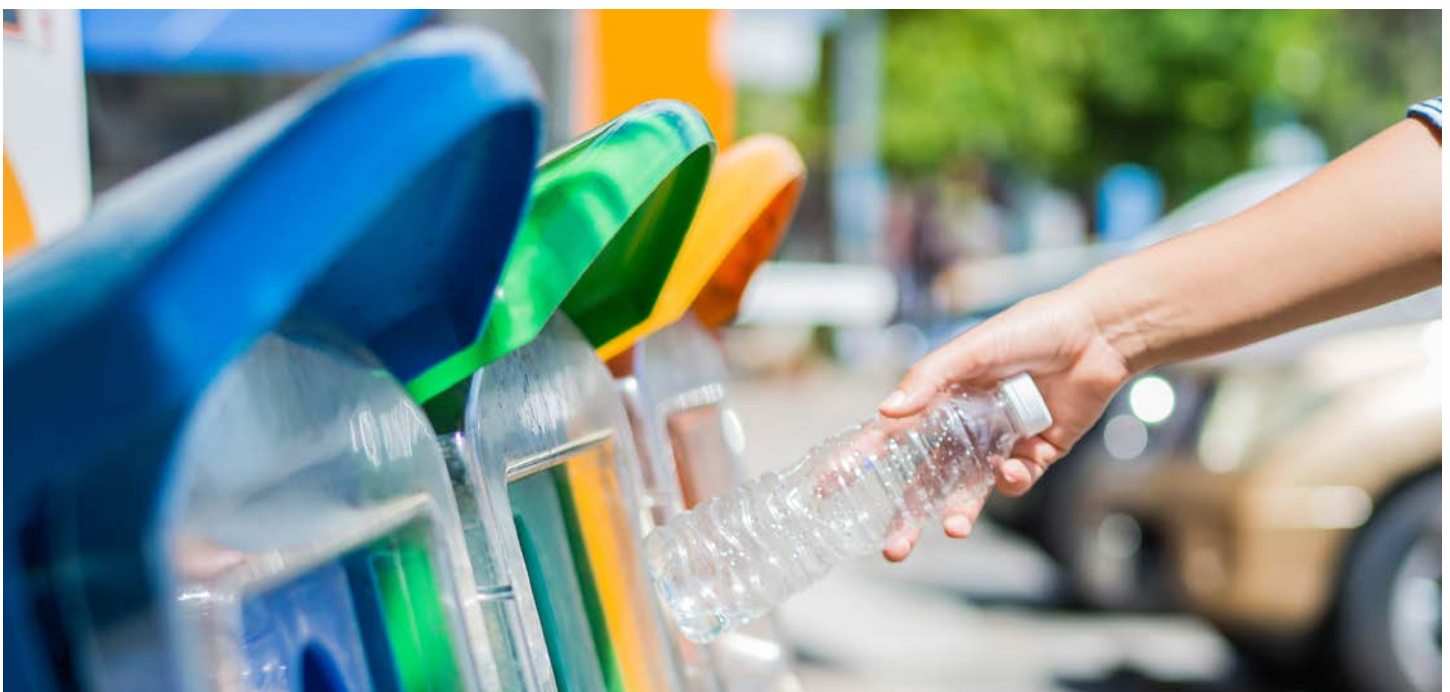
The Town should also explore the installation of solar photovoltaic panels or other renewable energy installations to both reduce energy costs and avoid greenhouse gas emissions. For instance, the Town could study the feasibility of a solar canopy at the Memorial Park Complex, which could save up to \$100,000 per year at no cost to the Town. Changes to the Town's solar panel ordinance would allow more residents to benefit from solar energy.

Westfield can also reduce energy consumption by developing financing options to help lower the cost of making energy efficiency improvements in new or existing homes. By adopting these energy efficiency policies and programs, Westfield will help

homeowners save money on their energy bills, and lower greenhouse gas emissions. The Town should explore energy aggregation, for instance, which helps residents save money through a volume discount and collectively designate renewable energy generation sources, similar to what several towns in Essex County have done individually or collectively.

### **Recycling**

Westfield can minimize the many adverse health and environmental impacts of solid waste disposal by expanding the range of materials that are recycled in Westfield and, more importantly for the longer-term, by reducing the sources of generation of such wastes. Some ways to achieve this beyond what we have already accomplished include: (1) developing local programs to reduce the use of single-use plastics; (2) building a program to divert food waste from the disposal waste stream, to reuse for energy recovery or to the production of compost materials that can be used by the community; (3) expanding curbside recycling to include other materials (subject to the global market); (4) introducing additional recycling programs at the Recycling Center; (5) introducing recycling to downtown and all parks; (6) better educating citizens on the proper ways to recycle, including what is acceptable for routine pick-ups (e.g., wet paper and soiled or contaminated cardboard are not permitted) and what is recyclable at the recycle center; and (7) expanding the hours of the Recycle Center.





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## PAST ISSUES

CF-8 EDUCATIONAL FACILITIES

CF-9 PUBLIC FACILITIES

CF-10 OPEN SPACE AND RECREATION

CF-11 COMMUNITY USES IN HISTORIC STRUCTURES

CF-12 RECYCLING

CF-13 SUSTAINABILITY

CF-14 ARTS & CULTURE

CF-15 SAFETY

» The following land use issues were identified in the 2002 Master Plan and 2009 Reexamination Report. This section discusses these issues, examines what activities and changes have taken place, and identifies whether the issues have since been reduced or have an increased need the Town should address.



## CF-8 Educational Facilities

### a. Lincoln School

**The Issue:** As of 2002, the Lincoln School (built in the 1920s) was being leased as a special education school. The 2002 Master Plan recognized the long-term future use of Lincoln School was not certain and should be the subject of monitoring and future study.

**What has Changed:** As part of a 2007 \$9.4 million bond referendum, the Lincoln School was rededicated in 2008 as an early childhood learning center for Town-wide kindergarten and is home to pre-school program for children with special needs. It also has a transitional kindergarten program. This objective of the Master Plan is deemed resolved.

### b. Facility Sharing

**The Issue:** The practice of using school facilities for organized recreation activities is proposed to continue, and to make the buildings available for community groups.

**What has Changed:** This 2002 Master Plan objective has increased and is proposed to continue. This issue is discussed in more detail in the **New Trends / Issues** section of this Element.

### c. School Traffic

**The Issue:** The 2002 Master Plan recommended that on-street parking and traffic conditions in the vicinity of Westfield's public schools be studied and if problems are determined to exist, the Town should identify actions and opportunities to reduce or eliminate those problems.

**What has Changed:** At the time of the 2009 Reexamination Report, the issue remained outstanding as there was a continued insufficiency of student parking at Westfield High School. The high school parking problem was under review by the Public Safety, Transportation & Parking Committee. Attempts to lease space from the National Guard Armory across the street from the High School were under consideration. The Board of Education also considered whether reconfiguration of the athletic fields might allow space for construction of additional surface parking, on-site.

In 2012, the Town's Traffic Safety Consultant Gordon Meth of RBA Group suggested the following:

- Create a bus "pull-out" on Rahway Avenue to alleviate congestion caused by school bus unloading (built 2012).
- Contact NJDOT to extend timing of the signal at West Broad Street and South Avenue for the afternoon hours only, allowing for approximately seven more vehicles to make it through the right-turn only green light (no longer applicable).
- Add 33 parking spaces at the side of the existing High School parking lot adjacent to Rahway Avenue and Dorian Road with a right turn only exit from this lot (built 2012).
- Restripe for 19 additional parking spaces at the parking lot (built 2012).
- Add 55 parking spaces at the Edison Middle School for use by WHS students and sporting events at Kehler Stadium (built 2012).
- Restrict parking on Edgar Road, Dorian Road, Dorian Court, Dorian Place, Shadowlawn Drive, and Nottingham Place. Parking would be added on Edgar Road; parking eastbound on Dorian Road would be restricted from 8am to 2pm on weekdays; southbound parking restricted on Dorian Court and Dorian Place; eastbound parking restricted on Shadowlawn Drive; and northbound parking restricted on Nottingham Place (completed – the Town is also working with the schools during the 2019-2020 school year, reminding new students of parking locations).

Students were traditionally forced to park on-street at Westfield High School (WHS) as the WHS parking lot was reserved for faculty and the National Guard Armory lot across the street is available only to faculty and visitors. Per the 2018-2019 WHS student handbook, parking spots are available for students in Row E (against the field) on a first come first serve basis. Students may not park in the Armory parking lot due to New Jersey National Guard regulations.



## CF-9 Public Facilities

### a. The National Guard Armory



**The Issue:** Acquire the National Guard Armory for educational purposes at such time that it may become available, subject to actual and projected needs at the time. Its central location in Town and proximity to Westfield High School makes it appropriate for a public purpose use.

**What has Changed:** In the 2002 Master Plan, the Armory is proposed for educational purposes when the National Guard activities cease, but the plan also identifies this property for potential open space acquisition. The 2018 Housing Element and Fair Share Plan states that if not used for educational purposes, it will be used as an affordable housing site and not for open space acquisition.

### b. Town Hall



**The Issue:** The 2002 Master Plan (with the support by the Planning Board) recommended improvements and renovations to the municipal building. The Board recommended various community organizations be permitted to use certain sections of the municipal

building as space allows. It was not envisioned that an addition to the building would be necessary, since space had been made available by the relocation of the library (the now Community Room) to the new library building (Westfield Memorial Library, 550 East Broad Street).

**What has Changed:** Town Hall has seen only minor improvements over the last several years and is the subject of on-going maintenance. The building is over 50 years old and has reached a point where major renovations may be required. As of the 2009 Reexamination Report, it was believed that substantial investment would be required in the short term to replace roofing and address HVAC and electrical problems. The Town is currently awaiting a report from an architectural firm to make recommendations for AV-Technology upgrades to many of the conference rooms and Town Council Chambers and Court Room. Once the report is complete and reviewed, upgrades are expected to get underway in 2020. A complete building evaluation is needed to determine the full scope of work that will be necessary over the next 5-10 years to retain the integrity and functionality of the structure, or whether Town offices should be consolidated, as the Planning and Zoning, Engineering, and Building departments are currently located at the North Avenue DPW building. This 2002 Master Plan objective has increased and is proposed to continue.

### c. Facilities Audit

**The Issue:** Complete a facilities audit of all Town-owned buildings and properties to ascertain uses, conditions, and both the need and potential for optimization of use of existing facilities. Once complete, prepare a long-term facilities plan to address and properly provide for the space and functional needs of all Town Departments (including parking).

**What has Changed:** A facilities audit has not been conducted. This 2002 Master Plan objective has increased and is proposed to continue.

