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# **Creating Places to Age:**

## **Land-Use Analysis of Aging-Friendliness**

FOR WESTWOOD BOROUGH, NEW JERSEY



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## Introduction

***The demands of an aging population will require New Jersey municipalities to re-examine how they manage and shape the built environment.***

In 2007, the World Health Organization published [\*Global Age-Friendly Cities: A Guide\*](#), which encourages cities to “become more age friendly ... optimizing opportunities for health, participation and security”. The report notes that the world is rapidly aging and that the proportion of the population 60 and over, which was 11% in 2006, is expected to double to 22% by 2050 (see adjacent table). In response to these projections, the WHO calls upon cities to adapt structures and services to be more accessible to and inclusive of older people, who have differing needs and capacities. The guide considers important aging issues, including transportation, housing, outdoor spaces, and social inclusion.

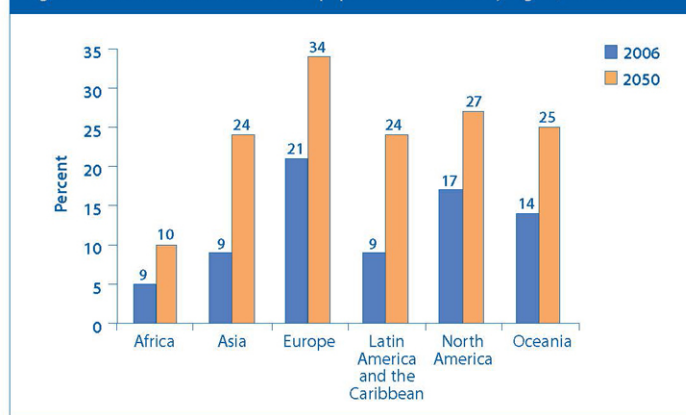
The WHO’s findings and guidelines are particularly relevant to the communities and residents of the United States and especially New Jersey, where the population aged 55 or older has grown significantly since 1990. More than 2.2 million New Jersey residents – 25.5 percent of the

state’s population – were at least 55 years old in 2012, with more than half of that total over the age of 65 and nearly 200,000 aged 85 or older. Between 2012 and 2016, the percentage of the state’s population aged 55 and older grew to 27.6. And these people can expect to live longer. The current U.S. average life expectancy of 78 years is projected to increase to 82.6 years by 2050, when the number of older residents will equal the number of youth nationwide. In fact, a recent [AARP report](#) indicated that by as soon as 2035, for the first time ever, there will be more people in the U.S. over the age of 65 than under 18.

According to an [AARP Public Policy Institute report](#) chronicling the preferences of older adults, 87 percent of the population 65 and older would rather grow old in their homes and communities. However, four factors create considerable obstacles to realizing this preference in New Jersey:

1. Land use patterns typical of New Jersey’s communities inhibit accessibility and mobility. According to a report issued by New Jersey Future in September 2017, entitled [Where Are We Growing](#), “Today’s

Figure 1. Percent distribution of world population 60 or over by region, 2006 and 2050



Source: United Nations Department of Economic and Social Affairs (7).

that aren't conducive to getting around without a car, and this situation is likely to be exacerbated as the rest of the Baby Boom ages into retirement."

2. More than 43 percent of the older adult population in the New Jersey is housing cost-burdened, paying at least 30 percent of their gross income on housing costs. According to a November 2017 [report](#) from the New Jersey Department of Human Services, Division of Aging Services, the statewide Elder Economic Insecurity Rate (EIRR) is 54 percent, which means that more than half of New Jersey elder-only households lack annual incomes that will insulate them against poverty as they age.
3. More older people than ever are living alone. For example, in Westwood Borough, 31.4 percent of the population 65 and older lives alone (see ***Appendix 1: Westwood Municipal Profile***). This is considerably more than the state-wide number of 27.2 percent, ranking the borough in the top 25 percent of all municipalities in the state. New Jersey elders who live alone are much more likely than elder couples to live in economic insecurity.<sup>1</sup> Taking steps to address this issue is important because [research](#) has shown an adverse relationship between isolation and health and longevity. Findings from [studies](#) on this topic indicate that loneliness

can increase the risk of heart disease, arthritis, Type 2 diabetes, dementia, and even suicide attempts<sup>2</sup>.

4. Although older adults clearly prefer to grow old in their homes, they need effective design solutions and adequate support systems to enable them do so. According to 2016 census data, in Westwood Borough, almost 77 percent of the houses were constructed in or before 1979.<sup>3</sup> The vast majority of these structures were likely never designed to be barrier-free, to accommodate people with limited mobility.

