

Janice E. Talley, PP/AICP
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MEMORANDUM

TO: Development Review Committee
FROM: Janice Talley, PP, AICP
RE: **APPLICATION 2548: ONE BAY URBAN RENEWAL LLC – 311 BAY AVENUE** (Block 4215, Lot 1) – Major Site Plan
DATE: February 23, 2018

This report reviews the following items submitted for this application:

- Development application dated 2/6/2018.
- Council Resolutions from Montclair & Glen Ridge designating One Bay Urban Renewal LLC as redeveloper.
- 16-page plan set of site plan drawings prepared by Bohler Engineering, dated 10/27/17.
- 8-page plan set of architectural drawings prepared by NK Architects, revised through 1/31/18.
- Traffic Signal Plan prepared by Atlantic Traffic & Design, dated 10/24/17.
- Survey prepared by Control Point Associates, dated 2/26/16.
- Stormwater Management Report prepared by Bohler Engineering, dated October 2017.
- Traffic Impact Analysis prepared by Atlantic Traffic & Design, dated December 8, 2017.
- Valet Parking Management Plan.
- Utility Impact Analysis prepared by Bohler Engineering, dated 11/2017.
- LEED Green Building Techniques Checklist.
- Set of restrictions, covenants and easements for property.
- Construction cost and bond estimate.

Site Description

The subject property is located along Walnut Crescent between Roswell Terrace and Bay Street. The property is 3.4 acres in size and is located in both Montclair and Glen Ridge. The property contains a three-story vacant building that previously contained the nursing school for Mountainside Hospital. The property contains 95 parking spaces with the primary point of access from Walnut Crescent, with a secondary point of access from Bay Street.

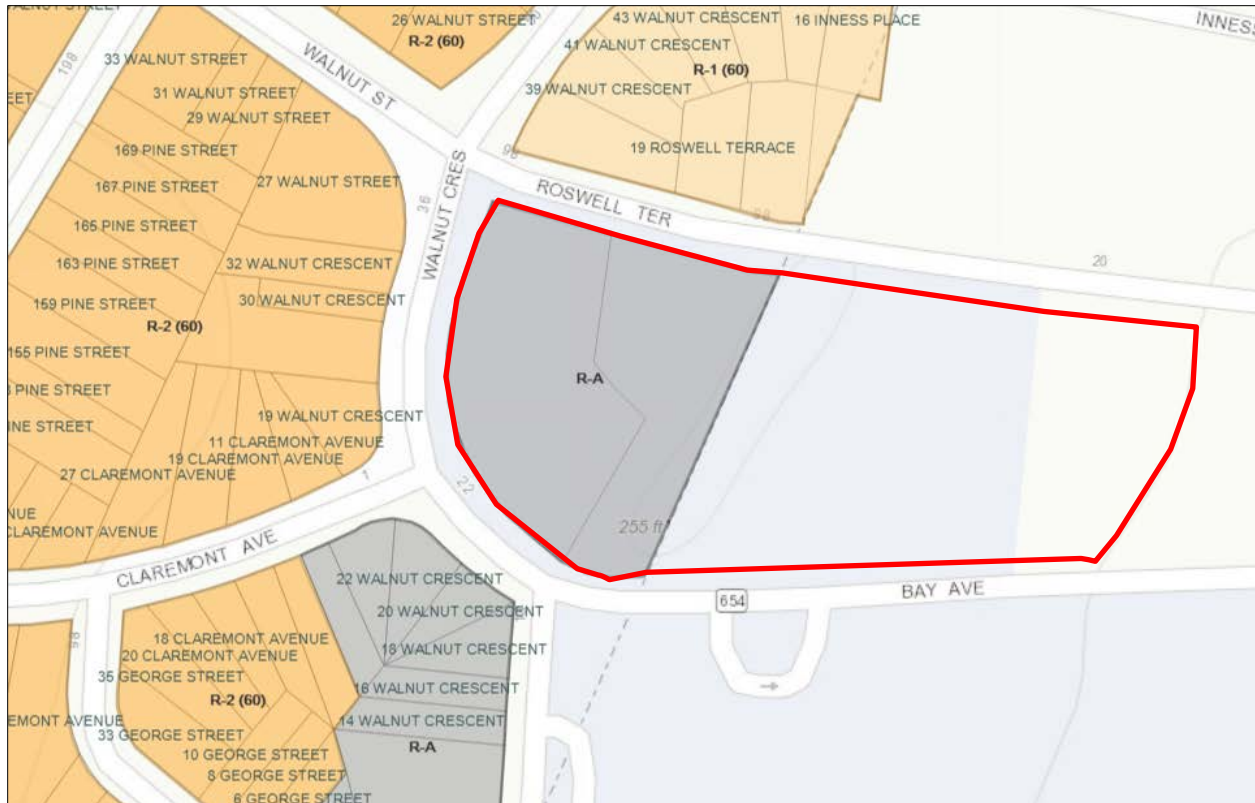


Figure 1: Property location and zoning.



Figure 2: Redevelopment Subzones map



Figure 3: Conceptual Plan for Redevelopment.



Figure 4: View of subject property, looking south from Roswell Terrace.



Figure 5: View of landscape buffer along Roswell Terrace, looking southwest.



Figure 6: View of landscaped buffer from corner of Walnut Crescent and Roswell Terrace.



Figure 7: View of existing wall and landscaped buffer along Walnut Crescent.



