

**BOROUGH OF WESTWOOD
PLANNING BOARD MINUTES
PUBLIC MEETING AGENDA
REGULAR PUBLIC MEETING
APRIL 28, 2011**

APPROVED 5/26/11

1. OPENING OF THE MEETING

The meeting was called to order at approximately 8:00 p.m.

Open Public Meetings Law Statement:

This meeting, which conforms with the Open Public Meetings Law, Chapter 231, Public Laws of 1975, is a Regular Meeting of the Planning Board.

Notices have been filed with our local official newspapers and posted on the municipal bulletin board.

2. PLEDGE OF ALLEGIANCE

3. SWEARING IN OF MEMBERS:

4. ROLL CALL:

PRESENT: Mayor Birkner
Thomas Constantine
William Martin
Councilwoman Cynthia Waneck
Richard Bonsignore
Jaymee Hodges, Chairman
Philip Cerruti
Daniel Olivier
Ann Costello (Alt. #1)

ALSO PRESENT:

Thomas Randall, Esq., Board Attorney
By Steven Paul, Esq.
Ed Snieckus, Burgis Associates, Board Planner
Louis Raimondi, Brooker Engineering,
Board Engineer

ABSENT: James Schluter, Vice-Chairman (excused absence)
Keith Doell (Alt. #2) (excused absence)

(WWPB 4/28/11)

5. **MINUTES:** The Minutes of the **3/24/11** meeting were **approved** on motion made by Mr. Bonsignore, seconded by Mr. Olivier, and carried on roll call vote. The Minutes of the **4/14/11** meeting were **carried**.

6. **CORRESPONDENCE:** None

7. **RESOLUTIONS:** None

8. **VOUCHERS:** A motion to approve Vouchers totaling \$8,492.50, was made by Mr. Martin, seconded by Mr. Bonsignore and carried unanimously on roll call vote.

9. **VARIANCES, SUBDIVISIONS AND/OR SITE PLANS:**

SWEARING IN OF BOARD PROFESSIONALS FOR PUBLIC HEARINGS

The Board Professionals were sworn in

1. **Greentree Developers, LLC - 10 & 20 Kinderkamack Road-Site Plan and Variance Application, Block 1608, Lots 15 & 16 - Rainbow Academy Child Care Center -** Nancy Saccente, Esq. represented the applicant in a continued hearing and stated they had completed the traffic studies in the time frame allowed.

Bahman Izadmehr, of Bertin Engineering, a NJ Licensed Professional Engineer, was sworn in, qualified and accepted. Mr. Izadmehr did traffic counts for a typical workday, Monday through Friday, 7-9am and 4-6pm. Entering Green Street, from 7:30-8:30 a.m., there were approximately 500 cars going North on Kinderkamack Road and 600 going South. In the p.m. hours, 730 were going North and 740 were going South. On Green Avenue, the traffic was light, approximately nine cars in the a.m. and six in the p.m. hours. There are 44 units on Green Avenue. Traffic is typical of a complex of that size. They project 122 cars coming to the site for the morning rush hour and 120 in the afternoon. The employees arrive in a staggered manner. In the morning, the level of service is "C", 22 seconds of delay. For the day care center it remains the same. In the afternoon, it is a "D", with 27 seconds of delay. On Green Street, it is a "D" service, with 34 seconds of delay. Day cares do not generate more than 20% more traffic, since the people leaving for work drop their children off on the way.

Questions of the witness followed. Mr. Raimondi questioned Mr. Izadmehr as to the cars exiting and returning to Green

(WWPB 4/28/11)

Street. If the school was in operation, and you had 25 employees coming to work and 80% of the parents arriving, how would it affect these numbers. There would be 30 cars making a left and 34 making a right in the morning, 64 total, vs. nine cars, and in the afternoon, 73 cars in total vs. eight cars. What effect would the new traffic, vehicular and pedestrian, have on Green Avenue, Mr. Raimondi asked, and the response was not much of an effect since every eight or nine minutes you expect one car and it will not be much different. Ms. Saccente added the pick up period was from 4-7 p.m. Mr. Izadmehr would have a report, and Mr. Raimondi reserved further questioning upon receipt of same.

Mr. Snieckus asked about parking spaces along Kinderkamack Road, and Mr. Izadmehr said the two handicapped spaces could be used for employees or parents. They have parking on the street as well. Mr. Burgis asked if he did a gap analysis, but he did not as they did not see any problem. Mr. Snieckus asked what the change would be on Green Avenue after the project, and the response was one car every two minutes during the peak hours.