The foregoing factors underscore the fact that municipalities throughout New Jersey must start devising strategies to meet the needs and address the preferences of their growing aging population. This is particularly true as more older people may opt to remain independent longer, rather than move in with younger relatives or live in institutional living quarters such as nursing homes. Great places to age will need to be safe, affordable and comfortable; offer living arrangements that suit the needs of older people; provide centers of social activity, access to transportation and ways to enhance mobility; enable economic opportunity; and allow older residents to be financially secure. Communities that can address these challenges will be in a better position to support and retain their older populations than those that fail to act. Furthermore, readily accessible, center-based locations that offer jobs, housing, entertainment, and amenities characterize those places that census data and

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<sup>1</sup> Living Below the Line: Measuring Economic Insecurity Among New Jersey's Retired Seniors, NJDHS Division of Aging Services, November 2017

<sup>2</sup> Acknowledging the seriousness of this issue, the UK recently appointed a [Minister for Loneliness](#)

<sup>3</sup> Source: 2016 American Community Survey 1-Year Estimates

research show are most suited to the needs of people 65 years of age and older.

Fortunately, municipalities have the ability to shape community design and character through their local planning, zoning, subdivision and land development regulations, redevelopment and revitalization plans, and capital improvement plans. Healthy community design – exemplified by places that offer a variety of housing options with convenient access to food services, greenspaces, and employment – results in improved mental and physical health, stronger economies, and improved safety and mobility. But aging-friendly community design doesn't happen by chance, local governments need to intervene to change the built environment. Ensuring that a municipality's land use regulatory controls and public investment strategies are designed to promote aging-friendly characteristics will help to retain and enhance community vitality and economic viability for all residents.

This report summarizes an assessment of the land use plans and regulations that shape the built environment in the Borough of Westwood, New Jersey. The report evaluates the extent to which the community's physical form enables older adults to remain active, healthy, engaged, and capable of continuing to live in their community.

## Acknowledgements

*Image 1: Westwood Steering Committee Meeting 4-18-18*



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*Image 2: Westwood Steering Committee Meeting 4-18-18*



## Executive Summary

Westwood is located in the northeast region of the state in the north-central area of Bergen County, within a 20-mile+/- drive of New York City. The borough is bordered by Washington Township to the west, Hillsdale Borough and River Vale Township to the north, and Emerson Borough to the south and east. The borough is bisected by NJ TRANSIT's Pascack Valley Line, a commuter rail line that runs from Spring Valley, NY to Hoboken (see **Figure 1, Base Map**). The borough encompasses an area of 2.3 square miles and, according to data from the Census Bureau's American Community Survey, in 2017 the borough had a population of 11,326.

In mid-April 2018, several community representatives were invited to attend a meeting with the New Jersey Future project team to discuss the existing features of Westwood and consider opportunities to enhance the community's aging-friendly characteristics. With funding from the Henry and Marilyn Taub Foundation, New Jersey Future is conducting aging-friendly evaluations and the community meeting was the first step in the assessment process. Meeting participants were asked their opinions about Westwood's strengths, weaknesses, opportunities, and constraints as they related to the borough's population of older adults.

In response to a question about what they liked about living in Westwood, the assembled group provided the following responses:

- The municipality offers something (services, amenities, etc.) for every age group
- Most locations are walkable
- The borough has a good parks system
- The Westwood Public Library, which offers a broad range of programs, is right in the middle of town
- A wide range of great restaurants, service establishments and retail stores are located in downtown Westwood
- Residents receive a wide range of services for their tax dollars
- It's a vital, welcoming community, feels like Mayberry

Members of the group also identified a set of challenges:

- There is a lack of rental housing and housing options in the borough are limited, particularly for less-mobile populations
- The borough has periodic flooding problems and has purchase a handful of houses in flood-prone areas.
- In general residents have a good sense of community but there are outliers - neighborhood groups that are not engaged
- Many sidewalks are in poor condition and some neighborhoods don't have sidewalks at all
- The borough needs to do a better job coaxing landowners to maintain their sidewalks
- The community could benefit from more traffic-calming measures
- county and state road regulations inhibit pedestrian improvements (including reducing speed limits)



- There is a lack of street benches
- The Westvale neighborhood business district, near the Hackensack University Medical Center (250 Old Hook Road), is not pedestrian accessible
- Social isolation drives up the cost of medical care
- The Westwood House, which has 186 housing units for older residents, has a two-year waiting list for Westwood residents and an eight- to 10-year waiting list for all others.
- There is typically no or low minority representation in most Westwood community groups, the borough leadership is not hearing all voices
- Traffic congestion presents accessibility obstacles (an additional exit off the Garden State Parkway in Washington Township might help to relieve congestion)
- Additional building heights are permitted in the downtown area, but parking is limited, and more development would only contribute to parking demand.