Figure 8: View of landscaped buffer along Walnut Crescent.



Figure 9: View of landscaped buffer along Walnut Crescent.

Project Description

The applicant proposes the following:

- Demolition of the existing nursing school and construction of a new 3-story 45,735 square foot medical office building.
- Construction of a parking lot with 229 parking spaces, including 42 valet parking spaces, 23 handicapped parking spaces and 61 compact car parking spaces.
- Access to the property will be through a new ingress/egress driveway at the corner of Bay Avenue and Highland Avenue, with two lanes of ingress and one lane of egress.
- A new signalized intersection at Bay Avenue and Highland Avenue with new cross walks.
- Installation of a 6 foot tall stockade fence along the eastern property line.
- A new masonry trash enclosure area measuring 18 feet by 18 feet at the northwest corner of the building.
- A new loading area at the northwest corner of the building.
- 2 electric vehicle charging stations.
- A plaza adjacent to the driveway entrance containing tables, chairs and landscaping.

- A bike rack along the western side of the building.
- New street trees and 12-foot tall pedestrian street lights along Bay Avenue and Walnut Crescent.

Redevelopment Plan Requirements

Below is an assessment on how the development application addresses the requirements in the Mountainside Hospital Redevelopment Plan. Comments are provided in ***bold italics***.

4.3.6 MOB Site Access / Driveways

- a. Ingress and egress for all areas accommodating parking required for the Medical Office Building, as provided for anywhere within the entire Redevelopment Plan Area, will have gate-controlled access that is to be managed by the property owner or owner's entity. ***Provided.***
- b. The primary site ingress/egress is to be a new driveway at the intersection of Bay Avenue, Walnut Crescent and Highland Avenue into the MOB Site that is controlled by a new traffic signal. ***Provided.***
- c. At the primary site ingress, the driveway shall be of a minimum length to accommodate the stacking of at least 6 vehicles between the gate and the property line. ***Provided.***
- d. The development shall not cause any degradation to the existing Level of Service (LOS) at all approaches, and preferably, should result in improvements to existing LOS (See Section 9.4, Intersection Improvements). ***Tbd by Traffic Engineer.***

4.3.7 Patient Drop-Off

- a. The drop-off area at the primary entrance to the MOB building shall accommodate two (2) travel lanes, each a minimum of ten (10) feet in width. ***Provided.***
- b. A canopied roof should be considered over the front entrance area of the medical office building to protect visitors using the drop-off area. The canopy may extend into the required front setback area. ***Provided.***

4.3.8 Property Address

It is recommended that a new address for the site be requested from the Post Office. The MOB address should be different from the Hospital's address. However, to avoid public confusion, a Montclair address is preferred since the Hospital has a Montclair address. ***Applicant should address.***

4.3.9 Hours of Operation

Hours of operation shall not be between 10PM and 6AM. ***Applicant should address.***

4.4.5 Site Access

- a. Site access shall be from a point or points that will create the least impact to through traffic on surrounding high-volume streets and to residential uses. No access shall be from Claremont Avenue. ***Not applicable.***

- b. At the time of site plan approval, the reviewing Boards shall determine whether changes to the existing George Street and Sherwood Street configurations are warranted to improve ingress and egress conditions and to minimize traffic impacts to surrounding residential uses. For the portion of George Street within Area B, changes could include, for example, conversion from one-way to two-way travel, the recommendation of new access easements, partial closures, and/or the allowance of a resident on-street parking permit program. Any such changes would need to be addressed in a traffic impact report, a required submission item for site plan review. **Not applicable.**
- c. Where site access is controlled by a security gate, the gate shall be set back a minimum distance from a right-of-way to allow for the stacking of at least two (2) vehicles. **Provided.**
- d. The egress-only drive at Bay Street in existence at the time of the adoption of this Redevelopment Plan shall be permitted to continue. **Not provided on plan.**

6.0 Required Parking

- a. The redeveloper shall provide a comprehensive parking plan that addresses the proposed MOB development and existing Hospital needs. The comprehensive parking plan shall, at a minimum, include the locations of: all parking for employees, patients, and general visitors; parking restricted to valet, compact spaces, ambulances, and other restricted parking; locations for deliveries and loading; and bicycle parking areas. **Provided for MOB.**
- b. The redeveloper and hospital shall prepare a new parking study three (3) years after the issuance of the Certificate of Occupancy for the MOB, and every five (5) years thereafter, and shall submit such studies to Montclair and Glen Ridge for administrative review. If the review conducted by either Board determines that the parking supply is insufficient, the Hospital shall be required to go back to both Boards to resolve the parking problem. **Should be condition of approval.**
- c. Any new development within the campus must be able to provide dedicated parking for those new uses, above and beyond the existing parking supply. **Provided.**

6.1 MOB Site

- a. Medical Office Parking Min.: **5.0 spaces per 1,000 square feet** of gross floor area (GFA). **Provided.**
- b. Parking shall be dedicated parking for MOB-use only; Parking for the hospital and emergency services should not use MOB parking. **Provided.**
- c. A minimum of 50% of the required MOB parking shall be located on the MOB site. The remaining required parking can be located within Area B/Campus Parking, a maximum distance of 500 feet from the principal MOB entrance. **Not applicable as all parking is provided onsite.**
- d. Parking shall have gate-controlled access that requires validation from within the MOB to deter others from using MOB parking areas. **Provided.**

- e. At least two (2) spaces shall be provided for electric vehicle car charging.
Provided.