### d. Minimize Detrimental Impacts

**The Issue:** Although public uses, including public schools, are generally exempt from local zoning control, they should develop in a manner that is compatible with neighborhood development as practicable. Educational uses for instance have

historically been located in residential areas near the homes of students, and therefore development should ensure that such uses minimize detrimental impacts to adjoining areas by limiting the nature of activities on site, limiting coverage by buildings, requiring adequate parking, and requiring adequate setbacks of outdoor use areas from adjacent land uses. Other public uses besides educational uses should also minimize detrimental impacts to adjoining areas.

**What has Changed:** This land use policy continues to be an objective. The increase in demand for recreational space has resulted in an expanded demand for recreational facilities during evening hours. Lighting of these recreational facilities is now being considered, however, impacts to surrounding uses continues to be a decision-making factor.

## CF-10 Open Space and Recreation

### a. Future Open Space

**The Issue:** At such time as they become available, the following sites should be considered for open space acquisition: a) Echo Lake Country Club, b) Nomahegan Swim Club, c) the National Guard Armory, and d) all sites owned by the Board of Education. While there are adequate open space and recreation facilities available presently (counting the Green Acres inventory sites, the non-designated sites and the Board of Education facilities), the above sites are considered the most appropriate for open space as their acquisition would ensure that adequate municipal open space is available for future needs.

**What has Changed:** Echo Lake Country Club: There has been no change in the status of Echo Lake Country Club. The club is in excellent fiscal condition, has just finished the completion of its golf course master plan improvements in 2018 and will begin construction of a new clubhouse beginning in September 2019, with a completion date of spring/summer 2020; Nomahegan Swim Club: There have been no changes on the status of the swim club. The club enjoys a very active membership, that currently has a 3 year wait list to join; The National Guard Armory: As discussed previously, the Armory is earmarked for educational purposes and while the 2002 Master Plan suggested open space acquisition if educational needs were met, the 2018 Housing Element and Fair Share Plan identified the site for affordable housing if not used for educational purposes.; Sites owned by the Board of

Education: Although recommended for open space acquisition, the 2002 Master Plan also envisioned adaptive reuse of abandoned educational facilities or redevelopment of the sites. The 2002 Master Plan suggested the McKinley School could potentially be converted or redeveloped as an apartment building. The Town will need to decide whether open space or adaptive reuse will have priority of sites owned by the Board of Education. The Westfield Board of Education offices located on Elm Street, for instance, would be an excellent candidate for adaptive reuse as it is close to downtown.

The town is currently undergoing a parks and recreation open space master plan being prepared by Brandstetter Carroll, which include recommendations for the town to pursue purchasing/leasing Board of Education fields for municipal use.

Although the above sites were identified to meet future open space needs, the Town has designated some parkland since 2002. A small patch of land located between roadways in Watchung Fork has been designated as Connell Park by Proclamation on September 25, 2018. The Town should continue to review these properties for open space acquisition, if they become available.





## b. Beautification

**The Issue:** The four Town open space areas between North and South Avenues at Broad Street (known as Plaza Park) should be beautified with landscaping, and benches should be provided for shoppers, merchants and the general public. The existing old gas lights, unused steps and pathways should be restored. These improvements should be coordinated with the NJDOT street improvements planned for the South Avenue/Plaza intersection (also known as the Plaza Traffic Circle).

**What has Changed:** Plaza Park has been refurbished and landscaped and now serves as a background to four new memorial statuaries. In addition to the existing Plaza War Memorial, its gateway location to downtown and its lovely environs honor Dr. Martin Luther King, Jr., veterans of the Korean War and World War II, and Westfield citizens lost in the 9/11 terror attack on the World Trade Center in New York City. This Master Plan objective is complete.



In addition to Plaza Park, the Westfield Foundation gifted and revitalized the unused green space across from South Avenue circle near the train station in 2015 to Westfield. The area is now known as Foundation Park and should continue to be beautified.

## c. Mindowaskin Park

**The Issue:** As of 2002, ongoing upgrades were occurring at Mindowaskin Park and the 2002 Master Plan recommended completion and installation of additional benches.

**What has Changed:** The overlook at Mindowaskin Park has been rebuilt and the bandstand refurbished. In 2017, Mindowaskin Park Pond (Clark Pond) underwent a \$900,000 restoration and education project. The pond was dredged, native vegetation

planted along the pond's edge to provide suitable wildlife habitat for migratory birds and pollinators and help limit erosion. Interpretive educational signs were also installed as part of the project. During the dredging process, a fountain with LED light capabilities was installed. 41 lights in the park were fixed during



the restoration project, better lighting park pathways. A bluestone and personalized granite pavers “Memory Walk” was also installed at the historic bandstand. The Mindowaskin Park playground also underwent a \$850,000 renovation (summer 2018) to remove old equipment and install handicap playground equipment.

Additional park improvements are planned, notably the reconstruction and improvement of the walkways which meanders through the park and around the pond. This objective of the Master Plan has been significantly reduced and is complete.





#### **d. Memorial Pool Complex**

**The Issue:** The baseball field area of Memorial Pool Complex is substandard in size and should be expanded.

**What has Changed:** In 2010, the Recreation Commission developed a master plan for the refurbishment of Memorial Pool Park. The plan proposed reconfiguration of the ball field, relocation of the tennis and basketball courts, and expansion and reconstruction of the pool complex. These improvements are estimated to be complete November 2019. The pool has been reconstructed as of the 2009 Reexamination Report. A 2010 project refurbished Memorial Park with drainage improvements, relocation of two playing fields, repair to the softball fields and refurbished tennis courts. A project to construct three handicap-accessible restrooms at the recreational fields was completed in 2018.



#### **e. Clark Park**

**The Issue:** No additional athletic fields should be added at the Clark Park site adjacent to Roosevelt Middle School.

**What has Changed:** In Clark Park, a gazebo was constructed with an access walkway from Dudley Avenue. The gazebo was donated to Westfield by Overlook Hospital. This objective of the Master Plan has reduced and is complete.

#### **f. Brightwood Park**

**The Issue:** Brightwood Park should continue to be used primarily for passive recreation activities through such means as trail improvement and extension into inaccessible areas, repair of damaged facilities, and more frequent park cleaning and maintenance activities. Conversion of the panhandle area to active recreational use should be strongly discouraged.

**What has Changed:** In Brightwood Park, 2005 grant funding enabled installation of an ADA-compliant 6,700-square-foot trail network complete with benches and footbridges. An aeration system was installed. Due to the extensive wetlands in the panhandle portion of the park, this area will be left in its natural state. This objective of the Master Plan is deemed resolved but the recommendation to continue the park for passive recreation should continue and is consistent with the recommendation of the Parks Plan.

#### **g. Gumbert Park**

**The Issue:** The 2002 Master Plan discussed the possible vacation of South Chestnut Street which crosses through Gumbert Park. If the vacation were to move forward, the Plan recommended the Town undertake a study to identify the opportunities for improved recreation at the park.

**What has Changed:** As of the 2009 Reexamination Report, the matter of possible vacation of South Chestnut Street had been settled in favor of retaining the roadway. The road is a needed connector between Broad Street and North Avenue, particularly important to serving a new residential development located on North Avenue in Garwood. \$100,000 renovations of the baseball fields at Gumbert Park were completed in 2012 with a “blue monster” wall in left field, 16-foot safety fencing, shaded dugouts and new benches, new batters’ boxes and a new pitcher’s mound. In 2018, a temporary covered ice rink was installed at Gumbert Park for a four-month trial period during the 2018-2019 winter months. This objective of the Master Plan is reduced and deemed resolved.

## CF-11 Community Uses in Historic Sites

### a. [North Avenue Fire House](#)

**The Issue:** The North Avenue firehouse should be maintained for its present use by the Fire Department as long as it meets the needs of the Department. At such time the building no longer meets the needs of the Fire Department, the Town should consider converting the existing building to other public uses that would preserve the integrity of this historic structure.

**What has Changed:** The building no longer meets the needs of the Fire Department and its 21st century fire engines. The Town should consider relocating the fire house and converting the existing building to another use, either through public or private means as long as the historic integrity of the structure is preserved. This objective of the Master Plan has changed and is discussed in the New Trends and Issues section of this Element.

### b. [Historic Reeves House](#)

**The Issue:** At the time of the 2002 Master Plan, the historic Reeves House was a private residence. The plan recommended that it be maintained as such, but that in the future the property and dwelling be converted from private to public use, such as offices and small meeting rooms for historic groups and other community or civic groups. Interior modifications and additional parking would be necessary for such a conversion, but this should be done in a manner which would not detract from the historic character of the site.

**What has Changed:** The Reeve House was donated to the Town of Westfield through the last will and testament of its owner, Edgar Reeve. The Town had since entered into a lease arrangement with the Westfield Historical Society. Under the terms of the agreement the Society would gain use of the building for its offices and storage needs in return for raising sufficient funds to rehabilitate the structure. Rehabilitation of the Reeves House (Phase 1) was completed in 2015, funds having been raised for that purpose between 2005 and 2010. Phase 2 of the Reeves House is to build an archival facility on the same property to be known as the Reeve History and Cultural Resource Center. Funds are being raised with contributions from other programs assisting, such as \$43,320 grant funding received in 2017 from the Union County Open Space, Recreation and Historic

Preservation Trust Fund. The Reeves House was added to the National Register of Historic Places in 2005 and was locally designated in 2019.

### c. [North-side Train Station](#)

**The Issue:** The 2002 Master Plan recommended that the United Fund of Westfield and/or the Westfield Foundation be allowed to use the north-side railroad station for their offices and the area around the station and firehouse should continue to be maintained and preserved. The Plan further recommended future studies are necessary to determine the potential reuse of both the north-side and south-side railroad stations, consistent with their transit function and historic character.

**What has Changed:** The Town owns both the North and South side station buildings. The north-side railroad station is used by the non-profit United Fund of Westfield and the south-side is still fully utilized for NJ TRANSIT ticket sales, through a lease agreement. In November 2018, Governor Murphy required NJ TRANSIT establish a division concentrating on real estate, economic development, and Transit Oriented Development. As NJ TRANSIT is the second largest landowner in the state, the division is meant to leverage NJ TRANSIT's real estate portfolio to bring in more revenue for the operating budget, thereby releasing the agency's reliance on fare revenues. The division will work with the partners such as the private sector to develop agency-owned properties (i.e. all-day cafes, housing). Westfield should continue to work with NJ TRANSIT to ensure continued use of the north-side train station for ticket sales. However, the Town should also be proactive in encouraging private investment of these buildings, in the event that NJ TRANSIT chooses to no longer lease the building for ticket sales.

### d. [Plaza War Memorial](#)

**The Issue:** The Plaza War Memorial should continue to be maintained and preserved.

**What has Changed:** In 2016, Department of Public Works staff donated landscaping as part of a beautification effort of the Plaza War Memorial. This objective of the Master Plan is deemed resolved but the recommendation to continue to maintain and preserve the area should continue.