According to data from the Census Bureau's 2015 American Community Survey, Westwood ranked 36 out of the 70 municipalities in Bergen County, in terms of population size, with 11,140 people, roughly the same as the median population of all municipalities in the county, of 10,711. Almost 17.5 percent of the borough's population (1,938 people) was 65 years of age or more compared to the state's 14.4 percent and the county's 15.7 percent. National and state trends indicate that

this population segment is expected to continue to grow considerably.

Westwood encompasses an area of 1,473 acres, or more than 2.3 square miles.<sup>4</sup> As noted in Westwood's Municipal Profile (see **Appendix 1**), the borough is extensively built out. More than 99 percent of the community's land area is either developed or cannot be built on due to environmental constraints. The extent of the municipality that is developed is considerably greater than that of the state overall but is not atypical for a north Jersey municipality. Since the amount of land in the borough that remains developable is negligible, new development that might occur will be redevelopment.

Westwood's central business district is a prime example of a compact, mixed-use, traditional downtown. The district straddles and is clustered around Broadway and Washington Avenue. This area is where the Westwood train station; Veterans' Memorial Park – a civic gathering space; the Westwood Public Library; the Westwood Community Center; and a walkable, vibrant downtown core with a wide selection of restaurants, retail and service establishments, are located. The borough's municipal building and police headquarters is located within a short walking distance (1/6 of a mile) from the train station.

As noted in the borough's 1993 Master Plan, a second business district is located along Broadway between Irvington Street and Hillsdale's municipal border. This area is occupied by a mix of

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<sup>4</sup> Land area excludes water bodies



commercial, business, wholesale/warehouse and auto-oriented uses. The Westwood Plaza, located on the west side of Broadway adjacent to the Hilsdale border, is a conventional largebox retail center facing a large parking lot.

It is notable that the zoning regulations applicable to the borough's central business districts do not permit residential uses on upper floors of buildings. However, a community site visit revealed that apartments are presently located above ground floor retail and commercial uses in several buildings within the CBD and CBD/SPE districts. Evidently, these units either pre-dated the current zoning regulations or received variances from Westwood's Zoning Board of Appeals. Mixing residential and commercial activities serves to enliven and activate both use types and, in communities all over the country, is contributing significantly to neighborhood economic and social vitality and attracting populations from all age groups.

An expanding health care-oriented district begins where Broadway becomes Old Hook Road and extends from where Old Hook Road and Sand Road intersect to the Emerson Borough line. The Hackensack University Medical Center at Pasack Valley is the focal point of this district. Medical offices are located on either side of Old Hook Road backing up to warehouse/light industrial uses interspersed with townhome, garden apartment and multi-family housing.

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<sup>5</sup> Paying at least 30% of their gross income on housing costs

Westwood is characterized by mature residential neighborhoods of widely varying character. The borough's housing stock mirrors that of the state fairly closely, with a diverse mix of housing types. Westwood has a lower share of row houses and townhouses ("single-family attached") than the rest of the state – 4.0% vs. 9.3% – but it has proportionately more duplexes and slightly more apartments in larger buildings. Its share of single-family detached units is only slightly higher than the statewide percentage. A diverse mix of housing types is important because alternatives to single-family units can offer affordable choices for older residents seeking to downsize but remain in the community. It is important to note, however, that Westwood's rate of households that are cost-burdened<sup>5</sup> (45.8 percent), is slightly greater than the state as a whole (43.2 percent).

New Jersey's *Local Redevelopment and Housing Law*, N.J.S.A. 40A:12A-1 *et seq.* (the Redevelopment Law) grants municipalities fairly wide latitude, and a broad set of economic development resources, to encourage development in designated areas in need of redevelopment. However, the borough's 2011 Master Plan Re-examination Report, the most recent such report available on the borough's website, concluded that it was not necessary to use the Local Redevelopment and Housing Law to facilitate redevelopment in Westwood.