6.3 ADA Parking

- a. Adequate parking facilities for accessibility to people with mobility impairments shall be provided as required for medical uses by the Americans with Disabilities Act (ADA). **Provided.**
- b. Accessible parking spaces shall be dispersed, but located nearest to accessible entrances, for any building(s) with multiple accessible entrances. **Provided.**
- c. Accessible parking in a parking structure may be provided on one level adjacent to the shortest route to the accessible building entrance(s). **Not applicable.**
- d. The minimum width of the accessible route shall conform to ADA requirements. **Provided.**
- e. Accessible parking size, design, access aisles, maximum slope, van accessibility and identification signage shall be provided in accordance with ADA requirements. **Provided.**

6.4 Bike Parking

- a. A designated area within the MOB Site shall be provided for bicycle parking. The area can be permitted inside the building or outside in a protected area. Parking shall be provided in such a way that allows for a bicycle to be properly secured, via a bicycle rack or locker. **Provided.**
- b. Bicycle parking is encouraged on Hospital property, in areas close to building entrances. **Not applicable.**
- c. Bicycle parking facilities shall, at a minimum, provide a stationary object to which the bicyclist can lock the bicycle frame and both wheels with a user provided U-shaped lock or cable and lock. **Provided.**
- d. Bicycle lockers and other high security bicycle parking facilities for use by staff are preferred to encourage non-motorized travel and to promote a healthier, active lifestyle. **Applicant should address.**

6.5 Valet Parking Plan

- a. A valet parking plan shall be submitted with any application for development within the redevelopment zone. The valet parking plan shall show all delineated locations of valet parking, number of valet spaces, locations of valet stands for vehicle drop-off and pickup, queuing areas for customer valet waiting, the valet service hours of operation and a valet staffing plan. **Provided.**
- b. The valet parking plan shall entail how valet parking spaces are to be utilized during nonvalet operation periods. **Provided.**
- c. Valet parking spaces may be designed in tandem or other stacked parking configurations that meet the approval of the Reviewing Board(s) or Board Engineers(s). **Tbd by Parking Expert and Board.**

- d. Parking areas that are striped for valet parking shall be posted "valet parking only." **Provided.**
- e. Valet operations may not make use of any on-street parking at any time. **Applicant to provide information.**
- f. If valet parking is used to increase the parking yield to conform to the required number of spaces, then valet parking shall not be discontinued unless the parking area is restriped according to the standards of this Plan and additional parking is provided to bring the use of the site into conformance with minimum parking requirements. **Should be condition of approval.**

6.6 Remote Parking

- a. If parking for patients or visitors is located further than 1,000 feet from a public Hospital entrance, such parking shall be programmed as valet-parking only, and shall count towards the total allowable valet parking as a percentage of total parking. **Not applicable.**
- b. The HUMC/Mountainside Hospital owns a parking area off-site, known as the Sherman Street Lot. Given its configuration and distance from the campus, all Sherman Street lot spaces shall be valet parking only. **Not applicable.**

6.7 Compact Parking Spaces

- a. The grading requirements for compact spaces shall be provided in accordance with Section 281-9 of the Montclair Township Ordinance in effect at the time of the adoption of this Plan. **Provided.**
- b. All compact spaces shall be signed indicating their use only for compact vehicles. **Provided.**
- c. The presence of compact spaces does not authorize the parking of vehicles such that they encroach into public rights-of-way, drive aisles, driveways or abutting properties.

6.8 On-Street Parking

On-street parking shall not be used to meet the minimum required parking. **Applicant complies.**

6.9 Emergency Vehicle Parking

- a. Where ambulances are to be parked in designated lots, those areas shall be depicted on the site plan. **Not applicable.**
- b. Staging for ambulances shall be permitted in designated areas on Walnut Crescent between Bay Avenue and Bay Street. Ambulance staging areas shall be depicted on the site plan. **Not applicable.**

6.10 Parking and Driveway Design

The grading of parking areas and driveways shall be designed to meet the requirements of Section 281-9 of the Montclair Township Ordinance in effect at the time of the adoption of this Plan. **Complies.**

6.10.1 Parking Dimensions and Design Requirements

- a. Area A standard parking spaces: 9 feet by 18 feet. **Complies.**
- b. Area B standard parking spaces: 8.5 feet by 18 feet. **Not applicable.**
- c. Compact parking spaces: 8 feet by 17 feet, including a 1-foot overhang. **Complies.**
- d. Parking garages spaces: 8.5 feet by 18 feet. **Not applicable.**
- e. Valet parking spaces: 8 feet by 18 feet. **Complies.**
- f. Parking spaces which do not meet required standards may not be counted towards meeting the minimum parking requirements. **Not applicable.**
- g. All parking spaces shall be at a 90-degree angle, unless otherwise approved by the reviewing Board(s). **Applicant to address.**
- h. All parking aisle widths shall be at least 24 feet for two-way travel, except that those adjacent to compact parking spaces shall have a minimum aisle width of 22 feet. **Complies – 24 foot wide aisles provided.**

6.10.2 Parking Allowances

- a. Up to 30% of the required parking may be reserved for compact space parking, if the reviewing Board(s) approve of their location. **Complies.**
- b. Up to 30% of the required parking may be provided through valet parking, so long as a valet parking plan is provided in accordance with this Redevelopment Plan. **Complies.**

6.11 Loading / Refuse / Service Areas

- a. The location and design of off-street loading/trash/service areas shall be depicted on site plans and subject to the approval of the reviewing Board(s). **Provided.**
- b. Loading areas shall be provided on-site. Loading and service areas should be located away from public street frontages and should have operable doors or gates so that they may be closed when not in use. **Provided.**
- c. Trash and recycling should be located within the building interior or screened from view of public streets using fencing and/or landscaped buffers. **Provided.**
- d. Medical waste shall be handled in accordance with applicable law. **Applicant to address.**
- e. Scheduling of trash and loading times should be controlled to minimize the negative impacts on the local community. **Applicant to address.**

6.12 Parking lot landscaping and screening

Parking lot landscaping and screening shall be provided in accordance with Site Design Standards in Section 7.0.