## CF-12 Recycling

### a. Recycling Program

**The Issue:** The Town recycling program should continue, should be expanded to include additional materials, and should increase participation by residential, commercial and industrial uses.

**What has Changed:** As of the 2009 Reexamination Report, a review of the community recycling program indicates that it is operating successfully, with satisfactory rates of participation. A variety of comingled (household) recyclable items and cardboard are picked up at the curb on a bi-weekly basis. The Town also operates a composting and recycling center known as The Conservation Center (Lamberts Mill Road). Permits are sold to residents of Westfield to access and make use of this facility. The center currently partners with Second Chance Toys and collects plastic toys to be given to local organizations that serve children in need. New sheds (funded by a \$10,000 2018 Union Recycling Enhancement Grant) allows residents to additionally recycle Styrofoam, batteries, fluorescent bulbs, and plastic bags/film. The County also collects scrap metal at the Conservation Center. The Town also runs an electronic waste (“e-waste”) program at the Conservation Center. Contributing to its recycle efforts, the Town now uses Recycle Coach, a smartphone app to notify residents of recycle pick-up days and recycle day events. This objective of the Master Plan is reduced and deemed resolved although the recommendation to continue the Town recycling program and increase participation should continue.

To note, however, is that on a global level, how recyclable materials are handled is changing and is resulting with local impacts to municipalities nationwide. China is the largest foreign buyer of U.S. recyclables, but with the country’s new “National Sword” policy aimed at cleaning up the nation’s environmental problems, China is no longer accepting certain recyclable commodity imports, and accepts recyclable materials with lower limits of contamination or non-recyclable scrap metals. Due to restrictions imposed by China for these recycling commodities, some plastics are no longer accepted, affecting municipal recycling programs, including the program for the Town of Westfield. Acceptable plastics now include only those plastic containers coded 1, 2 and 5. Due to these recent restrictions, the amount of recyclable materials allowed into recycle facilities has reduced. Local municipalities and their recycling

partners should prepare for higher recycling costs and should educate residents and local businesses on the new standards for accepted recyclable materials. The Town should continue to monitor this global recycling issue.



### b. Public Recycle Containers

**The Issue:** The Town should consider public recycle containers in the Central Business District.

**What has Changed:** Twenty cigarette butt recycling containers were installed in the downtown in 2015. No other recycle containers have been installed, primarily due to previous noncompliance of users in the downtown, which resulted in a mix of recycling and garbage. The Town continues to research downtown recycling opportunities. This Master Plan objective should continue.

### c. Uniform Recycle Containers

**The Issue:** The 2002 Master Plan (and the Planning Board at the time) recommended a study to determine the advisability of providing uniform recycling containers for private properties.

**What has Changed:** In December 2018, the Town of Westfield had created a guide titled “Residential Curbside Recycling Changes,” in order to advise residents on proper recycling practices. Although the Town has not issued uniform recycling containers due to the very large upfront cost for a Town of Westfield’s size and number of properties, the guide makes suggestions on proper use, size, and labeling of privately owned curbside recycling containers.

### d. Recycling & Utilities Plan Element

**The Issue:** The 2009 Master Plan Reexamination Report recommended the adoption of a new Plan Element to the Master Plan, entitled the Recycling & Utilities Plan. The 2009 plan recommendation

included an outline of items to be addressed within the proposed plan element.

**What has Changed:** The Town has not adopted a Recycling and Utilities Plan Element. This objective should continue.

#### e. Energy Audit

**The Issue:** Complete an energy audit of all Town-owned buildings to determine existing energy usage and need to achieve greater energy efficiency. The Town should also coordinate with the Westfield Board of Education toward completing energy-audits of all public-school buildings.

**What has Changed:** A formal energy audit has not been performed for Town facilities. The Town has applied for various opportunities for energy audits to be performed by BPU entities, but the Town has not qualified due to its very low energy consumption in its facilities. This recommendation should continue.

#### f. Water Consumption Analysis

**The Issue:** Analyze water consumption and opportunities for conservation and recycling for all municipal facilities (i.e., Town Hall, Public Works Center, Fire Stations, Library).

**What has Changed:** An analysis has not been performed but the water usage for Town facilities is very low, with the exception of the municipal pool complex. The recommendation should continue.

#### g. “Green” Purchasing

**The Issue:** Assess opportunities for “green” purchasing for all the goods and materials needs of Town government, including vehicles such as hybrids.

**What has Changed:** Energy Star appliances are utilized wherever possible in municipal facilities. The Town also participates in NJSEM (Sustainable Energy Meeting), a knowledge-based energy purchasing group of nearly 200 Towns. Additionally, the Town has worked with PSEG to have over 800 mercury vapor street lamps replaced with lamps that last longer and use 30-40% less electricity than their counterparts. This recommendation should continue.

#### h. Alternative Fuels

**The Issue:** Assess opportunities for use of alternative fuels in Town DPW rigs, vehicles, fire trucks, and equipment.

**What has Changed:** Westfield continues to purchase hybrid vehicles where appropriate to reduce energy usage of its municipal fleet. Westfield also employs common sense fleet maintenance practices such as regular tune-ups of our trucks and other vehicles to minimize emissions. When purchasing vehicles and equipment, alternative sources of power, fuel efficiency, and emissions are three of the major factors considered. For example, new vehicles for the Parking Divisions are hybrids and pay stations are solar powered. Operators of Town vehicles comply with NJDEP’s idling requirements pursuant to N.J.A.C. 7:27-14,15.

#### i. Chemical Use

**The Issue:** Minimize chemical use (pesticides, herbicides, fertilizers) in parks and other Town-owned lawns and open spaces.

**What has Changed:** Many years ago, Westfield adopted an “integrated Pest Management” policy to minimize the use of pesticides on public properties and facilities. This practice should continue.

#### j. “Green” Building Enhancements

**The Issue:** As part of the long-term facilities plan, provide mechanisms for “green” building enhancements. The Town should also coordinate with the Westfield Board of Education to plan for greater efficiencies and enhancements via other “green building” technologies.

**What has Changed:** The Board of Education has installed solar panels on multiple school buildings, and solar panels have been installed on the roof of the Westfield Memorial Library. Additionally, Westfield has participated in the BPU’s Clean Energy Program and retrofitted all lighting in all the Town’s buildings and in all traffic signals with energy efficient fixtures and lamps. The Town Engineer and Town Planner are well-versed in green building practices (promoted by the US Green Building Council, USGBC, developer of LEED Green Building Rating System).

## **k. Conservation and Sustainability Community Plan Element**

**The Issue:** The 2009 Master Plan Reexamination Report recommended the adoption of a new Plan Element to the Master Plan, entitled the Conservation and Sustainable Community Plan. The 2009 plan recommendation included an outline of items to be addressed within the proposed plan element.

**What has Changed:** The Town has not adopted a Conservation and Sustainability Community Plan Element. A common theme gathered from community workshops included the desire to make Westfield more sustainable. Recommendations from the public included providing free, public electric vehicle (EV) charging stations in the downtown or at gas stations, purchasing of environmentally friendly Town and police vehicles, solar panel installations at municipal buildings and parking lots (example: solar parking canopy at Memorial Pool Complex), converting street lighting from incandescent to LED, and starting a free tree program for property owners. To implement and prioritize these recommendations and other sustainable actions, the Town should adopt a Sustainability Element as part of the Town Master Plan. The Conservation and Sustainability Community Plan Element could be adopted separately from and prior to the 10-year deadline for Master Plan adoption by state statute. This objective of the Master Plan has increased and should continue. There are relevant “green” trends emerging today, and therefore sustainability is discussed in more detail in the **New Trends and Issues** section of this Element.

## **CF-13 Arts & Culture**

### **a. Cultural Arts Center Feasibility**

**The Issue:** Study the concept of establishing a Cultural Arts Center in or near the Central Business District (CBD).

**What has Changed:** As of the 2009 Reexamination Report, the establishment of a Cultural Arts Center in or near the CBD was extensively reviewed and pursued by an ad hoc, Cultural Arts Committee. The Committee, comprised of representatives of various Town boards, commissions, the Downtown Westfield

Corporation, and other organizations, ultimately found the Cultural Arts Center concept to be unworkable. The opportunity still exists for its creation, however. With the central business district evolving from a primarily retail center to a more service and entertainment-based destination, the need for more arts and entertainment uses is becoming apparent. This objective remains valid.