Westwood is bisected by the Pascack Valley Line, a commuter rail line operated by the Hoboken Division of NJ TRANSIT. The line runs from Hoboken Terminal through Hudson and Bergen

counties in New Jersey, and into Rockland County in New York, terminating in Spring Valley. Service in New York State is provided under contract with Metro North Railroad. The line is named for the Pascack Valley region that it passes through in northern Bergen County. In addition to the rail line, the borough is served by NJ TRANSIT's local bus service, Route 165. Although bus service within the borough is limited, this bus route loops through Westwood's commercial center, connects to the borough's rail station, and terminates at New York City's Port Authority Bus Terminal in midtown Manhattan (see **Figure 3: Circulation–Bus Routes**).

*Image 3: Westwood Rail Station*



The borough's non-automotive transportation options are a key to Westwood's future aging-friendliness because of the access they offer to goods and services without the necessity of car ownership, an important consideration for older residents.

According to Westwood's Recreation and Open Space Inventory (ROSI) a total of 14 named parks are distributed throughout the borough encompassing approximately 135 acres, or 9 percent of the area of the community. The ROSI lists an additional 15 parcels, comprising 16 acres, as either "open space" or "Blue Acres property" (purchased by the borough to respond to repetitive flood loss). The named parks range in size from the .5-acre Fireman's Memorial Park, to the 57-acre Pascack Brook County Park (a portion of this 137-acre park extends into River Vale Township). At least one park is within a quarter-mile walk of all residential areas of the borough, with the exception of portions of a large neighborhood area in the south east quadrant of the municipality (see **Figure 4: Westwood Parks, 1/4 Mile Walk**).

The borough has a well-used, multi-purpose senior center, the Thomas J. Riley Senior Center, located in the Westwood House on Madison Avenue (on the west side of Broadway, approximately ¼ mile north of the train station). Programs, classes and social/physical activities are also offered at the Westwood Community Center, located on Jefferson Avenue (east side of Broadway, approximately ¼ mile south of the train station).

A bus stop is located in close proximity to the Westwood Community Center but not the Riley Center. And since the bus route only serves a small area of the borough, it provides convenient access for only a small segment of the borough's population. Consequently, most patrons of both centers must resort to using automobiles for access.

According to Westwood's [Flood Acquisition Plan](#), dated May 24, 2016, the borough experiences recurring flooding problems due to overflows from Pascack Brook, Woodcliff Lake Reservoir, and the Oradell Reservoir. Damaging, repeated floods have resulted in over 220 homes being placed on the Federal Emergency Management Agency's [Repetitive Loss and Severe Repetitive Loss](#) lists and that five such flood-prone homes were purchased with grant funds from the New Jersey Department of Environmental Protection's [Blue Acres Program](#). Flooding is a particularly significant risk for vulnerable populations - disabled or older residents who may have mobility limitations.

An overview of Westwood would be incomplete without mention of [Westwood for All Ages](#). This organization provides invaluable services to residents from all neighborhoods throughout the borough and is a considerable community asset. According to its website, WFAA's mission is "to make Westwood an age-friendly community – a place where all people can live well and thrive even as they age". A small sampling of the wide array of programs the organization is currently undertaking follows:

- A Senior Service Fair was held in April that featured presentations from: [Meals on Wheels of North Jersey](#), [CHEER](#) (through the Bergen Volunteer Center), [NJTip](#), and an elder-