Mr. Olivier asked about the sight distance leaving Green Avenue, when making a left to go South on Kinderkamack Road and the witness did not see any problem with sight distance from any direction. Ms. Waneck questioned the witness. Mr. Bonsignore asked for clarification on the 730 northbound and 741 southbound, about 20 per minute. Mr. Izadmehr said he did not feel there was any impact on the cars coming out of Green Avenue.

Mr. Constantine asked about the levels of service, and the response was "A" and "C" in the peak morning and "A" and "D" in the peak p.m. The capacity of cars on Kinderkamack Road is 1,200.

Ms. Costello questioned whether a 27 second wait would work when making a left turn. Ms. Costello asked if the cars stack up at the red light on Kinderkamack and Old Hook, and Mr. Izadmehr said no.

Mr. Martin clarified the service levels do not change, but there is an increase in delay with the new development.

(WWPB 4/28/11)

Ms. Saccente presented the report for copying and distribution to the Board. The Board took a recess during that time, from 8:55-9:10 p.m.

Mr. Cerruti asked if there would be an increase in the level of service. Mayor Birkner expressed concern about the curb line that may interfere with parents traveling down Kinderkamack Road in the morning. He felt a more acute curb line would be beneficial in maintaining a safe turn onto Green Avenue. Mr. Raimondi advised he discussed this with Mr. Timsak of the County Dept. of Planning. The angle is far too soft and it is a sweeping curb, Mayor Birkner added. Mr. Raimondi recommended it be revised. Ms. Saccente responded certainly, if the County looks at it and agrees. The witness agreed that the curb line be tightened as well. Some type of engineering control was needed. Chairman Hodges agreed with the Mayor and questioned whether it would be beneficial to widen the lane, there would be left-hand and right-hand turn lanes. Mr. Izadmehr felt it was not busy enough to widen the road. Mr. Bonsignore commented the number of people coming out of Green Street's 44 units, if that were increased 20%, if people were away for the Easter or Passover holiday, would it make a difference, and the response was no. Ms. Saccente added Westwood had Spring break the week before the study. The Board discussed the foregoing concerns.

Ms. Saccente advised they were still awaiting the letter from the County and asked for an approval subject to same. Mr. Raimondi asked about the dumpster in the South parking lot. Ms. Saccente state the applicant does not prefer to put the dumpster back on Lot 15, so there wouldn't be anyone trying to turn around on Green Avenue, because if you have an opening there, people will drive in. They feel it is better to be next to the infant care center. Mr. Martin suggested putting it closer to Kinderkamack Road, but still on Lot 16, away from the complex on Green Avenue. Mr. Raimondi suggested opposite the other entrance. Ms. Saccente agreed. Further, Ms. Saccente provided a letter dated 4/4/11 from RLG Environmental, Inc. relating to the former underground storage tanks/drums, stating no discharge of hazardous substances or waste and no need for any further action. This was marked Exhibit A4. The Traffic Study from Bertin Engineering was marked Exhibit A5. The Shade Tree Advisory Committee Letter dated 4/14/11 was noted. Mr. Snieckus recommended removal of the two shade trees, one on each side of

(WWPB 4/28/11)

the exit driveway on Green Avenue. Ms. Saccente agreed if they could not be saved.

Ms. Saccente gave a brief summary, having presented all the testimony, and asked for an approval for this day care center. Mr. Snieckus asked what type of signage was proposed. Ms. Saccente responded they withdrew the variance request for the illumination, but not for the size of the lettering on the main entrance of Rainbow Academy, along with the number of parking spaces.

Mr. Snieckus summarized the variances: Minimum lot width on Lot 15 and Lot 16; Minimum front yard setback; Minimum side yard setback; Minimum rear yard; Maximum floor area ration; parking spaces and setbacks, and impervious and building coverages. Mr. Martin discussed water flow. Mr. Izabmehr said there would be a saw cut; Mr. Martin stated it would not be sufficient, and he requested permeability.

Mayor Birkner commented permeability should definitely be considered in this project. Any bit of impervious coverage interferes with runoff. Ms. Saccente did not know for sure if the Minutes reflect compacted gravel, which is what they would do. The Mayor commented it has the structure of asphalt, but it has permeability. Mr. Snieckus commented a condition could be imposed. He was familiar with the system and you could put clean gravel underneath, and that is something they could look into. The building concrete slab would have to come out and replaced with gravel. Mr. Martin commented if it becomes a huge issue for the owner, they can discuss it again before the Resolution. He believes it can be done easily. Mr. Snieckus noted there should be a landscaping plan and lighting plans submitted.