7.0 General Site Design

The following Design Requirements apply to the Redevelopment Plan Area. However, where the Reviewing Board(s) or Municipalities have determined that existing improvements have deteriorated and need improving, the applicant/owner/redeveloper may be required to make related site improvements as part of site plan approval.

7.1 Lot mergers

Within each tax block, the existing, adjacent lots under common ownership shall be merged to create a single tax lot, except for Block 4207, Lots 1 and 2, and Block 91, Lot 1, and that furthermore, no lot shall be merged across a municipal boundary. **Not applicable.**

7.2 Landscape Buffer Areas

- a. Landscape buffer areas shall be measured as the area between the property line and site development (buildings, parking areas, etc.), except as set forth in Section 4.3.5. Landscape buffer treatments, however, may extend into the right-of-way/up to the sidewalk. **Provided.**
- b. Parking may not be located within the minimum landscaped buffer areas, provided, however, that vehicle overhangs shall be allowed within with the required landscape buffer area. **Complies.**
- c. Landscape buffers shall consist of any combination of deciduous trees, conifers, shrubs, hedgerows, ornamental grasses, berms, low-height masonry walls, and or fences where appropriate. Landscape buffers shall be of sufficient size, height, and opaqueness to continuously screen the site from adjacent properties. **Additional landscaping needed along Walnut Crescent and western section of Roswell Terrace to screen the parking area. Existing landscaping has a sparse understory and should be supplemented with evergreen shrubs.**
- d. Fences and walls may be used for decoration and to supplement required landscaping buffering to achieve a higher degree of visual blocking. Within the required landscape buffer adjacent to any residential property, however, a six (6) foot-tall solid fence shall be required along any residential side or rear yard, and a four (4)-foot-tall solid fence shall be required along any residential front yard. **Provided.**
- e. Parking lots and on-site circulation areas shall be effectively screened from all streets and sidewalks. **See response to paragraph c above.**
- f. The existing low-height wall along the easterly side of Walnut Crescent shall be maintained; if possible, a similar wall or landscape feature, such as a berm, should be constructed along the southerly side of Claremont Ave/Walnut Crescent. **Provided.**
- g. Landscape buffers shall be continuous except for where driveways access the street. **See response to paragraph c above.**
- h. Buffer areas may, but do not necessarily have to be, designed to achieve stormwater management benefits through the use of rain gardens or bioswales. **Not provided.**

7.3 Interior site landscaping

7.3.1 *Parking lot interior*

- a. Landscaped areas shall be provided within the interior of parking lots, such as within islands or bioswales, and shall be landscaped with grass, shrubbery, flowering plants, ornamental grasses, and shade trees. **Provided.**
- b. The end of each parking aisle shall be landscaped. **Provided.**
- c. The height of opaque landscaping within the parking interior shall not exceed 3 to 4 feet in height so as not to obstruct sight lines. **Provided.**
- d. Interior landscaping shall amount to at least 5% of the paved area. **Applicant to provide information.**
- e. Shade trees shall be provided throughout the parking area, except where they would conflict with site lighting. **Provided.**

7.3.2 *Buildings and entrances*

- a. Landscaping such as hedges and flowering plants should be installed around the base of buildings, including parking garages, to soften their appearance, whenever site work will be conducted at the base of existing or proposed buildings in the Plan Area. **Provided.**
- b. Landscaping shall be particularly visible at entranceways. **Provided.**

7.4 Existing Trees

- a. The developer shall make every effort to save existing trees. Special emphasis shall be made to retain the existing, mature trees along Roswell Terrace and Walnut Crescent, which have particular cultural and historic value to the neighborhood. **Trees in this area have been preserved and a tree preservation fence is proposed.**
- b. Any tree removal and tree planting conducted within the Redevelopment Plan area shall be in accordance with Montclair Township tree requirements at §324 Preservation of Shade Trees and § 281-8.2 Landscaping and street trees. Any tree removal and/or tree planting plan proposed as part of any site plan application shall be subject to review and approval by the appropriate municipal arborist. **Site plan should clearly delineate which trees are being removed, including number of trees to be removed, type and diameter at breast height (dbh).**

7.5 Pedestrian circulation

Walkways and sidewalks should be provided between parking areas and buildings to enable safe pedestrian navigation throughout the Plan Area. **Provided.**

7.6 Site Lighting

The lighting within the HUMC/Mountainside Hospital Redevelopment Plan area shall balance the lighting needs for the safety and security of the Hospital's employees,

physicians, patients and visitors with the contextual nighttime characteristics of the surrounding residential neighborhoods.