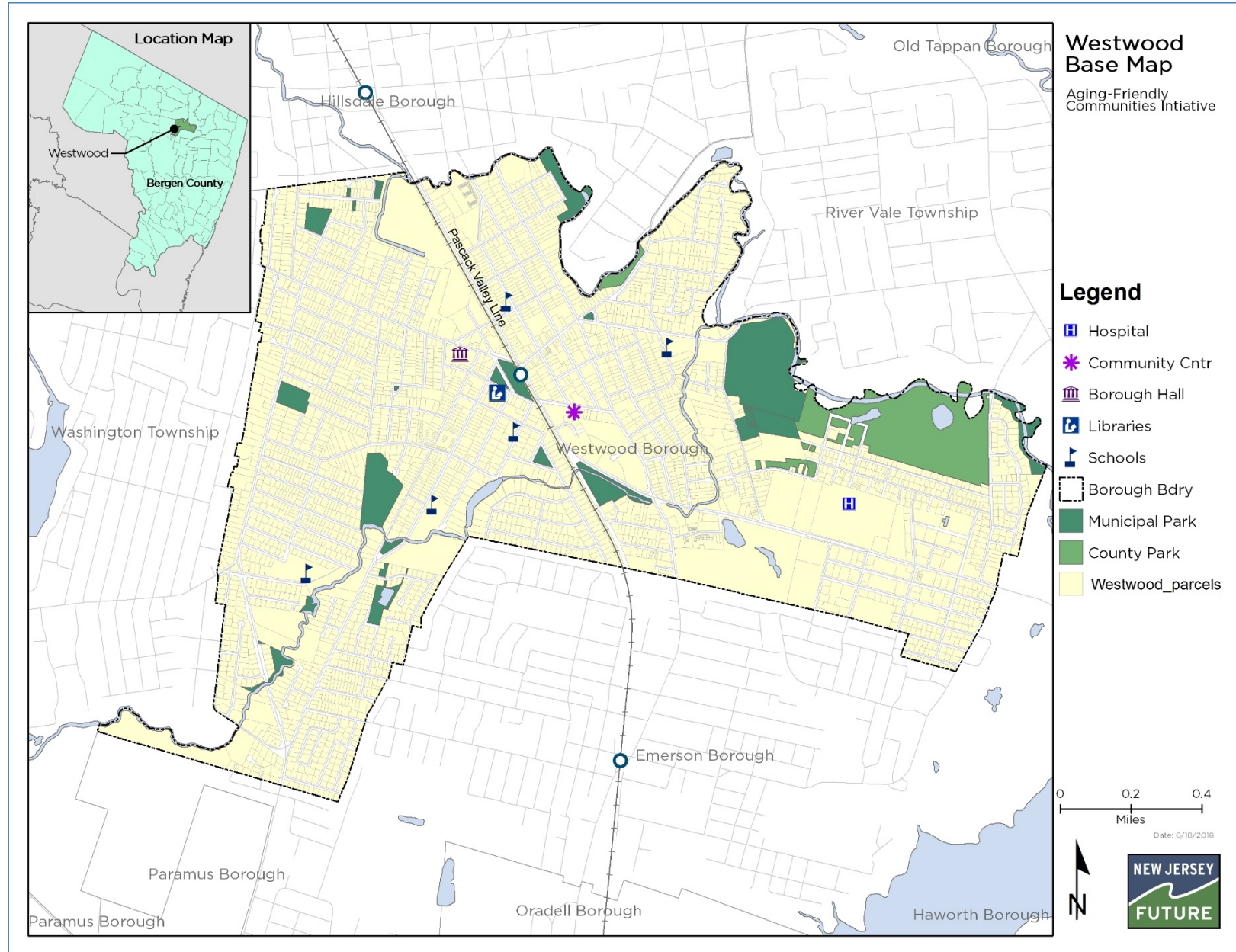
law attorney from the law firm of Andoro & Romano. The purpose of this fair was to share information on the various services that might benefit older residents to help address some of their housing, transportation and health and welfare needs. It was attended by more than 50 older residents from Westwood.

- WFAA actively participates in the borough's Street Smart and Pedestrian safety campaign and independently produced an instructional video on how to use the recently installed pedestrian flags in Westwood's downtown business district. WFAA posted its video on its [Westwood for All Ages Facebook page](#) and it has enjoyed a large viewing and several shares to other Facebook pages.
- WFAA sponsored several pedestrian safety training sessions for older residents to encourage not only safe pedestrian behaviors but also safe driving practices. The workshops were led by representatives of AAA, [Street Smart New Jersey](#), and the Westwood Police Department.
- In early June, WFAA sponsored a [CarFit](#) event conducted at the Westwood House where technicians from AAA provided personalized vehicle mirror and seat adjustments and instruction to older drivers on how to fit safely in their cars.
- The Westwood for All Ages Ambassadors are currently organizing intergenerational projects that are intended to bring together some of Westwood's older residents with youth of various ages These events include:
  - a. Intergenerational Garden project at the local elementary school. Older residents will work with children over the

summer in planting and tending to a vegetable garden that is being provided by the school.

- b. Repair & Share Café, a free event with “repair coaches” who assist residents in repairing broken objects of all kinds, from toasters and lamps to computers and other electronic devices in need of reconfiguration.
- c. [StoryCorp](#)- Middle school and high school children will be interviewing older residents about their stories. The recorded interviews and stories will then be archived at the Westwood Public Library.
- Westwood for All Ages has partnered with Mayor John Birkner in support of the [Mayor’s Wellness Campaign](#). More than 350 mayors play a leadership role in the campaign to support opportunities for active healthy living. Westwood hosts a weekly “Walk with the Mayor” at Westvale Park. Most of the participants in this weekly walk are older residents. The walks have been a great vehicle to promote social contact among people of multiple generations while engaging in a healthy activity. Additional Mayor’s Wellness initiatives planned for launch later in 2018 include “Conversations of Your Life”, which is intended to help older residents have the sometimes difficult but very necessary family conversations about advanced planning and end-of-life wishes.