## **CF-14 Safety**

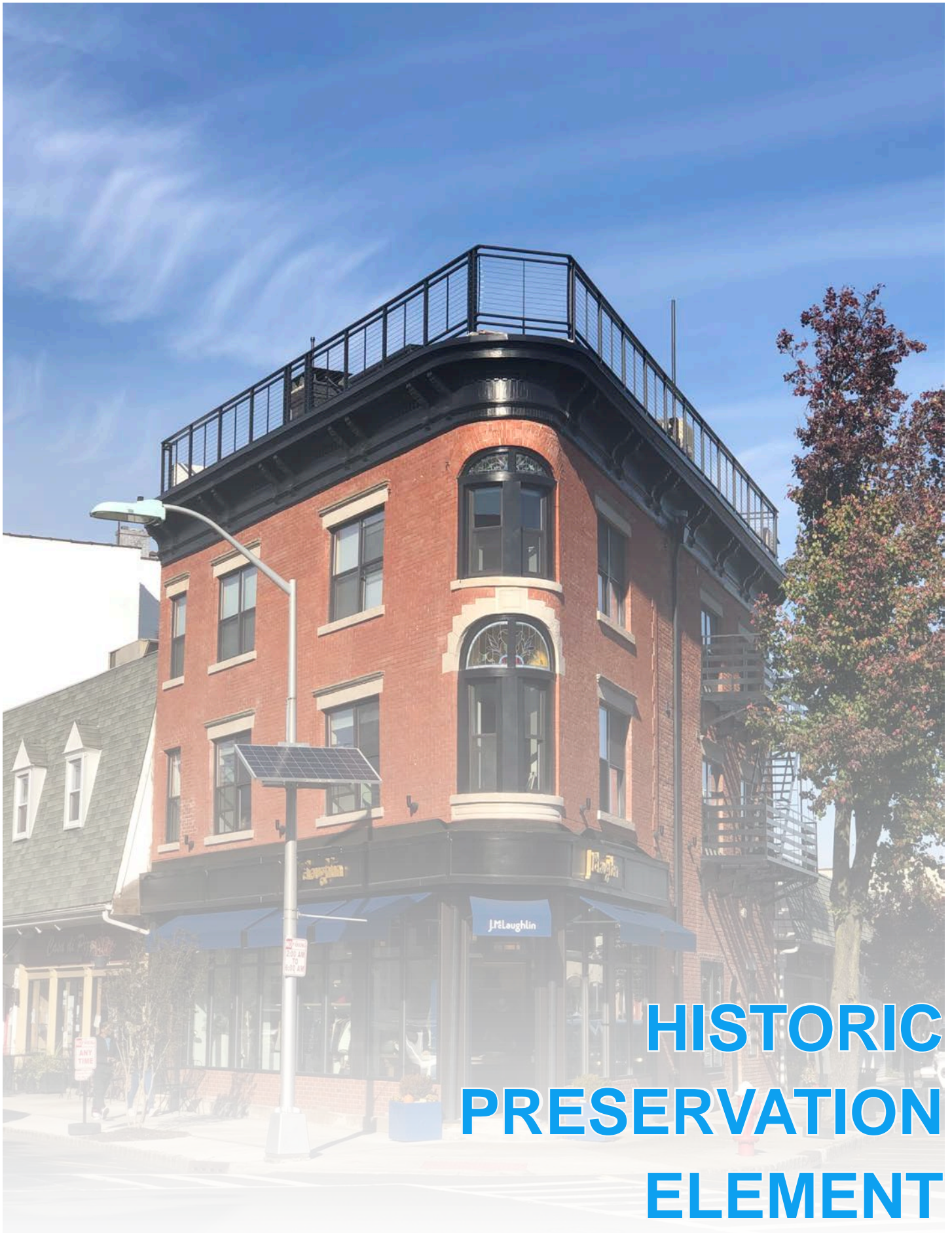
### **a. Pedestrian Lighting**

**The Issue:** Investigate opportunities for enhanced lighting for pedestrian safety.

**What has Changed:** As part of this Reexamination Report process many residents voiced concerns over safety, especially related to lighting. Street lighting was a common issue, especially for bus or train commuters walking home in the evening or early morning. Several intersections were identified, but especially along Stanley Avenue at cross-streets, the intersection of Westfield Avenue/ Dorian Road/Park Street, and the intersection of Lawrence Avenue and Mountain Avenue. The tunnel under the rail line was also of concern due to a lack of lighting and a general feeling for a lack of safety. Other residents voiced concerns over a lack of lighting on school properties. Some sporting events occur on school fields and a lack of building lighting or sidewalk lighting makes it difficult to navigate the School District properties. Examples of areas needing lighting include behind Edison Intermediate School and the area of Lincoln Avenue School. The Town should continue to make Westfield a safe community. The Town may need to work with public utilities for improved street lighting or work with the Board of Education for improved lighting at school properties. Improved lighting, especially pedestrian scale lighting, is a desired enhancement and would serve to promote walking throughout the community. PSE&G has replaced older lighting heads with LED’s wherever possible, but the Town of Westfield should conduct a lighting audit, in conjunction with PSE&G, in an effort to make recommendations for lighting enhancements throughout Town.



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# HISTORIC PRESERVATION ELEMENT

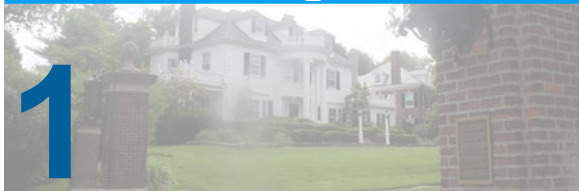
# KEY TAKEAWAYS

**80%**

survey respondents

***agreed  
historic preservation is  
very important***

## ***Stoneleigh Park***



## ***Dudley***



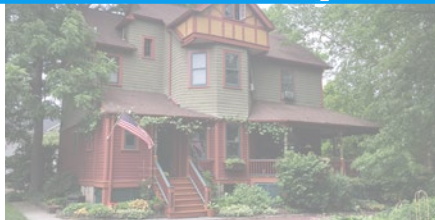
## ***Boulevard***



## ***Wychwood***



## ***Newly Restored Homes***



603 Clark Street  
Designated 2019



Mountain Avenue  
Restored 2019

## ***Other Notable Topics***

- Educate, Educate, Educate.
- Restore older homes – no more cookie-cutter designs.
- Bring back the front porch.
- Identify threatened homes and market them for restoration, set up a website, and work with preservation groups.



# HISTORIC PRESERVATION RECOMMENDATION PLAN

## Part 1

Below is a comprehensive Historic Preservation Recommendation Table that includes recommendations from the 2002 Master Plan and 2009 Reexamination Report that still apply today (indicated with a HP-1a, for example), as well as new recommendations identified as part of this 2019 Master Plan Reexamination effort.

### Directions

“Check off” a completed Recommendation and mark the year of completion as a way to measure progress. **Short:** complete in 1-2 years; **Medium:** complete in 3-5 years; **Long:** complete in 10+ years.

### Historic Preservation Recommendation Plan

<i>Recommendation</i>	<i>Implementing Party</i>	<i>Timeframe</i>	<i>Completed</i>	<i>Year Completed</i>
<b>Designation Processes</b>				
1 (HP-4a) Formally designate more historic sites and districts that were identified in the 2002 Historic Preservation Plan, beginning with more notable properties such as Kehler Stadium, the public schools, Armory, Fairview Cemetery, Arcanum Hall, and the Flat Iron building.	Historic Preservation Commission	Short to Medium		
2 (HP-4c) Add notation by appropriate superscripts for those listed historic properties, within the Historic Preservation Ordinance.	Historic Preservation Commission	Short		
3 (HP-4e) Apply to the Office of New Jersey Heritage to receive certified local government status.	Historic Preservation Commission	Short to Medium		
4 (HP-5a) Continue to use publicly owned historic sites until such use is no longer feasible.	Town Council, Historic Preservation Commission	Ongoing		
5 (HP-5b) Explore adopting architectural regulations by ordinance for Westfield Historic Districts.	Historic Preservation Commission	Short		
6 Amend the historic preservation ordinance as may be required by Certified Local Government Program requirements, streamline the local designation process, and ensure consistency with provisions contained within the Municipal Land Use Law.	Town Council, Planning Board, Historic Preservation Commission	Short		
<b>Streetscapes</b>				
7 (HP-6a) Maintain Wychwood areas without curbs in order to preserve the historic streetscape. Study other streets that may be eligible.	Historic Preservation Commission	Short-term		
8 (HP-6b) Monitor preservation, removal and replacement of bluestone sidewalks in the historic districts and adjacent to historic sites, in order to preserve the historic streetscape.	Historic Preservation Commission	Ongoing		
9 Consider reestablishing the 50/50 cost-sharing sidewalk repair program.	Town Council, DPW	Short-term		
10 (HP-6c) Ensure grass is planted between the street pavement and the public sidewalk and prohibit interruption of the public sidewalks by driveway pavement.	Historic Preservation Commission	Ongoing		
11 Preserve street trees and the aesthetics of tree-lined streets.	Town Engineer	Ongoing		

## Historic Preservation Recommendation Plan

	<i>Recommendation</i>	<i>Implementing Party</i>	<i>Timeframe</i>	<i>Completed</i>	<i>Year Completed</i>
<b>Demolitions &amp; Rehabilitation</b>					
12	(HP-4b) Continue to maintain a list of historic homes and a list of “threatened” homes that may be demolished.	Historic Preservation Commission	Ongoing		
13	Educate homeowners on the benefits of a historic preservation easement and work with interested owners to execute such agreements.	Historic Preservation Commission	Short to Medium		
14	Educate owners of income-producing buildings on the 20% income tax credit and encourage rehabilitation of such buildings.	Historic Preservation Commission, Downtown Westfield Corporation	Short to Medium		

## Part 2

Below is a summary of the past issues and recommendations that have reduced or increased based on the discussions identified in the **Past Issues and Recommendations** section of this Element.

### Summary Table of Past Historic Preservation Issues and Recommendations

<i>Past Issue or Recommendation (from 2002 Master Plan or 2009 Reexam)</i>	<i>Increased or Maintained and Should Continue</i>	<i>Decreased or Resolved</i>
<i>HP-4 Designation Processes</i>		
a Historic Designation	x	
b Listing/Survey Maintenance	x	
c Notation by Superscripts	x	
d Zoning Map Updates		x
e Certified Local Government Status	x	
<i>HP-5 Historic Buildings</i>		
a Adaptive Reuse	x	
b Compatible Architectural Design	x	
<i>HP-6 Historic Streetscapes</i>		
a Curbing		x
b Sidewalks	x	
c Street Edge	x	
d Street Lighting		x
e Commemoration		x



# HISTORIC PRESERVATION

## NEW TRENDS / ISSUES

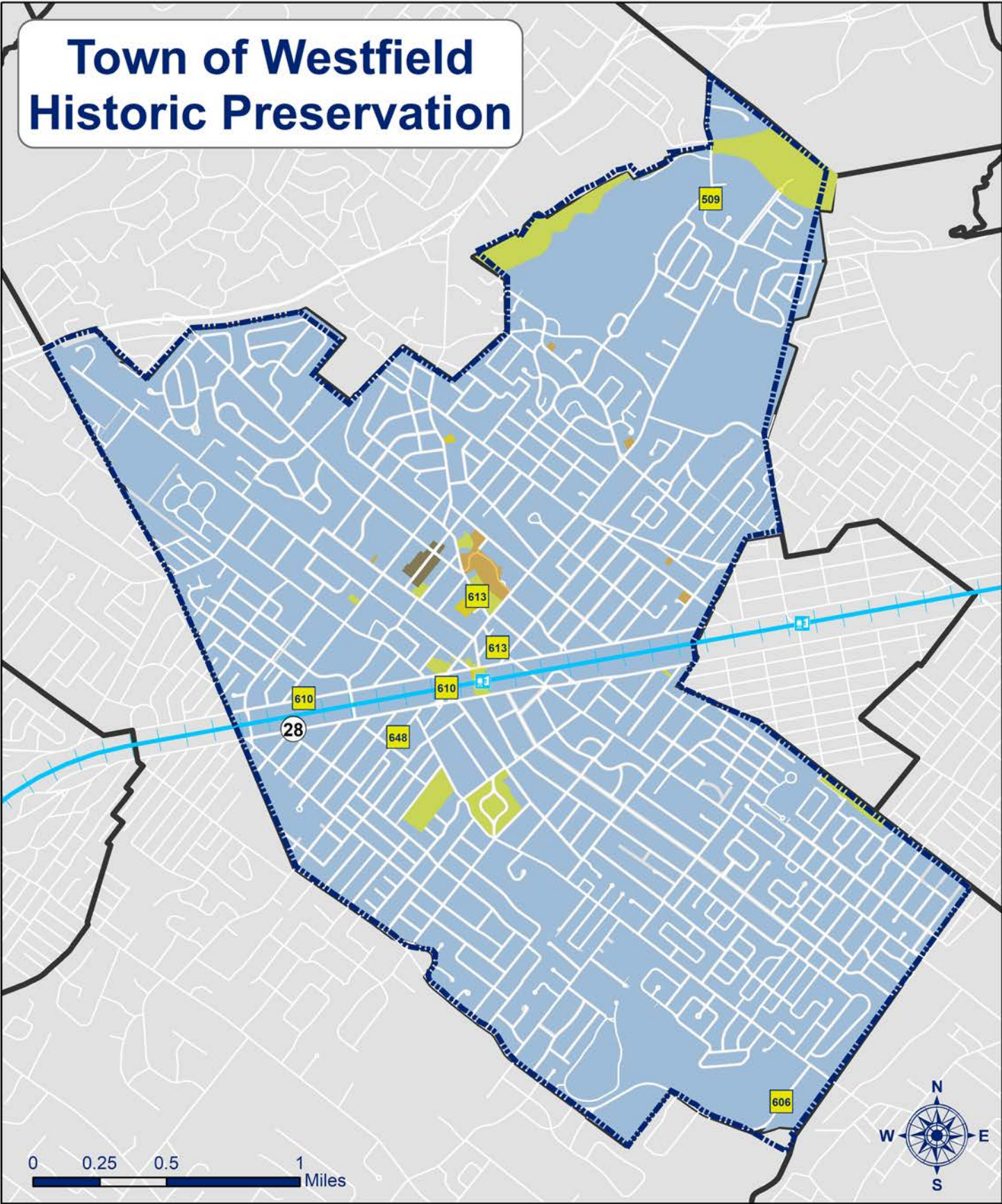
- NEW ISSUES
- HP-1 DEMOLITIONS & REHABILITATION
- HP-2 EDUCATION & BENEFITS
- HP-3 STREETSCAPES