Mr. Martin suggested making it a condition of approval. He also commented all the variances were "C" variances, and asked if Mr. Snieckus was of the opinion that the applicant gave testimony in support of same. Mr. Snieckus responded yes, it was a combination of C1 and C2, and the applicant provided testimony evidencing they reduced many of the conditions and proposed subsurface playground drainage and landscaping.

There were no further questions, comments or discussions. A motion to approve the application, subject to the conditions as

(WWPB 4/28/11)

discussed, was made by William Martin, with second by Ann Costello. On roll call vote, Mayor Birkner, Mr. Martin, Mr. Constantine, Mr. Cerruti, Mr. Olivier, Mr. Bonsignore, Councilwoman Waneck, Ms. Costello, and Jaymee Hodges voted yes.

10. DISCUSSIONS:

1. Analysis of Master Plan Discussion by Ed Snieckus - Review of the Zone Districts and Objectives; Review of recommended C Cemetery Bulk Criteria - Memo of Ed Snieckus dated 4/27/11; Brief overview given by Mr. Snieckus; The summary was provided in the document, with revisions per letter dated 4/20/11 from Westwood Cemetery Company, by Richard Heck, Director.

1. It is requested that the Cemetery Zone permit up to 3 multifamily mausoleums of 100 or more internments per 30 acre site, or 1 multifamily mausoleum (containing more than 100 internments) per 10 acres of cemetery area. Furthermore, the setbacks and other bulk criteria for such a mausoleum is requested to be 100 feet from a front yard and 30 feet from a side yard with a maximum building height of 30 feet. It was noted to our office that the cemetery has a number of cemetery plots sold for individual use which will have the effect of limiting the locations where a multifamily mausoleum can be constructed.

However the potential size and visual impact of a multifamily mausoleum to the area surrounding a cemetery is a issue to be evaluated. Commercial zones utilize bulk criteria of total building coverage along with the relative setbacks to limit the mass or scale of a building on a site. Since multiple mausoleums are being requested at the minimum site size of 30 acres, total building coverage requirement similar to the adjacent LB-3 zone of 40% would allow an excessively large building albeit at the proposed setback requirements. A photograph of a typical freestanding multifamily mausoleum is provided in the correspondence as an example of the potential type of facility that may be contemplated by the cemetery in the future although it was noted that there are no current plans. This facility has approximately 84 internments per side. Considering they can be two sided, such a facility as exhibited on the photograph could contain approximately 200 internments. It is recommended that the Board consider a maximum number of

(WWPB 4/28/11)

internments per facility as a limiting factor on the ultimate size of such a facility.

2. It is requested that like individual family mausoleums, multifamily mausoleums of less than 100 internments not be restricted in number. The board should consider the potential impact of such a condition.

3. It is requested that the accessory use of a house of worship or office space strictly related to the cemetery use, not be restricted to a mausoleum and that such an accessory use be permitted at a maximum height of 30 feet. It is recommended that a maximum size of such an accessory facility be established. In addition, the height requested for such an accessory use is a concern at the minimum requested setback of 10 feet from any side or rear property line. It is recommended that accessory uses up to 20 feet shall be permitted to be 10 feet from any side or rear lot line (this dimension will be consistent with the cemeteries pre-existing maintenance garage), accessory structures above 20 feet in height should be setback at least 30 feet from a side or rear lot line.

4. The maximum height of an individual family tombstone is requested to be 15 feet, an example of an existing monument near 15 feet is provided in the photographs submitted. We have no concerns regarding this adjustment.

5. Yards and setback requirements:

a. Graves and family mausoleums are permitted to be setback 30 feet from a front lot line and 5 feet from a side lot line, We have no concerns regarding this adjustment.

b. As noted above in item 1, multifamily mausoleums are requested to be permitted 100 feet from a front lot line and 30 feet from a side or rear lot line. We have no concerns regarding this dimensional adjustment with the exceptions as noted above.

c. As noted above in item 3, accessory uses are requested to be setback a minimum of 10 feet from a side or rear lot line (see our recommendations noted above).