7.6.1 General

- a. All parking areas and walkways thereto and appurtenant passageways, building entrances, loading areas and driveways shall be adequately illuminated during the hours of operation which occur after sunset. **Provided.**
- b. As part of the required lighting plan, applicants shall be required to submit a master inventory that accounts for all exterior lighting fixtures within the Plan Area. This shall include fixture types, counts, locations, mounting methods, heights, light source types and the light intensity in footcandles. **Provided.**
- c. Any adjacent residential zone or use shall be shielded from the glare of illumination from site lighting and automobile headlights. **Applicant should address.**
- d. Full cut-off light fixtures for all exterior light sources and fully shielded light sources for interior, non-climate controlled spaces such as parking structures, shall be used wherever new fixtures are installed. **Applicant should address.**
- e. Automatic control systems should be considered to eliminate excessive light during nonactive hours of site operation. This applies to the MOB site and other campus parking areas that may be closed during typical evening hours of operation (i.e. valet areas, etc.). **Applicant should address.**
- f. New freestanding lights within parking lots shall be protected to avoid being damaged by vehicles. New freestanding lights at the perimeter of parking lots shall be aligned with the parking stall striping and located a minimum of 2 1/2 feet to the edge of curb. The exposed concrete light foundation shall not exceed two inches above grade or six inches above grade if located within a lawn area. **Most but not all lights are located at the perimeter with foundation 2 inches above grade. Two light poles are located in the middle of the lot with a 30-inch foundation. Applicant should consider moving these lightpoles to the nearby landscaped islands.**
- g. Decorative and architectural lighting is an appropriate use. **Provided.**
- h. All lighting should take advantage of highly focused, lower lumen LED fixtures utilizing timers in order to avoid dusk to dawn use and to maximize energy efficiency. **Applicant should provide additional information on the lumen level of the light fixtures and timers.**

7.6.2 Height of fixtures

Any new pole-mounted lighting shall be provided by fixtures with a mounting height not more than 15 feet, as measured from grade to the centerline of the light source, except that the maximum height of light fixtures in the parking areas on Block 4207, original Lots 1 and 2 in Montclair and Block 91 in Glen Ridge shall be 18 feet, or the height of fixtures in existence at the time of the adoption of this Redevelopment Plan, whichever is less. **Complies.**

7.6.3 Intensity

- a. Min. average for public realm: 0.5 fc. **Complies.**
- b. Max. average for public realm: 3.0 fc. **Complies.**
- c. Min within parking garage: 1.0 fc. **Not applicable.**
- d. Max. along property line: 0.3 fc, except for an average of 6 fc along driveways. **Complies.**

7.6.4 Lighting Style

Decorative lighting is appropriate. The style of any light or light standard shall be consistent with the architectural style of the principal building and the predominantly residential character of the surrounding area.

7.7 Fences

Fences are only permitted within buffer areas and along interior property lines, such as to provide additional screening between the Plan Area and adjoining properties. The types and heights of fences permitted shall be governed by Montclair Township Ordinance 347-27.

7.8 Wireless & Telecommunications

The installation and operation of wireless telecommunications facilities in the HUMC/Mountainside Hospital Redevelopment Plan Area shall be subject to the requirements set forth in Montclair Ordinance Section 347-17.1. **Not applicable.**

7.9 Utilities

In the past, residents surrounding the Hospital and former Nursing School and dormitory have experienced sewer back-ups. The last reported incident occurred in 2001 with the Bay Avenue sewer backup. Research into the matter revealed this back-up was not caused by a surcharge due to excessive flow but rather a piece of slate that was lodged in the sewer pipe. There have been no reports of sewage overflow since that 2001 event. Borough of Glen Ridge records show that there is no hospital connection to the George Street sanitary sewer line. As part of the development of the ambulatory pavilion project, the hospital agreed to abandoned their onsite laundry to reduce flow. The hospital also has an agreement with the Borough to clean the Bay Avenue sewer line on a quarterly basis. In addition, the Borough lined the Bay Avenue manholes & rebuilt the manhole benches in 2012.

- a. As part of the site plan process, the developer shall measure the existing flow & confirm the slope of the sanitary sewer pipes. The reviewing Engineers shall then determine if the system can handle the projected flow. **Provided in Utility Impact Statement.**
- b. The developer, in consultation with the reviewing Engineers, shall remedy any sewer capacity issue. Options to consider could include, but are not limited to, relining the sewer pipes, connecting downstream to a larger capacity pipe, and water conservation. **Tbd by Engineer.**

8.0 Streetscape & Open Space

Public realm improvements and furnishings within the Plan Area are intended to create a pedestrian-friendly environment, provide an attractive gateway into the HUMC/Mountainside Hospital campus, improve pedestrian connectivity and provide open space amenities that add to a welcoming experience for Hospital staff and visitors. However, where the Reviewing Board(s) or Municipalities have determined that existing streetscape and open space features have deteriorated and need improvement, the applicant/owner/redeveloper may be required to make related site improvements at the time of site plan approval.

8.1 Street Trees

- a. Street trees shall be planted along the streets within or adjacent to the Plan Area in accordance with Montclair's Street Tree requirements set forth in Ordinance 281-8.2C and 281-8.2E in effect as of the date of adoption of this Redevelopment Plan. Shade trees should be planted to create a traditional allee (a line of trees along both sides of the street) that is appropriate given the surrounding residential character. **Provided.**
- b. Where street trees are not currently provided, they shall be placed at regular intervals on all streets within the Redevelopment Plan Area and shall be planted at approximately 40 feet on center. Exceptions to the 40-foot spacing are allowed for curb cuts to parking areas, lobby entrances and utility facilities located within the sidewalk area. **Provided.**
- c. The genus-species of trees shall be consistent with the existing foliage to harmonize the natural setting in the campus area. Tree types and location shall be subject to approval by the Planning Board. **Red Sunset Maple trees proposed.**
- d. Trees shall not be planted in a way that would negatively impact pedestrian circulation and visibility.