» A robust community outreach process uncovered several land use issues and trends forming in Westfield today. These new issues and trends and discussed in the following pages. Previous issues already identified in the 2002 Master Plan or 2009 Reexamination Report are discussed in the **Historic Preservation Past Issues** section of this Element.





# Town of Westfield Historic Preservation



- Historic Properties
- Local Historic Landmark
- Historic District



## HP-1 Demolitions and Rehabilitations

Throughout the public outreach process, the most recurring comment was to prevent tear-downs of homes. 31% of survey respondents were very unsatisfied with the home teardowns to build larger homes, and 49% of survey respondents agreed that residential teardowns, the fourth highest response, was one of the major issues affecting Westfield today. While not mentioned in the 2002 Plan, the 2009 Reexamination Report did begin to recognize the number of teardowns and loss of potentially historic homes, which heightened awareness of the value and importance of the Town's historic resources and the need to enhance efforts in preservation and protection. While this heightened awareness has increased over time, no actions have occurred to stop or mitigate the issue and it is now at the forefront of historic preservation issues facing Westfield today.

For example, 9 Karen Terrace once housed a 225-year-old farm house ("the Bagger House") across from Fairview Cemetery. It was demolished in 2010 after it was approved in 2000 for a three-lot subdivision in exchange for restoring the home. A house was constructed in 2002, and in 2008 the farm house was moved to the corner lot in order to build on the middle lot. Since the house was determined to have structural

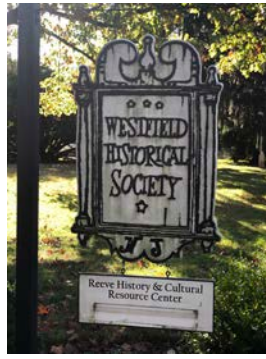
issues in 2008, the Town deemed it to be 75% in need of repair. As the house was not locally designated as a historic landmark, it was demolished without a review by the Historic Preservation Commission. A new house was built in its place.

Westfield's Historic Preservation Ordinance regulates standards for an application to demolish a historic landmark. The ordinance states that in the case of a historic landmark, the Planning Board reserves the right to consider acquisition for a period of up to one-year, with appropriate compensation provided to the owner. While this "demolition delay" is an effective tool in possible acquisition of historic landmarks for preservation by the Town of Westfield or other agency, the structure must first be locally designated as such. Additionally, while it is an effective ordinance for preservation of properties of the greatest historic significance to Westfield, it is an unfortunate circumstance that with the high number of historic properties in Westfield, not all historic structures can be acquired for preservation. Finally, provisions in the Municipal Land Use Law make this tool available for historic sites, and not all buildings within a historic district.



## HP-2 Education and Benefits

Although 80% of survey respondents agreed that historic preservation is a worthwhile goal for the Town, individuals asked about the process of historic preservation and inquired about the incentives of historic designation throughout the public outreach process. The Town of Westfield, in conjunction with the Historic Preservation Commission and the Historical Society should work to make residents aware of the value of historic properties. Preservation of historic properties, for instance strengthens neighborhoods by raising home values and adding local character, charm, and a sense of civic pride. Preservation also creates positive economic benefits by building on the existing and unique assets of an area, which in turn attracts visitors, new residents, and investment. There is pending state legislation that would provide potential tax incentives to encourage historic preservation as well. Most importantly, however, given the demolition issue mentioned above and in the Land Use Element, historic preservation is an excellent agent for managing growth and change.



The Westfield Historic Preservation Commission successfully holds speaker events throughout the year as well as hosts the awards program honoring outstanding efforts in restoration, expansion, alternation and maintenance of older properties. However, these initiatives should be more widely advertised to continue preservation education efforts.



Incentivizing private preservation is key to combating against Westfield's historic demolition issue, mentioned previously. One way to do so is through tax benefits, such as the federal income tax deduction a property owner is eligible to receive if they pursue

a historic preservation easement. Through an easement, a property owner can voluntarily place restrictions on the development of or changes to their historic property, and then transfer these restrictions to a preservation or conservation organization. This legal agreement, typically in the form of a deed, permanently protects a historic property. The Historic Preservation Committee and the Historical Society should work to educate homeowners on the benefits of a historic preservation easement and work with interested owners to execute such agreements.

For commercial historic properties, a 20% income tax credit is available for the rehabilitation of historic, income-producing buildings, determined to be "certified historic structures" by the Secretary of the Interior through the National Park Service.

## HP-3 Streetscapes

Although preserving historic streetscapes is identified as an issue in the 2002 Plan and discussed in the **Past Issues and Recommendations** portion of this Element, the preservation of trees and the aesthetics of tree-lined streets were repeated comments by the public throughout the public outreach process.

As mentioned earlier, other aspects of streetscapes such as curbing, sidewalks, street lighting, and street edge are discussed in the **Past Issues and Recommendations** section of this Element.







# HISTORIC PRESERVATION

## PAST ISSUES

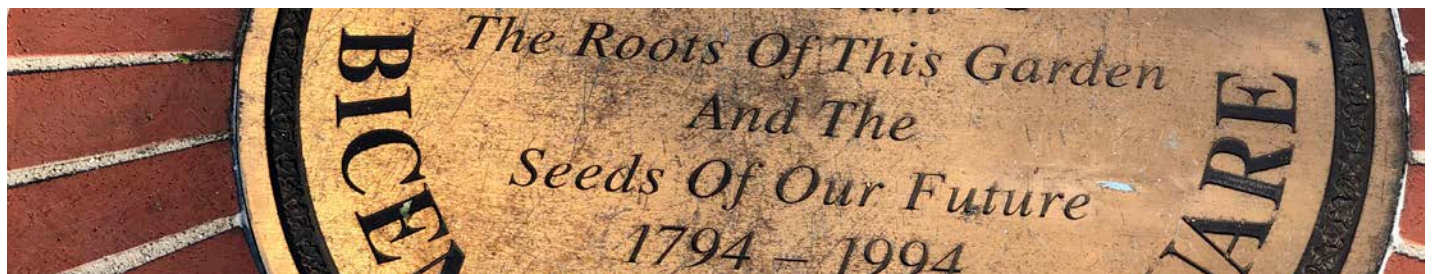
### PAST ISSUES

HP-4 DESIGNATION PROCESSES

HP-5 HISTORIC BUILDINGS

HP-6 HISTORIC STREETSAPES

» The following land use issues were identified in the 2002 Master Plan and 2009 Reexamination Report. This section discusses these issues, examines what activities and changes have taken place, and identifies whether the issues have since been reduced or have an increased need the Town should address.



## HP-4 Designation Processes

### a. Historic Designation

**The Issue:** At the time of the 2002 Master Plan, only the Kimball Avenue Historic District (just a portion of the recommended Dudley Park Historic District), as well as ten historic sites had been locally designated by Town Ordinance as historic landmarks, even though the Stoneleigh Park Historic District and a number of other historic sites were listed on the State and Federal Registers of Historic Places. The 2002 Master Plan recommended officially locally designating ten historic districts and over 100 historic sites in various locations as historic landmarks.

**What has Changed:** The 2002 Historic Preservation Plan recognized the lack of movement on historic property designation and stated that “although not all sites and districts in the plan element have been formally designated, their inclusion in the plan should nonetheless be one of the factors used in decision-making by the Planning Board, the Board of Adjustment, the Town Council and Town administration, other governmental agencies and the general public” (page 43). However, decision-making by the above-mentioned boards and governing body over sites mentioned in the Master Plan have little to no standing without formal historic designation. At the time of the 2009 Reexamination Report, the Historic Preservation Commission applied for and received State and National Historic Register listing of the Old Presbyterian Burial Ground at the Presbyterian Church of Westfield. The burial ground was also added to the list of sites officially designated as a historic landmark by local ordinance. No other historic designations were identified at that time.

It is clear that this issue has increased in the 17+ year span since the 2002 Master Plan with very few of the 10 historic districts or 100 historic properties being locally designated. Since 2009, only the Reeves House, a national historic landmark, Westfield’s Triangle Park (Walnut and Mountain Avenues), and 603 Clark Street were locally designated by the Historic Preservation Commission. 603 Clark Street represents the first locally designated residence in over 21 years. The Commission should continue its efforts to formally designate more historic sites and districts that were identified in the 2002 Historic Preservation Plan, beginning with more notable properties such as Kehler Stadium, the public schools, Armory, Fairview Cemetery, Arcanum Hall, and the Flat Iron building.



This objective of the Master Plan is proposed to continue.

### b. Listing/Survey Maintenance

**The Issue:** Review and update the inventory of Town Historic Sites and Districts to remove sites/districts no longer appropriately listed and/or already demolished; add any new sites/districts that may qualify for historic designation; and make any other corrections to the sites/districts listing, as needed.

**What has Changed:** The Historic Preservation Commission is developing a list of historic homes for inclusion in the existing list and a list of “threatened” homes that may be demolished in Westfield. Some properties have already been demolished including the landmark building, built in the Victorian style, that housed the local Red Cross (321 Elm Street), which was demolished in March 2018. The property is zoned for a 2-family residence and construction of a duplex on the site is underway. The 2018 Walnut Street demolition (309 Walnut Street) included a home located in a potential historic district (Walnut Street) and listed in the 2002 Master Plan for potential designation, catalyzed the HPC to develop a list of “threatened” homes. This objective of the Master Plan continues.