(WWPB 4/28/11)

d. Dimensions of the existing sign are provided in a diagram submitted. This sign measures approximately 60 square feet and approximately 10 feet from the street line. We find these dimensions satisfactory for a 30 acre site. It is further recommended that the maximum height of eight feet be added to the criteria wherein the existing sign is six and one half feet from the ground plane.

2. Analysis of Master Plan Discussion by Ed Snieckus - Review of the Zone Districts and Objectives Discussion of 4/7/11 Memo of Ed Snieckus RE: CBD/SPE, CBD, CO and O District Analysis - Mr. Snieckus gave an outline of his report, offering excerpts from the 2005 Master Plan Re-Examination Report as follows:

Major Land Issues currently facing the municipality:

1. #1 - Analysis of the CBD Zone, which is facing greater competition from nearby retailers, districts and the internet. Certain land use strategies are being contemplated by the Planning Board in order to enhance economic vitality and improve the district's competitiveness, such as including residential and commercial mixed use developments in the southerly area of the CBD Zone. However, no formal recommendation is made at this time. The Board should re-evaluate if the mixed use alternative noted represents a continued issue to support or recommend at this time.

2. #8 - The mixed use provision of the "O" zone has been applied to a recently constructed mixed use facility along Jefferson Avenue. These mixed uses represent a greater demand for land area than what the zone prescribes at 1-1/2 acres. This lot area condition should be increased to allow greater area for circulation and parking, and the appropriate transition from the surrounding residential areas into the CBD. The "O" zone was amended in 2006 to require a minimum lot area of 2-1/2 acres. Therefore, this issue has been addressed and is no longer applicable.

3. #10 - In consideration of the increasing cost of gasoline and diesel fuel, the borough should consider accommodating and encouraging alternative modes of transportation in the land use policies it fosters.

(WWPB 4/28/11)

Accommodations for bicycles and pedestrian are specifically applicable to Westwood. The neighborhoods are interconnected by a grid network of streets and the points of access to mass transit are conducive to bicycle and pedestrian connections. A comprehensive study of bicycle and pedestrian routes should be undertaken to establish a network of roadways and pathways to form linkages between neighborhoods and points of mass transit and points of employment. The routes established are recommended to be integrated into a circulation element of the master plan thereby creating a guideline document for phased improvements to achieve this objective. The following is a preliminary list of key locations of the borough which when linked provides a network of bikeways and pedestrian routes:

- 1) Central Business District
- 2) Train Station
- 3) Bus Stops
- 4) Municipal Building
- 5) Westwood Plaza Shopping Center
- 6) Arterial Roadways (i.e.; Kinderkamack Road, Broadway, Westwood Avenue Washington Avenue, etc.)

4. Major Planning Issues and Goals:

#3.1(b) Need to reinforce uniform development regulations
This land use objective is reaffirmed due to increasing development pressures and the need to protect uniform land use arrangements within the community and to preserve the current boundaries of the business districts. In addition, the borough has strived to mitigate potential impacts on residential zones through buffer and setback requirements in order to maintain their uniform arrangement and protection of health, safety and welfare.

Re-examination update: Since the last re-examination, the limits of the business districts have continued to be upheld and improved with a continued focus on the reduction of impacts on adjacent residential areas. In addition, it is important that the borough continue to maintain the uniformity of land use arrangements between individual properties with proper transitions provided between adjacent zones.

#3.1(d) Maintaining the economic vitality of the business district and improving the non-residential tax base has been an

(WWPB 4/28/11)

ongoing effort for the borough in order to respond to an evolving business environment. To adapt to this change the land use standards should be reviewed to insure their consistency with contemporary needs.

Traffic circulation is critical to the safe and efficient movement of motor vehicles through the business 3 district. The borough has been actively pursuing comprehensive traffic improvements at several intersections surrounding the district in order to improve traffic delays. These improvements are needed in order to respond to changes in traffic patterns and to improve circulation and safety for vehicles and pedestrians throughout the district.

The district has realized the creation of additional public parking through the expansion of an off street parking lot within the district since the last re-examination. The additional parking area was established by the Parking Authority adding a parking lot along Center Avenue in between Westwood Avenue and Jefferson Avenue. The business community and public have emphasized that there needs to be improvements to the accessibility and signing of parking in the district. The improvement to and the creation of additional parking areas within the district should be ongoing effort in order to insure that sufficient parking will be available to meet future demands.