8.2 Sidewalks

- a. The existing 4-foot-wide sidewalks surrounding Area A/MOB site (i.e., along Roswell Terrace, Walnut Crescent and Bay Avenue) and Area B, may remain so long as they are sufficient and in good condition and improved to meet minimum ADA requirements.
- b. New sidewalks elsewhere in the Plan Area shall be a minimum of 5 feet wide, except where they are constructed adjacent to existing sidewalks, they shall be of the same width as the sidewalks to which they connect. **Complies.**
- c. New sidewalks shall be of a concrete material that meets the approval of the reviewing Board(s). **Tbd by Board Engineer.**

8.3 Streetscape Lighting

- a. Street lighting of a type supplied by or approved by the utility and of a type and number approved by the Board shall be provided for all street intersections and along all streets within the Plan Area as deemed necessary for safety reasons. Wherever electric utility installations are required to be underground, the applicant shall provide for underground service for street lighting.

- b. Pedestrian-scale, decorative lighting (12 feet to 14 feet in height) shall be provided at regular intervals in an opposite arrangement on Bay Avenue, Highland Avenue, Walnut Crescent and in other locations as otherwise directed by the Reviewing Board(s). Where permitted by the Board(s), bollard lighting may be installed to enhance pedestrian lighting conditions. **12 foot tall decorative lights are proposed along Bay Avenue and Walnut Crescent.**
- c. The lighting scheme shall be chosen to illuminate the sidewalks and walkways and promote a campus-style setting, sense of security, and unified look throughout the campus.
- d. Decorative lighting may contain features such as hanging plant baskets and/or banners indicating the hospital zone, where such features meet the approval of the reviewing Board(s).

8.4 Streetscape furnishings.

- a. Street furniture in the area, including benches/seating, public art, lighting, planters, and trash and recycling containers, should be appropriately placed but serve to also be visually appealing. **Benches and seating proposed in the plaza.**
- b. The property owner shall be responsible for the maintenance of all street furniture, including raised planter landscaping and care, the emptying of garbage and any repairs necessary.

8.5 Area B Open Space.

- a. If 32 Sherwood Street (Block 4207, Lot 31) continues to occupy the site as a residential use, then the adjacent property (Block 4207, Lot 30) shall be provided as open space, and a triangular-shaped area located on Block 4213 extending from the corner of George Street and Sherwood Street to the northeast corner of Lot 21, shall also be provided as open space to create a sizable buffer for 32 Sherwood Street. (See Figure 8: Area B Development Requirements, if residential use remains at 32 Sherwood Avenue.) **Not applicable.**
- b. If the residence at 32 Sherwood Street (Block 4207, Lot 31) is ultimately acquired by the Hospital, then an area for Public Open Space of at least 2,750 square feet shall be provided to serve as an amenity to the Hospital uses and the adjacent George Street residential area. **Not applicable.**
- c. The Public Open Space area shall consist of a lawn area and attractive landscaping and may contain seating and other passive park features. The Hospital shall own and maintain said open space. Otherwise, the Hospital may enter into agreement with a neighborhood association or community group so that such organization or group may develop and maintain the Public Open Space for use as a community garden, for example. **Not applicable.**
- d. The Public Open Space area shall include landscaping, such as a blend of evergreen shrubbery and trees that creates a year-round visual screen between the George Street neighborhood and the hospital campus. **Not applicable.**

8.6 Plaza Space

- a. There shall be publicly accessible open space / plaza space for pedestrians to enjoy located, at a minimum, near the crosswalks that access the MOB site. **Provided.**
- e. Plaza space shall be landscaped and hardscaped to create an environment for MOB and Hospital patients, employees and visitors that is conducive for sitting, relaxing, and gathering. Shade, decorative paving, and landscaping shall be incorporated so that a comfortable setting can be created. **Provided.**
- b. Plaza space may include benches/seating, public art, bollard lighting, planters, trash and recycling containers and other features that improve the overall experience. **Provided.**
- c. The plaza space may include an informational or historical signage in the form of a plaque or landscape element to display the Hospital's 100+year heritage at this location. **Not provided.**
- d. As a non-smoking campus, the Hospital does not permit smoking anywhere on its property. Without a designated smoking area, staff and visitors migrate into the surrounding residential neighborhoods to smoke. This creates a nuisance situation for nearby residents, who complain of Hospital staff and visitors trespassing, smoking, and littering on their properties. At the time of site plan review, the Hospital should address how they intend to remedy this issue. **Applicant to address.**

8.7 Future Rail Trail Connectivity

As a condition of any site plan approval, the site plan shall show the location of a potential connection / access easement area from the Sherman Street Lot (Montclair Block 4207, Lots 7 & 8), which is owned by the Hospital and utilized for hospital valet parking, that would allow access to the future rails-with-trails "Ice & Iron Greenway" concept. The easement shall be a minimum of 10 feet wide and in a location that is acceptable to the Hospital and the Township. **Applicant to address.**

9.0 Street and Intersection Design

9.1 Complete Streets

Both Glen Ridge and Montclair have adopted policies by Resolution to support and reinforce their commitment to creating a comprehensive, integrated, connected street network that safely accommodates all road users of all abilities and for all trips. As such, any application within the Redevelopment Plan Area that results in a public street project shall ensure that such a project be designed and constructed as "complete streets" whenever feasible to do so in order to safely accommodate travel by pedestrians, bicyclists, public transit, and motorized vehicles and their passengers, with special priority given to pedestrian safety, and shall make affirmative statement to that project's adherence in the site plan application.