### c. Notation by Superscripts

**The Issue:** The 2009 Master Plan Reexamination Report recommended that after adoption of the referenced Historic Preservation Ordinance, add notation by appropriate superscripts, to indicate that

- the Old Presbyterian Burial Ground at 125 Mountain Avenue has been designated historic at local (L), state (S), and federal (F) levels;
- the Well House located at 200 Woodland Avenue has been designated historic at the local (L) level; and
- the Reeve House at 314 Mountain Avenue has been designated historic at the state (S) level.

**What has Changed:** This recommendation should continue.

### d. Zoning Map Updates

**The Issue:** Westfield adopted the Historic Preservation (HP) Overlay Zone District, which incorporated all properties designated as historic sites and/or districts in the Town of Westfield and now shown on the Town Zoning Map. While the properties in this overlay zone are regulated by the underlying zone district, they would also fall under the jurisdiction and requirements of the Historic Preservation Ordinance. The 2009 Reexamination Report on page 51 also recommended to “incorporate the Kimball Avenue Historic District in the Historic Preservation Plan Map by specific denotation.”

**What has Changed:** Since the 2009 Reexamination Report, the Historic Preservation Map has been revised (last revised on April 12, 2013) to include the Kimball Avenue Historic District, and now reflects all designated historic sites and districts delineated on the Zoning Map. Westfield has since adopted three (3) local historic sites, all of which have included Zone Map updates to reflect these recent designations.

### e. Certified Local Government Status

**The Issue:** The Town’s 2002 Master Plan recommended that the Town of Westfield apply to the Office of New Jersey Heritage to receive certified local government status. As a certified local government, the Town would be eligible for special Historic Preservation Fund grants, could receive technical assistance and training, and participate in nominating properties to the National Register of Historic Places.

**What has Changed:** This policy recommendation continues. One of the Historic Preservation Commission’s top objectives is to acquire Certified Local Government status, per a Mission Statement and Goals rewrite in 2018. The Historic Preservation Commission is working on a series of proposed amendments to the Town historic preservation ordinance, in part to amend the ordinance as may be required by Certified Local Government Program requirements. Provisions to streamline the local designation process and ensuring consistency with provisions contained within the Municipal Land Use Law are being considered.



## HP-5 Historic Buildings

### a. Adaptive Reuse

**The Issue:** The 2002 Master Plan recommended that publicly owned historic sites continue to be used until such use is no longer feasible. The plan recommended three potential adaptive reuse instances: the North Avenue firehouse, Reeves House, and North Avenue Train Station.

**What has Changed:** The United Fund of Westfield has located its offices in the North Avenue train station, as recommended by the 2002 Plan. This aspect of the 2002 Master Plan objective is deemed resolved.

Since the 2002 Master Plan, the Reeves House was added to the State Register of Historic Place and is no longer used as a residence. Now Town-owned, the house is used as the Reeves Historic and Cultural Resource Center, the home base of the Westfield Historical Society. However, the Westfield Historical Society has identified a need for additional archive space and meeting/event space. They have proposed the construction of a new building on the Reeves House site to accommodate these uses. The Town should continue to discuss with the Historical Society the demands seen for archive and event space, and how the Historical Society's plans can help fulfill multiple goals and objectives identified as part of this reexamination including offering community gathering spaces and educating the public about historic designation.

The North Avenue fire house continues to operate as a fire house. Modern fire station regulations, however, are making use of the historic structure by the fire department difficult. The Town should look to relocate the fire department from the historic structure and make the property available for adaptive reuse by private or public entities. A more detailed discussion of this issue is found in the Community Facilities Element.



### b. Compatible Architectural Design

**The Issue:** Evaluate appropriate regulations to promote compatible architectural design in development.

**What has Changed:** Since 2002, Ordinance No. 1916 (adopted June 3, 2008) contains a section of "Visual Compatibility Factors," which are intended to be used to analyze the effect that any proposed change would have on the historic structure or the surrounding visually related structures. The factors assess things such as height, scale, façade materials, building texture, and roof shape. This list was also mentioned again in Ordinance No. 1922 (adopted September 9, 2008). However, the option of adopting specific architectural regulations by ordinance for Westfield Historic Districts has not been fully explored and remains under consideration. The Historic Preservation Commission has adopted the *Design Guidelines for Historic Sites and Districts*, for use as a guide to those working with historic properties. These guidelines are not part of the Historic Preservation Ordinance.



## HP-6 Historic Streetscapes

### a. Curbing

**The Issue:** Very few streets in Westfield exist without curbs and therefore they contribute to a rare and unique character in these sections of Westfield. The 2002 Master Plan recommended that certain streets should be maintained without curbs in order to preserve the historic streetscapes that exist. The Brightwood and Wychwood areas were recommended but other streets through further study may also be eligible. The Plan stated that if necessary, exemption from the Residential Site Improvement Standards should be sought.

**What has Changed:** Brightwood Avenue has been curbed and the majority of Wychwood Road remains uncurbed. No exemption from RSIS was sought.

### b. Sidewalks

**The Issue:** Bluestone sidewalks should be retained in the historic districts and adjacent to historic sites, in order to preserve the historic streetscape. If necessary, exemption from the Residential Site Improvement Standards should be sought for this policy. Examples of areas that have retained their bluestone sidewalks include Boulevard,



Tremont Avenue and Stoneleigh Park. Where bluestone is removed in other areas, the stone should be saved for reuse by the Town in historic districts and sites.

**What has Changed:** In addition to Boulevard, Tremont Ave, and Stoneleigh Park, bluestone sidewalks are used in Mindowaskin Park's "Memory Walk" adjacent to the historic bandstand and mimics the bluestone pavers used in the Overlook. In addition, Westfield's Engineering Division has a sidewalk replacement

program that requires the applicant to indicate whether the sidewalk's existing material is concrete or bluestone. Prior to 2009, Westfield had a 50/50 cost-sharing sidewalk repair program residents could apply to. Unfortunately, the program was eliminated during the 2009 recession. This objective of the Master Plan is proposed to continue.

### c. Street Edge

**The Issue:** Thee 2002 Master Plan recommended that grass should be planted between the street pavement and the public sidewalk. The plan also recommended to prohibit interruption of the public sidewalks by driveway pavement.

**What has Changed:** This recommendation should continue.

### d. Street Lighting

**The Issue:** Development regulations and other Town policies should require the retention and retrofitting of the existing radial-wave street lights where they exist in Westfield.

**What has Changed:** It is unknown whether any radial-wave street lights remain in Town. This recommendation no longer applies.

### e. Commemoration

**The Issue:** New streets, in appropriate instances, should be named to commemorate deceased Westfield veterans and the street signs for these streets should be designated with gold stars. Additional study should be performed to identify opportunities for renaming existing streets in accordance with this policy.

**What has Changed:** here are 18 streets in Westfield denoted with gold stars ("Gold Star Streets") that recognize the 18 Westfield residents who gave their lives during the First World War. This objective of the Master Plan is proposed to continue.









## Redevelopment and Rehabilitation Initiatives

The Local Housing Redevelopment and Housing Law (LRHL) grants New Jersey’s municipalities the authority to designate areas in need of rehabilitation or in need of redevelopment given that they meet specific statutory criteria. The LRHL also provides a process for the preparation and implementation of redevelopment plans for designated areas. This section provides details on areas in Westfield that have been designated for redevelopment or rehabilitation and/or for which a redevelopment plan has been adopted, or for areas that are recommended for initial study.

“Redevelopment Planning” is a term used to describe both redevelopment and rehabilitation activities and is a regulatory land use tool used to benefit the general public by addressing environmental, economic, social, and physical conditions of communities in need of revitalization. It contains certain tax incentives and other tools that may spur new life into an area.

**Redevelopment** is a process to rebuild or restore an area in a measurable state of decline, disinvestment, or abandonment. Redevelopment may be publicly or privately initiated but is commonly recognized as the process governed by the Local Redevelopment and Housing Law and undertaken in accordance with a redevelopment plan adopted by the municipality. If used correctly, it can transform an underutilized or distressed area into an economically viable and productive part of the community.

**Rehabilitation** is 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 the deterioration of the area.

## Current Redevelopment Areas

Westfield's only redevelopment study, at the time of this plan preparation is for the area known as the Elite North and South Affordable Housing Overlay Zone Site, located on South Avenue, zoned as the SW-AHO overlay zone, as part of the Town of Westfield's adopted 2018 Housing Element and Fair Share Plan. The Elite South Site, is currently used as an autobody and repair garage, allows for a density of 25 units per acre, a required 15% set aside for affordable housing and the construction of 5,000 square feet of neighborhood retail and service uses. The Elite North Site, currently several vacant light industrial uses, allows for a density of 37.77 units per acre or 156 units of market rate and affordable units, with a require 15% set aside of affordable units and 12,000 square feet of neighborhood retail space.

On September 3, 2019, Resolution No. 220-2019 states that the Mayor and Council desires to explore whether the real property located at Block 3307, Lots 1 and 2; Block 4004, Lot 17; and Block 4005, Lots 3 and 4, all as shown on the Official Tax Map of the Town of Westfield (the "Study Area") may be an appropriate area for consideration as an area in need of redevelopment, without condemnation, and therefore authorized the Planning Board to conduct a study and present its findings at a public hearing and make a recommendation to the Mayor and Council in the form of a resolution with supporting documentation as to whether the Mayor and Council should designate all or some of the area identified above as a non-condemnation redevelopment area pursuant to the Local Redevelopment and Housing Law.

## Future Redevelopment Opportunities

As market conditions change and permitted land uses become obsolete or sites remain underutilized, redevelopment is one planning tool that the Town of Westfield should look to implement as a strategy to enhance the character of the community while providing for alternate living options and the opportunity to diversify the municipal tax base.

Future redevelopment opportunities that should be explored in more detail include a reassessment of the South Avenue Train Station Parking Lot, properties owned by Hudson's Bay Corporation (HBC), the parent company of Lord and Taylor along North Avenue, and all municipally owned parking lots.

### *Redevelopment Planning Process*

1. Westfield Town Council authorizes the Planning Board to conduct an Area in Need of Redevelopment and/or Rehabilitation Study of specific properties, explicitly stating whether eminent domain is used or not.
2. The Redevelopment and/or Rehabilitation Investigation Report, authored by the municipal or consultant planner, identifies those properties that meet the requirements per the Local Redevelopment and Housing law, N.J.S.A. 40A:12A-1, et seq. The findings are presented at a public hearing to the Planning Board. The Planning Board recommends to the Town Council that all, some, or none of the properties be designated for Redevelopment/ Rehabilitation. The Town Council adopts all, some, or none of the properties as an Area in Need of Redevelopment/Rehabilitation.
3. A Redevelopment Plan, authored by the municipal or consultant planner, is prepared for the designated area. The Redevelopment Plan identifies appropriate land uses and building requirements and other public improvements. The Redevelopment Plan is adopted by Ordinance at a public hearing of the Town Council and either supersedes or overlays existing zoning.