In addition, to improve the visual context of the district it is recommended that a design guideline handbook for façade and building improvements be adopted. A handbook would help to provide a framework for façade improvements and identify recommended improvements that an individual property owner or merchant could implement. The guidelines help to identify period appropriate detailing and illustrate what the borough is striving to achieve for the image of the CBD.

Re-examination update: Economic vitality of the business districts in the borough is an increasingly important consideration to insure the districts provide the needs community. In addition, the continuation of the CBD districts as a strong center of commerce for the region is essential. Enhancements to the districts properties should be encouraged, where appropriate, so that they represent a positive ratable to

(WWPB 4/28/11)

offset property tax impacts on the borough's residential properties.

While some traffic improvements have been implemented at various critical intersections in the borough, future improvements continue to be a focus for the borough to insure improvements to the flow and safety of vehicular traffic and continued economic vitality of the borough is achieved. The safety of pedestrian traffic is also a critical objective, particularly for pedestrian routes to schools, recreation centers and the various business areas of the community.

Improvements to parking accommodations are an on going effort in the business districts of the borough. The accessibility of public parking via signage and the improvements to these areas are needed to insure these areas serve the needs of the adjacent properties. The review of future applications for development should be vigilant to insure that the proposed development does not place an undue burden on the availability of public parking for patrons.

The Borough prepared a Central Business District Study and Plan in 2005 to provide the recommended design guidelines for the district. The document provides recommendations for roadway, streetscape, parking and architectural elements. The continued awareness of the suggestions in this document should be promoted in the borough to guide future improvements.

5. 2005 Master Plan Re-Examination Report: 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.

Goal #7: To preserve and enhance the borough's commercial areas by: defining their functional role in the community, enhancing the quality of life within the commercial center through an appropriate mixture of activities; encouraging the assemblage of small properties to foster an efficient and attractive design; encouraging the use of the design elements identified in the Land Use Plan; and, encouraging the consolidation and expansion of off-street parking to provide greater convenience for shoppers.

(WWPB 4/28/11)

Policy Statement: The Borough seeks to encourage the continued development of the community's business district for retail and service commercial uses serving the daily needs of the resident population. The borough's broad land use policy is to reaffirm a central business district with its own integrity, uniformity of purpose, and integration of building, landscaping, signage, design and parking elements as set forth in the Land Use and Central Business District Plans, and also encourage the establishment of a definitive developmental character for the other commercial and business categories delineated herein.

Re-examination update: This goal and policy statement remains applicable and should be reaffirmed. In addition this goal should not only refer to the CBD but to the LB, SC and O district to advance these features in these districts as well.

6. 2005 Master Plan Re-Examination Report: Proposed Amendments to Development Regulations and Land Use Plan

5.2 (1) (a) - Central Business District / Special Pedestrian Environment (CBD/SPE) Zone. The permitted uses in the CBD/SPE zone are comprised of uses which are conducive to the pedestrian retail environment in the zone. To foster variety, some limited food service uses have been permitted in the zone to service patrons but the larger sit down restaurants are permitted in the surrounding CBD. This policy is maintained but some adjustments are recommended to these uses in the CBD/SPE. The following are changes recommended for the criteria for Gourmet Specialty Food Stores and some additional permitted uses for the CBD/SPE:

Nutritional and Health Food stores

Gourmet and Specialty Food Stores Criteria: (such food store having 1,500 sf or more shall have no more than 16 seats (from 8) for consumption of food prepared at establishment)

Re-examination update: Nutritional or health food stores have not been added to date and are recommended for future consideration. The criterion for the number of seats for gourmet specialty food stores has not been changed although should be re-evaluated to conclude if this remains a recommendation.

(WWPB 4/28/11)

5.2 (1) (e) - Office (O) Zone. The "O" zone is geographically located on the fringe of the CBD zone and serves as a transitional zone between perimeter residential uses and the CBD. The existing mixed use provision of the "O" zone should be modified in order to assure the appropriate lot area is provided to accommodate the mix of uses permitted and safe and efficient traffic and pedestrian circulation. In review of the functional operations of a mixed use facility and the need to maintain the transitional characteristics of the zone, it is recommended that the minimum land area be increased to a minimum of 2 ½ acres from 1 ½ acres.

Re-examination update: As previously noted this recommendation was implemented, therefore it is no longer applicable.