9.2 Circulation, connectivity, all users

Efficient circulation through the Redevelopment Area shall be maintained at all times. All uses within the Redevelopment Area shall ensure their operations do not interfere with the safe and efficient operations of any public roadway within the Redevelopment Area.

- a. Speed limits shall be set at 20 miles per hour on Highland Avenue between Bay Street and Bay Avenue. **Not provided.**
- b. Travel lanes shall be improved to no greater than 12 feet in width in order to promote safe vehicular speeds. **Travel lanes range between 11 feet and 13 feet.**
- c. Bicycle signage and striping is encouraged throughout the Plan Area, subject to approval by the Reviewing Board(s). Where separate bicycle facilities are not feasible or required, applicant shall consider the installation of sharrows and/or “share the road” or “bicycle may use full lane” signage. **Provided.**
- d. Where appropriate, traffic islands and landscaped medians should be used to define the circulation pattern and create traffic calming. **None proposed.**
- e. Sidewalks shall be located along all streets and kept in good condition at all times to accommodate the safe travel of pedestrians and persons with limited mobility. **Provided.**

9.3 Traffic Impact Analysis

As part of any application for site plan approval, a Traffic Impact Analysis shall be submitted for review by the reviewing Boards' Engineer. The Traffic Impact Analysis shall consider both vehicular and pedestrian traffic. **Provided.**

9.4 Intersection Improvements

- a. This Redevelopment Plan requires that new development or redevelopment shall not result in any degradation of Level of Service (LOS) beyond existing levels at all approaches. **Tbd by Traffic Engineer.**
- b. A signalized traffic device is required to be installed at the intersection of Bay Avenue/Walnut Crescent/Highland Avenue. **Provided.**
- c. The HUMC/Mountainside Hospital Traffic and Parking Analysis (Appendix A) prepared in conjunction with this Redevelopment Plan indicates that traffic and circulation issues may degrade at the intersection of Claremont Avenue and Walnut Crescent as a result of the project. Since this Redevelopment Plan specifically requires that new development or redevelopment shall not result in any LOS degradation, the specifics of necessary improvements proposed by the Developer to meet this requirement shall be determined and reviewed as part of site plan approval. In addition, the Redeveloper may be responsible for a proportionate share of the cost of off-tract improvements associated with traffic mitigation, the amount and terms of which shall be determined as part of the Redevelopment Agreement. **Tbd by Traffic Engineer.**
- d. All new traffic signals within the Redevelopment shall be equipped with video detection technology and shall be actuated, as recommended by the traffic analysis in Appendix A. **Tbd by Traffic Engineer.**
- e. A timing plan shall be submitted as part of any traffic signal installation and/or improvement within the Redevelopment Area to each municipality and subject to

the review and approval by the municipalities' engineer. ***Tbd by Traffic Engineer.***

- f. At each new traffic signal with a pedestrian crosswalk within the Redevelopment Area, pedestrian countdown times shall be installed. Pedestrian signals shall be audio-tactile push-button activated, placed at a height that is ADA accessible, 3'6" above the ground, and 16" in size with "hand/man" indicator and countdown timer. ***Provided.***
- g. High visibility crosswalks shall be provided at each leg of new signalized intersections within the Redevelopment Area, and at non-signalized pedestrian crossing points, where appropriate. Crosswalk widths shall be at least 8' in width. Where there is a pedestrian crossing at an uncontrolled movement, a "stop for pedestrians" panel shall be placed at each approach at a location that is approximately 100 feet from the crosswalk. ***Tbd by Traffic Engineer.***
- h. ADA Curb ramps shall be provided at each pedestrian crossing and adhere to the New Jersey Barrier Free Subcode at N.J.A.C. 5:23-7.1 – 5:23-7.31. ***Tbd by Traffic Engineer.***

9.5 North-bound turnaround

A submitted site plan shall demonstrate that wherever emergency vehicles are parked along the westerly side of Highland Avenue (southbound direction), there is a location for these vehicles to safely U-turn outside of the street cartway. ***Not applicable.***

9.6 Street Re-naming

This Redevelopment Plan recommends that streets crossing municipal boundaries within the Redevelopment Area be re-named so as to be consistent on each side of the municipal boundary. The confusion of navigating the street network in this area is exacerbated by the changing street names, which impacts overall traffic conditions and safe use of the network. ***Not provided.***

10.0 Signs & Wayfinding

Unless otherwise provided for below, standards and requirements for signs shall conform to Article XVIII (Signs) of the Montclair Zoning Ordinance.

10.1 Comprehensive Wayfinding Plan

10.1.1 Purpose

Wayfinding signage is very important to first time and infrequent visitors. Wayfinding signs and visual cues are used to guide motorists and pedestrians into campus, to parking areas, and to specific buildings or their ultimate destination. Furthermore, signage design can influence people's experience. The appropriate expression through form, color, typography and materials can help shape the user's experience and perception of their journey.