# RELATIONSHIP TO OTHER PLANS

The Municipal Land Use Law requires municipal master plans “include a specific policy statement indicating the relationship of the proposed development of the municipality as described in the master plan to: (1) the master plans of contiguous municipalities, (2) the master plan of the county, and (3) the State Plan adopted pursuant to the State Planning Act and (4) the district solid waste management plan required pursuant to the provisions of the “Solid Waste Management Act.””

## 1995 Springfield Master Plan Reexamination Report

Springfield borders Westfield at Westfield’s most northeastern boundary for a relatively small distance. Lenape Park spans both municipalities and is zoned as Open Space-Government Use (OS-GU) in Springfield, and as Residential RS-16 (16,000 square foot minimum lot size) in Westfield. The park, owned by Union County, is unlikely to change from parkland.

Northwest of the park is Springfield’s Planned Unit Development (PUD) zone, adjacent to Westfield’s O-2 Office-Research Zone (80,000 square foot minimum lot size). Springfield’s PUD zone has over 300 townhouse units and includes office and retail stores. The residential townhouse complex and one office building abut the Westfield border; retail uses in the PUD zone are located further away from the municipal boundary on U.S. Route 22. Both districts

permit business and professional office uses and while Springfield additionally permits residential and retail, the zone districts are compatible.

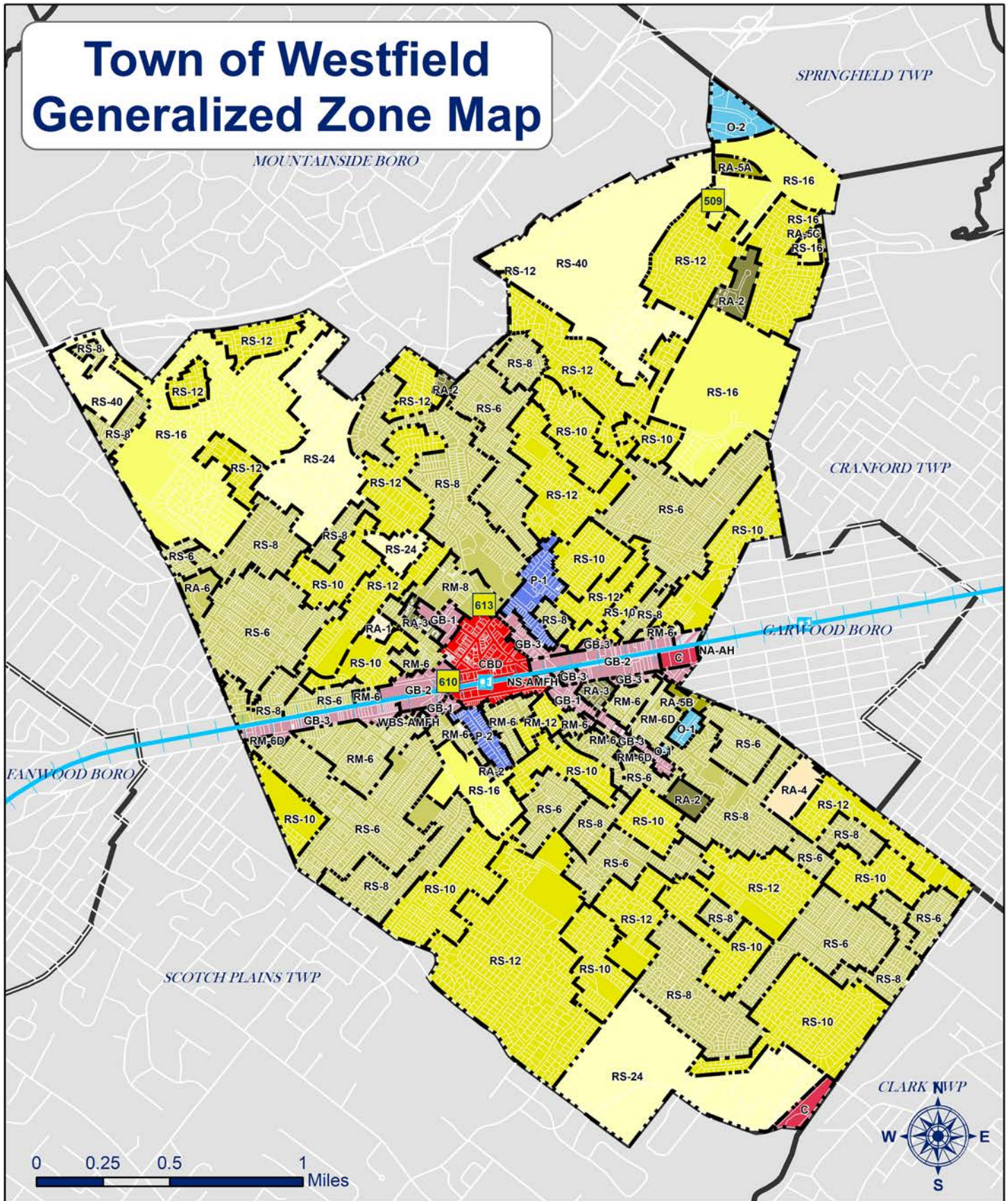
The Township of Springfield last adopted its Master Plan on November 5, 1997 and last prepared a Reexamination Report on October 11, 2005. The Township’s Zoning Map was last revised in November 2003. Westfield’s development and regulations are consistent with existing and zoned development in Springfield.

## 2009 Cranford Master Plan

Cranford borders Westfield to the east and abuts Westfield in two locations: north of Garwood and south of Garwood. Single-family use is zoned in both Westfield and Cranford along their shared borders, with the exception of the educational zone district in Cranford for Union County College which is adjacent to Westfield’s Fairview Cemetery. Along their northern shared border, Cranford’s R-2 zone (10,000 square foot minimum lot size) abuts Westfield’s RS-12 zone (12,000 square foot minimum lot size). Both districts permit single-family detached dwellings only. Also along their shared northern border, Cranford’s R-2 (10,000 square foot minimum lot size) and R-3 (8,000 square foot minimum lot size) zones abut Westfield’s RS-6 zone (6,000 square foot minimum lot size). Both districts permit single-family detached dwellings only. Along Cranford and Westfield’s southern border,



# Town of Westfield Generalized Zone Map



- |   |  |                                  |
|---|--|----------------------------------|
| Zone Areas                                | Residential TOD (NA-AH, NS-AMFH, WBS-AMFH)               | 1/3-acre to 1/2-acre lot (RS-16) |
| Central Business District                 | Elderly Housing & Senior Citizen Housing (RA-1, RA-4)    | 1/2+ acre lot (RS-24, RS-40)     |
| Commercial                                | Garden Apartments (RA-2, RA-3)                           |                                  |
| General Business Zones (GB-1, GB-2, GB-2) | Multi-family & Townhouses (RA-5A; RA-5B; RA-5C)          |                                  |
| Office Business (OB-1, OB-2)              | under 1/4-acre lot (RA-6; RM-6; RM-6D; RM-8; RS-6; RS-8) |                                  |
| Professional Office (P-1, P-2)            | 1/4-acre to 1/3-acre lot (RM-12; RS-10; RS-12)           |                                  |



Cranford's R-3 (8,000 square foot minimum lot size) and R-4 (6,000 square foot minimum lot size) zone abuts Westfield's RS-12 zone (12,000 square foot minimum lot size). Both districts permit single-family detached dwellings only. Although the Westfield tends to zone for a lower density than Cranford, the differences are not significant enough to pose major problems.

The Township of Cranford last adopted its Master Plan on June 10, 2009 and last revised its Zone Map on October 4, 2011. Westfield's development and regulations are consistent with existing and zoned development in Cranford.

## 2009 Garwood Master Plan Reexamination Report

Garwood borders Westfield to the east and is the "doughnut-hole" municipality of Cranford and Westfield. Both Garwood and Westfield have a central corridor consisting of the Raritan Valley Line and North/South Avenue roadways, zoning for commercial and light industrial along this corridor. Existing uses and zoned areas further north and south of this corridor are residential in both municipalities.

North of the shared rail and roadway corridor, Westfield's RS-10 zone (10,000 square foot minimum lot size) abuts Garwood's Residence "A" (R-A) zone (5,000 square foot minimum lot size) and Mixed Use Development (MUD) zone. Both the RS-10 and R-A zone districts permit single-family detached dwellings only. Although lot sizes are smaller in Garwood than in Westfield, differences are not significant enough to warrant any changes to Westfield's development regulations. Garwood's MUD zone is the result of Garwood's 2004 North Avenue West Redevelopment Plan (built and known as The Lofts at Garwood). This zone permits single bedroom commuter-type apartments, age-restricted townhouses, and small-scale retail. Westfield's Gumbert Park abuts the MUD District. This open space adjacent to higher density living is compatible.

Across the street from the MUD district located on North Avenue in Garwood is the ShopRite, zoned as Community Commercial (CC). Adjacent to this land use in Westfield is an existing lumber yard with a new zone, the North Avenue Affordable Housing Transit Oriented Development Zone (NA-AH), adopted in 2013 and amended in 2018. The zone permits multi-family residences and townhouses at a density of 25

dwelling units per acre. Westfield's new zoning is compatible with the adjacent community commercial use and nearby commuter apartments in Garwood.

South of the Raritan Valley Line on South Avenue, Garwood and Westfield both have light industrial uses, Garwood zoning the area for Light Industrial and Westfield zoning the area as General Business (GB-2). Westfield adopted two (2) new overlay zones for the area in 2018, the C Affordable Housing Overlay Zone (C-AHO) which permits multi-family at a density of 30 dwelling units per acre, and the South/Windsor Affordable Housing Overlay (SH-AHO) which permits multi-family at a density of 37.77 dwelling units per acre. The SH-AHO permits retail sales and services on the ground floor alone, not to exceed 12,000 square feet and to serve the local population only. Garwood's neighboring light industrial uses may not be compatible with residential developments in these overlay zones. The SH-AHO overlay zone extends across South Avenue and lies adjacent to Garwood's Residence "B" (R-B) zone district (5,000 square foot minimum lot size) which permits single-family detached dwellings and two-family dwellings that share ceilings, not walls. These zoned multi-family uses in Garwood and Westfield are compatible.