7. 2005 Master Plan Re-Examination Report: Amendments to Development Regulations:

Section 65C-109. A criterion for maximum length of a building in the CBD zone should be studied to manage the potential consolidation of several contiguous lots in a redevelopment project resulting in an undesirable building length. Further study should be undertaken to establish a maximum building length that would be relative to the established character while allowing for some modest consolidation of properties. In addition, the analysis should consider the incorporation of a maximum lot size in order to limit the land area encompassed within one development.

Re-examination update: This recommendation has not been implemented to date and remains a continued consideration.

8. 2005 Master Plan Re-Examination Report: Amendments to Development Regulations

Section 65C-123 I.4.: The sign ordinance does not permit, within the CBD and CBD/SPE, awnings to be yellow or red for safety purposes. It is recommended that this limitation be removed.

Re-examination update: This recommendation has not been implemented to date and remains a continued consideration.

(WWPB 4/28/11)

9. 2005 Master plan Re-Examination Report: Amendments to Development Regulations

Section 65C-123: The sign ordinance should be further refined to require that backlit signs be permitted only with an opaque background for all zones. This feature provides the required identification without the excessive illumination of the sign contributing to glare and light pollution. The 12 inch maximum letter height within the CBD/SPE zone and consequently the CBD, CO, LB, LM, and RW zones may be too restrictive within the maximum 2 foot sign panel when a sign is to be lettered in lower case letters. This is due to the fact that certain font types have letters which extend below the common justifying line for the lettering such as the letters "p" "g" or "y ". It is therefore recommended that the ordinance be amended to permit an allowance of 6 inches additional height for ascending or descending lower case letters.

Re-examination update: The recommendation requiring an opaque background for backlit signs has been enacted. The adjustments to the 12 inch letter size was not amended to date and should be evaluated to conclude if it remains a continued consideration.

10. 2005 Master Plan Re-Examination Report: Amendments to Development Regulations

Health Care Services. The ordinance definitions should include a definition for a health care support services as well as specific zones wherein they would be permitted such as in the CBD, CO and O zones. The services included under this use would include a wellness center, nutritionist, physical therapy, holistic healing and dietitian. The parking standards should also include a recommended standard for this use of 1 space per 200 square feet.

Re-examination update: **This recommendation has not been implemented to date and remains a continued consideration.**

11. 2005 Master Plan Re-Examination Report: Master Plan Design Issues

The one notable feature of the CBD that continues to merit attention is the 1993 master plan proposals for the enhancement of Veterans Park. The proposals were designed to integrate the

(WWPB 4/28/11)

park into the Westwood Avenue corridor in a more direct fashion than is presently the case. The design sought to open up views of the bandstand from Westwood Avenue, so there would be a more direct visual and physical linkage between the central business district and the bandstand and between shoppers and the park setting. Improvements will also serve as an attractive enticement to enter the park, and for pedestrians and shoppers to use the park as a pleasant passive park amenity and respite from shopping or visiting the downtown area. This re-examination report reaffirms propriety of the central business district and park plan which was set forth in the 1993 master plan.

Re-examination update: The rehabilitation of the Veterans Park is currently being studied, a recent effort underway is the new bench dedication fundraising program for new park bench's that offer greater comfort and aesthetic context. Future improvements to this iconic park should further the visual and physical connections as recommended in above noted statement.

In addition to the 2005 Master Plan Re-Examination Report, a CBD (Central Business District) study was prepared and adopted in 2005. The following is noted from the study:

12. 2005 Central Business District study and plan: Goals and Objectives

a. Improve vehicular and pedestrian circulation including improvement of vehicular flow in and around Westwood Avenue; enhancing connection to mass transit; improve identification and ease of access to parking lots; create greater pedestrian safety within and surrounding the CBD.

b. Improve upon existing streetscape elements; provide opportunities for place making and gathering areas; improve connection to Veterans Park

c. Improve and increase parking.

d. Identify, implement and retain storefront improvements, protect and maintain historically significant structures; pursue financial assistance program that will help small business owners improve facades.

(WWPB 4/28/11)

Re-examination update: These goals and objectives remain pertinent Master Plan recommendations.

Board comments followed, and the contents would be reviewed at the next meeting. Council Waneck suggested coming away from the specialty food definition, but define it by number of tables and number of chairs.

11. ADJOURNMENT - On motions, made seconded and carried, the meeting was adjourned at approx. 10:50 p.m.

Respectfully submitted

**MARY R. VERDUCCI, Paralegal
Planning Board Secretary**