Figure 1 Base Map





# Methodology

The analysis that follows builds from New Jersey Future's 2014 guide titled [\*Creating Places to Age: A Municipal Guide to Best Land-Use Practices\*](#). This report offers a more detailed description of how the aging-friendly criteria can be applied specifically to **Westwood Borough**. A combination of demographic data, site visits and interviews as well as a review of municipal planning and zoning documents, provided the background for the analysis. It should be noted that while the focus of the analysis is on how friendly the borough is to older adults, these same attributes make a community more livable for all age groups.

This report evaluates four major categories of the built environment. For each category the report describes preferred features, assesses whether these features are present in the borough's built environment, and recommends actions to introduce or enhance the attributes.



**I. Mixed-Use Centers** Mixed-use centers afford the opportunity for people to live in close proximity to commercial centers, reducing the need to use an automobile to accomplish everyday tasks, while also permitting residents to remain socially connected to their community. Putting homes, stores, offices, and civic buildings near each other allows for those with limited mobility – or with limited desire to drive – to maximize their trip-making by minimizing the distances among different types of destinations. This benefits an aging population, but also creates a vibrant community for all.



**II. Housing** Providing a variety of housing options beyond single-family detached homes helps to accommodate the different preferences, budgets and access needs of all residents, including older adults. Locating new residential development near a mixed-use center goes one step further by offering the additional benefit of pedestrian access to a variety of destinations. Communities may be undersupplied with the types of housing that older residents want or need – for example, homes with smaller yards, fewer bedrooms, or only one story. Some communities may also have high housing prices in general, making them unaffordable for many. Land-use policy that allows

for a variety of housing types benefits older adults in terms of manageability, affordability, accessibility and safety.



**III. Transportation** Interconnected transportation networks give people options; enabling them to get from Point A to Point B without the need for highway driving and allowing people to opt for secondary roads, bike lanes, sidewalks or mass transit. Compact and walkable development patterns also create the opportunity for “unplanned encounters” with neighbors and strangers, the kinds of personal interactions that are important for creating and maintaining social cohesion. For older residents who are no longer interacting with coworkers or immediate family members on a daily basis, these types of interactions are an important safeguard against social isolation. Transportation choices mean residents who do not own a car or who choose not to drive will still be able to maintain their mobility.



**IV. Public Spaces and Amenities** Public spaces such as parks, plazas and trails help to hold a community together. They provide opportunities for exercise and a place for social interaction, help to maintain neighborhood stability and even improve psychological health. They can also provide environmental services, including storm water runoff controls - and remediation

of the effects heat and air pollution, through the installation of trees and shrubbery. Amenities such as community centers also help meet the needs of residents, particularly older adults, by offering programming to address such needs as nutrition, entertainment, and intellectual enrichment.

### **Smart Growth Metrics**

As noted in the introduction to this report, great places to age will need to be safe, affordable and comfortable, offer living arrangements that suit the needs of older people, provide centers of social activity, enhance access to transportation and mobility, enable economic opportunity, and allow older residents to be financially secure. Compact, walkable, mixed-use communities are best suited to meeting these objectives, enabling all residents to continue to live independently as they age. To evaluate the extent to which a community has these characteristics, New Jersey Future developed three municipal-level metrics of compactness and walkability: **net activity density (NAD)** (population + jobs per developed square mile, for 2007), **presence of a mixed-use center**, and **street network density** (as measured by route-miles of local road per square mile). The following narrative presents Westwood's ranking in relation to these three smart growth metrics and describes how the borough compares in these measures to municipalities throughout the state.

### **Recommendations**

Each of the four built environment categories evaluated in the following sections of this report include descriptions of several category features, a brief discussion of whether the features are present in Westwood, and recommendations for steps the

municipality can consider to introduce or enhance the feature. All of the recommendations are then combined in a summary listing that has been assembled and presented on **page 39 to 43** of the report.





## I. Mixed Use Center

Is there currently a mixed-use center in **Westwood** and/or are the necessary policies in place to foster development of that center or create a new one in the future?

### PRESENCE OF A CENTER

#### Is there a central business district or other community center that includes a mix of uses?

Mixed-use centers afford the opportunity for people to live within close proximity to commercial and business areas, reducing the need for an automobile to accomplish everyday tasks, while also permitting residents to remain socially connected to their community.