The remainder of Garwood's border is zoned as Residence "A" (R-A) zone (5,000 square foot minimum lot size) and Public Open Space (POS). This R-A zone is adjacent to Westfield's RS-6 zone (6,000 square foot minimum lot size), RS-8 (8,000 square foot minimum lot size) and RA-4 zone (senior citizen housing). Although minimum lot sizes in Garwood are much less than Westfield, Westfield should maintain the zoning in order to keep with existing community character. The senior citizen housing complex adjacent to Garwood's single-family zone should be appropriately buffered to mitigate any impacts resulting from the differing uses and density. The POS zone (Unami Park) in Garwood is adjacent to Westfield's RS-12 zone (12,000 square foot minimum lot size). This open space adjacent to single-family residential is compatible.

The Borough of Garwood last conducted a Master Plan Reexamination Report, adopted on September 30, 2009, and last revised its Zone Map in October 2004. Westfield's development and regulations are consistent with existing and zoned development in Garwood. One area along South Avenue may experience land use conflicts in the coming years, where higher density housing is proposed in Westfield adjacent to existing light industrial uses in Garwood.

## 2013 Clark Master Plan

Westfield's southern boundary is shared with Clark. One section of Clark, north of the Lehigh Valley Railroad Line and east of Central Avenue, is not accessed through Clark, but rather through Westfield or nearby Cranford. The municipal border does not clearly follow street lines in this neighborhood, and therefore compatibility between Westfield and Clark at this location is essential. In Clark, the neighborhood is zoned for Residential R-100 (10,000 square foot minimum lot size) and Residential R-75 (7,500 square foot minimum lot size), both permitting single-family detached dwellings. In Westfield, the adjacent neighborhood is zoned as RS-10 (10,000 square foot minimum lot size) and RS-6 (6,000 square foot minimum lot size). The differences between these municipalities at this location is not significant enough to pose major problems.

Another section of Clark, north of the freight railway and west of Central Avenue, is not accessed through Clark but through Westfield. The portion of the neighborhood located in Clark is zoned for Residential R-100 (10,000 square foot minimum lot size) and the portion of the neighborhood in Westfield is zoned as RS-8 (8,000 square foot minimum lot size). These zones are compatible.

Following the Lehigh Valley Railroad Line westward up to Westfield Avenue/Rahway Avenue, the zone in Clark south of the rail line is zoned as Commercial Industrial (CI) and north of the rail line in Westfield, the area is zoned RS-10 (10,000 square foot minimum lot size). Although the land uses differ, the Lehigh Valley Railroad Line acts as a natural barrier between them.

Traveling westward south of Westfield Avenue/Rahway Avenue, the area in Clark is zoned as Age-Restricted/Senior Housing (R-SH) and is occupied by "Woodcrest at Clark". Adjacent to this development is Westfield's Commercial (C) zone that spans both north and south of the rail line. South of the rail line in Westfield is a utility yard that acts as a buffer between the rail line and the residential senior housing in Clark.

The Township of Clark last adopted its Master Plan on March 7, 2013 and last revised its Zone Map on September 18, 2017. Westfield's development and regulations are consistent with existing and zoned development in Clark.

## 2007 Scotch Plains Master Plan Reexamination Report

Scotch Plains is located along Westfield's entire western border. For the most part, various residential districts neighbor one another along the border. Beginning from the southwestern corner, exceptions include the Industrial (M-2) Zone in Scotch Plains (south of the Lehigh Valley Railroad Line) adjacent to Westfield's Commercial (C) Zone. These zones are somewhat compatible and there are no anticipated significant negative impacts.

Another exception includes the Shackamaxon Country Club located in Scotch Plains which is zoned as Sub-Area C Redevelopment Plan District (SCRPD), part of the Shackamaxon Redevelopment Plan adopted in 2011. If the golf course ceases to operate, the Redevelopment Plan sub-zone would kick-in to permit mixed-use development with a 50% set-aside for open space preservation. The zone is adjacent to Westfield's Residential RS-12 Zone (12,000 square foot minimum lot size). Lamberts Mill Road acts at the municipal boundary in this location. The existing open space area of the Country Club and golf course is compatible to the neighboring residential neighborhoods. However, should the golf course cease to operate, this area should be monitored for compatibility to Westfield's surrounding residential neighborhoods.

Continuing north along the municipal boundary, Scotch Plains has an area zoned as Public (P), adjacent to Westfield's Residential RS-10 Zone (10,000 square foot minimum lot size). These adjacent zones are compatible.

Directly south of the Raritan Valley Line, both municipalities zone for commercial. In Scotch Plains, Retail Business (B-2) and in Westfield, General Business (GB-2). Both municipalities zone for residential directly north of the Raritan Valley Line. In both instances, the zones are compatible.

The final exception from adjacent residential zones include the area on Brightwood Avenue, in which it appears one parcel is zoned as Industry (M-1) in Scotch Plains, adjacent to Westfield's Residential RS-6 Zone (6,000 square foot minimum lot size). Industry being located so closely to residential may have significant negative impacts. This area should be monitored.



The R3-B Residence Zone in Scotch Plains abuts Westfield's RS-16 Zone and directly abuts Westfield's Brightwood Park. The R3-B Zone is established to carry out the Broadway Redevelopment Plan and permits detached single-family residential and recreational facilities. As these zones are compatible, there are no anticipated significant negative impacts. The Township of Scotch Plains last conducted a Master Plan Reexamination Report, adopted on December 12, 2016, and last revised its Zone Map on January 1, 2015.

## 2014 Mountainside Master Plan

The Borough of Mountainside and Westfield share a large common boundary, most of Westfield's northern border. Echo Lake Park spans both municipalities for a majority of Westfield's northeastern boundary, zoned as Residential RS-40 in Westfield and Residential R-2 (15,000 square foot minimum lot size) in Mountainside. The park, owned by the County, is unlikely to change from parkland.

A majority of the remainder of the municipal boundary in Mountainside is zoned Residential R-2 (15,000 square foot minimum lot size), permitting single-family land uses. On the Westfield side of the municipal border, zone districts vary but are all residential (RS-8, RS-12, RS-40).

Mountainside's one area not zoned as R-2 and adjacent to Westfield are the parcels fronting Mountain Avenue, being located in the Business B Zone (3,000 square foot minimum lot size), a small neighborhood commercial node. In Westfield, abutting this zone is the Garden Apartment RA-2 Zone east of Mountain Avenue and the Residential RS-12 Zone (12,000 square foot minimum lot size) west of the roadway. These zones are generally compatible.

The Borough of Mountainside last adopted a Master Plan on April 24, 2014 and last revised their Zone Map in January 2017. The existing regulations and land uses for both municipalities are compatible with one another and are unlikely to pose major problems.

## 1998 Union County Master Plan

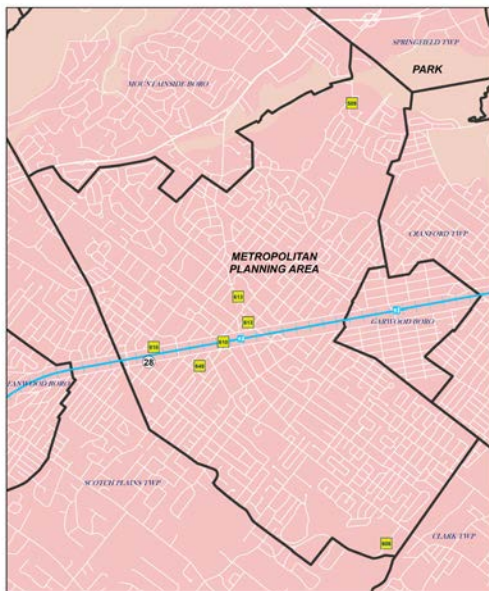
Union County last completed a Master Plan in 1998. Of the 21 municipalities located in Union County, the plan characterizes Westfield as a suburban community that developed along a commuter rail line. Per Westfield's 2009 Land Use Element amended in 2013, "The Westfield Master Plan is consistent in nearly all respects with the Union County Master Plan." This Master Plan Reexamination Report supports the goals and objectives of the 1998 Union County Master Plan:

- 1. Housing Goal:** Promote the provision of a broad range of housing opportunities for all income levels and household types by encouraging the maintenance or rehabilitation of the existing housing stock and through the construction of new housing units.
- 2. Development Goal:** To facilitate the development of Union County by directing new growth to environmentally suitable areas that can be provided with essential infrastructure and support facilities and to revitalize the urban centers and corridors within the County.
- 3. Transportation/Circulation Goal:** To promote the development of an improved and balanced, multi-modal transportation system that integrates and links highway, bus, rail, air, waterborne transport systems and pedestrian and bicycle facilities.
- 4. Economic Development Goal:** Continue County sponsored economic development efforts to reduce unemployment, provide year-round employment opportunities and enhance the tax base by encouraging compatible industrial, commercial, office and retail facilities to locate or expand in Union County.

## State Development and Redevelopment Plan

The State Plan Development and Redevelopment Plan (SDRP) was prepared and adopted by the State Planning Commission according to the requirements of the State Planning Act of 1985 to serve as an instrument of state policy to guide state agencies and local government in the exercise of governmental powers regarding planning, infrastructure investment and other public actions and initiatives that affect and support economic growth and development in the state. The SDRP is not itself a regulation but a statement of State policy that has been adopted by the State Planning Commission to guide State, regional and local agencies in the exercise of their statutory authority.

The 2002 Master Plan described in detail Westfield's relationship to the State Development and Redevelopment Plan (pages 61-68 of the 2002 Plan). Since 2002, no changes have been made to the State Development and Redevelopment Plan (the "State Plan"). Therefore, this Westfield Master Plan Reexamination Report is consistent with the State Development and Redevelopment Plan. The Town of Westfield remains within the Metropolitan Planning Area (PA1). For areas located in the Metropolitan Planning Area (PA1), the State Plan's intention 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.

## District Solid Waste Management Plan

The District Solid Waste Management Plan identifies locations of approved and regulated recycling activities. There are no privately-owned regulated locations for recycle activities in Westfield. This Westfield Master Plan Reexamination Report is therefore compatible with the County District Solid Waste Management Plan.

The District Solid Waste Management Plan was adopted by the Union County Board of Chosen Freeholders on June 7, 1979. The Plan was then approved with modifications by the New Jersey Department of Environmental Protection on August 30, 1980 and has since been amended from time to time (last amended on December 20, 2018). On December 11, 1986, the Union County Board of Chosen Freeholders designated the Union County Utilities Authority (UCUA) as the agency responsible to implement the County Plan.

# APPENDICES

**Appendix A:** Parking Plan Element

**Appendix B:** Master Plan Reexamination Report Survey Results

**Appendix C:** Public Engagement Materials

**Appendix D:** Bike/Walk Westfield-Bicycle and Pedestrian Plan

**Appendix E:** Walkable Communities Workshop Report



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