10.1.2 General Requirements

- a. A comprehensive wayfinding signage plan shall be submitted for approval. The plan shall identify the location and content of all existing signage, as well as each

proposed sign type, and the design specifications for signage materials, structure, size, letter size, standard symbols, colors, and any accessories. ***Not provided.***

- b. Sign types within the signage package may include vehicular directional signs, pedestrian directional signs, freestanding building identification signage, wall signage, light pole banner signs, and historical markers or interpretive signage.
- c. Simplicity and legibility are primary design criteria for effective wayfinding signage.
- d. The signage plan should show uniformity and consistency in sign design for all sign types so users can easily recognize signage as part of the HUMC/Mountainside Hospital campus by, for example, consistent materials and construction; consistent typeface, colors, arrows, and logos; and consistent graphic layouts and consistent overall appearance. Branding and marketing, however, are secondary considerations to informational effectiveness for signage.
- e. Signage shall contribute to a facility's design character and quality. Signs should complement architecture and help establish the character for the environment.
- f. Signs shall be externally illuminated in accordance with the Montclair Ordinance.
- g. Signage and graphics are to be durable, resilient, easily maintained and resistant to normal deterioration and acts of vandalism

10.2 Building Signage

- a. The primary purpose of this sign type is to identify the name of the building and to indicate primary entrances. The wall sign may include a donor or honorific name for a building.
- b. Signage should be positioned on the building facade at the primary entrance and in view of major pedestrian walkways. ***Not provided. Building sign is proposed at the top of the building.***
- c. Signage should respect the architecture of the building, and be placed so as not to obscure the distinctive architectural features.
- d. Letters should be mounted at or near the building entrance, or on a smooth horizontal area, surface or element integral to the design of the building, such as a belt course, horizontal mullion or cornice, and in a manner that does not damage the building materials or architectural elements. ***Not provided. Building sign is proposed at the top of the building.***
- e. The size of wall-mounted signs shall comply with the Montclair Ordinance for signs in commercial districts.

10.3 Freestanding Building Identification Signs

Standalone signs are a "first impression" visual communication tool upon entering a site and shall be attractive to visitors. ***None proposed.*** They shall be permitted as follows:

- a. Only one (1) such sign is permitted at each visitor entrance driveway or entry gate.
- b. They shall be two-sided and stand perpendicular to the street.
- c. Such sign shall be set back at least five feet from the closest property line.
- d. The signs shall contain only the official name of the building and the address, except the sign may also contain the Hospital's name or logo. This type of sign not intended as a building directory. Names of occupying units or internal spaces are to be placed on internal directories. Full donor or commemorative names should not be on these signs.
- e. The sign shall be of a low-height or monument style, and of a design consistent in appearance with all signs in the sign package and building architecture in the campus.
- f. The base of the sign shall be landscaped with ground-cover vegetation that will not grow in height to obscure the sign.
- g. The maximum sign area shall be 20 square feet, and the maximum sign height 6 feet.

10.4 Vehicular wayfinding

The purpose of vehicular wayfinding signage is to provide drivers with advance directional information as to the locations of HUMC/Mountainside Hospital Campus destinations and parking facilities. ***None proposed.*** Vehicular wayfinding signage should identify destinations such as:

- Emergency Department
 - Patient drop-off
 - Visitor/Patient parking
 - Valet parking
 - Building Entrances
 - Deliveries
- a. Content should be simple, and may only contain the destination name, directional arrow, and symbol, if applicable.
 - b. Such signs shall be placed along streets within the Hospital campus, placed perpendicular to the road, facing oncoming traffic.
 - c. Placement location and height shall maximize visibility, except that sign height shall not exceed 8 feet.
 - d. Secondary directional signs are also permitted at driveway entrances and within a parking area to provide further guidance at decision points. Such signs shall not exceed 3 feet in height.
 - e. The vehicular wayfinding program shall include an evaluation of signage at the following intersections to direct traffic to the area:

- Bloomfield Avenue and Highland Avenue
- Grove Street and Claremont Avenue
- Ridgewood Avenue and Bay Avenue

Pedestrian wayfinding

Pedestrian wayfinding signage provides pedestrians with directional information to reach their ultimate destination, which can include, for example: ***None proposed.***

- Building entrances
 - Parking areas
 - Bus stops
 - Outdoor areas (i.e., to use mobile devices, make phone calls, smoke cigarettes)
 - Play areas for children
- a. One sign should be located at each pedestrian confluence point.
 - b. Signs can contain more information than those geared towards motorists since pedestrians have opportunity for longer reading time.
 - c. The size and height of pedestrian wayfinding signage shall fit within the HUMC/Mountainside setting, and meet the approval of the reviewing board. Such signs shall not exceed eight (8) feet in height.

11.0 Sustainability

Development within the Redevelopment Plan Area shall include sufficient "green building" techniques which result in achieving a minimum of 50 points which would be required for LEED Silver certification from the U.S. Green Building Council under the LEED v4 for BD+C: New Construction and Major Renovation or LEED v4 BD+C: Healthcare Checklist (annexed hereto as Appendix C), it being stipulated, however, that the redeveloper shall not be required to apply for LEED certification, but must demonstrate how the points are achieved and to post sufficient escrow for the municipalities to retain a LEED-accredited professional to review the plan submissions and construction drawings and monitor the construction process to determine compliance with the LEED proposals. ***LEED checklist submitted showing a potential of 110 possible points.***