*Looking for:* a center or centers with homes, stores, offices, and civic buildings in close proximity

As noted in the Executive Summary to this report, Westwood is fortunate to have a vibrant, compact, walkable, traditional mixed-use downtown, with a wide selection of restaurants, retail, and service establishments. Much of the retail activity is concentrated in the area generally bounded by Broadway on the west, Jefferson Avenue on the south, Kinderkamack Road on the east and Westwood Avenue to the north. The Pascack Valley Line, which parallels Broadway, bisects the downtown core. A variety of civic uses are located west of the rail line – Veterans’ Memorial Park, the Westwood Public Library, the borough’s municipal building and police headquarters. All of these activities, retail and civic, are located within a quarter-mile walk of the Westwood train station (see **Figure 2: Business District**).

**Westwood’s mixed-use downtown, encompassed by the area within a quarter-to a half-mile of the Westwood train station, is the focus of this assessment (see Figure 2: Business District). The downtown is vibrant currently and area businesses that occupy it are evidently healthy financially. However, Westwood’s 2011 Master Plan Re-examination Report noted that the district is facing stiffer competition from nearby retailers and the internet. Since the 2011 report, internet competition has only grown, with a consequent decline in brick-and-mortar shopping nation-wide. The report noted that the borough’s Planning Board acknowledged the issue but made no formal recommendations at the time. The borough should consider revisiting this topic and explore strategies that might help to “[internet-proof](#)” its downtown.**

Also, it is notable that the zoning regulations applicable to the borough’s central business districts do not permit residential development, e.g. apartments on upper building floors. Residential and commercial uses tend to be mutually supportive, enlivening and activating areas where they are permitted jointly. Such mixed use areas have been responsible for downtown revitalization in communities throughout the country. The borough should consider allowing for this mix of compatible uses, placing particularly emphasis on transit oriented development that generates minimal to no increased parking demand.

<p><b>Net Activity Density (NAD)</b>  Net activity density, a measure of community compactness, is a calculation of municipal population plus employment divided by its developed area in square miles. By capturing both residents and businesses, this calculation provides a picture of the range of activities – and the buildings they occupy – that can be found in the municipality. Net activity density can be thought of as a proxy for building density; i.e., what a place physically looks like when experienced at the ground level.</p> <p> <i>Looking for:</i> a high NAD, which is a strong indication of an active mixed-use center</p>	<p>Westwood has a net activity density of 8,090 people and jobs per square mile, ranking it in New Jersey Future’s “dense suburban/small town” category, the third-highest. The median net activity density among all 565 municipalities in the state is 5,244, so Westwood’s net activity density is more than 50 percent higher than the municipal median</p>
<b>POLICIES AND PROGRAMS that encourage compact, mixed-use development</b>	
<p><b>Special Improvement District</b>  Special Improvement Districts are authorized by state law and created by an ordinance of the local government. They work by collecting a special assessment on the commercial properties in a designated district, which supports initiatives that drive business activity, increase property values, and support marketing and branding efforts.</p> <p> <i>Looking for:</i> formally established SID</p>	<p>Westwood apparently has no designated Special Improvement Districts.</p> <p><b>The borough should consider the formation of a SID that encompasses the central business district. A SID could serve as a vehicle to fund necessary improvements exclusively within the district, such as those suggested in the Westwood Walkability Study. The improvements could include installation of wayfinding signage, and street furniture. It could also provide a cooperative framework within which elected officials, business, and property owners could collaborate to grapple with such topics as internet competition.</b></p>
<p><b>Main Street Community Designation</b>  <a href="#">Main Street New Jersey</a> is a division within the New Jersey Department of Community Affairs. It provides on- and off-site technical assistance and training in downtown revitalization and management. In Fiscal Year 2019, the state budget authorizes \$500,000 to restart and enhance this program.</p> <p> <i>Looking for:</i> Main Street New Jersey designation</p>	<p>Westwood is not currently a designated Main Street community.</p> <p><b>For reasons similar to those noted above for designation of a SID, Westwood should consider participation in the <a href="#">Main Street New Jersey</a> program to develop focused streetscape improvement strategies and long-term economic stabilization strategies in its central business district. Applications for designations are accepted every two years. Selected communities receive technical support and training to assist in restoring their Main Streets as centers of community and economic activity.</b></p>
<b>PLANS that encourage compact, mixed-use development</b>	
<p><b>Master Plan</b>  A municipal Master Plan defines the community’s vision of how it will evolve over time, the changes it intends make to the major systems encompassed within its boundaries - housing, transportation, recreation, environment and open space - how it will preserve its historic resources and what initiatives it will undertake to meet its residents’ needs to remain socially and economically vibrant into the future. The Master Plan is a community’s roadmap for decision-making and the foundation for all of its prospective physical, economic, and social development.</p>	<p>The demographic assessment presented in Westwood’s 2005 Master Plan is considerably out of date and the plan does not assess housing costs in relation to household income by age. Nor does the plan consider the implications of demographic trends moving forward. The 2011 Master Plan Re-examination Report does acknowledge that the median age of 37.6 in 1990 increased to 41.8 in 2010. The report also notes that Westwood’s older population, as a percentage of the total population, was higher than the county’s average and it predicts a growing need to increase housing opportunities for older residents. However, the report did not delve into the related economic factors that point to the growing need to respond to those trends.</p>



*Looking for: demographic analysis that considers community-wide aging factors and a land-use element of the Master Plan that encourages compact, mixed-use, center-based development*

Demographic trends described in the 2011 Master Plan Re-examination Report showing a growing proportion of older residents in Westwood have continued on an upward trajectory. The socio-economic consequences of these trends are emphasized in the Housing Analysis segment of this report (Part 2) and the Westwood Community Profile, Appendix 1. These analyses indicate that the borough should update its Master Plan to reflect the evolving and projected socio-economic characteristics of the borough's aging population in order to define aging-friendly strategies the borough could adopt to respond to the community's emerging needs.

Westwood's 2017 Master Plan re-examination report notes that "...to enhance the district's economic vitality and improve the district's competitiveness, the planning board contemplated land use strategies including residential and commercial mixed-use developments in the southerly area of the CBD..." but that no formal recommended actions were identified.

Participants in the mid-April 2018 AFCI project steering committee meeting noted that additional building height is permitted in the CBD but that additional development would drive up parking demand in an area where available space for parking is limited. Providing opportunity for increased densities in the downtown will contribute significantly to the district's long-term viability. The borough should consider strategies to address parking demand issues. Such strategies should include approaches to promote shared parking and/or linking CBD development approvals incentives to transit oriented development with no or significantly reduced parking requirements.

#### **Redevelopment or Rehabilitation Plan**

Redevelopment and rehabilitation plans are adopted by the governing body to guide development within areas formally designated as being in need of redevelopment or rehabilitation. These plans define the vision for the area and control its implementation through very specific building type and design requirements.



*Looking for: redevelopment or rehabilitation plan that encourages compact, mixed-use, center-based development*

The borough's 2011 Master Plan Re-examination Report, the most recent such report available on the borough's website, concluded that it was not necessary to use the Local Redevelopment and Housing Law to facilitate redevelopment in Westwood.

## LAND DEVELOPMENT STANDARDS that encourage compact, mixed-use development

### Permitted uses

Permitted uses define the types of land uses allowed as of right within a particular zoning district.



*Looking for:* a mix of uses within the commercial centers - retail, services, entertainment, residential - that promotes walking and encourages visitor activity

The zones that encompass the borough's downtown business district permit a mix of uses, typically confining non-retail uses to upper floors. Each of these districts are immediately adjacent to and within walkable distance from residential areas **but notably do not permit a residential/retail use mix.**

- The CBD/SPE (Central Business District/Special Pedestrian Environment) district is the core of the borough's downtown area. The district encompasses the properties on either side of Westwood Avenue running from the east side of Broadway to the west side of Kinderkamack Road. Uses permitted within this district include but are not limited to a wide array of retail sales of goods and services such as hardware stores, flower shops, drug stores, confectioneries, arts and crafts shops, jewelers, musical instrument stores, ice cream parlors, sporting goods stores and stationers, shoe stores, toy stores, and apparel shops. Professional offices, stockbrokers, travel agencies, retail mail services, tailor shops, financial services, hair and nail salons and ticket agencies are also permitted, but on upper floors only. Gourmet and specialty food stores and sit-down restaurants are also permitted but only on lots with frontage on streets other than Westwood Avenue.
- The Central Business District surrounds the CBD/SPE district. The district is bounded by Kinderkamack Road to the east and straddles Broadway to the west. Irvington Street is the district's northern boundary and Jefferson Avenue/Bergen Street form the southern border. The district permits such uses as retail stores; banks; dance studios; sale of prepared foods; dry-cleaners, financial services; fish stores; business, professional and medical offices; stockbrokers; travel agencies; and apparel stores.

### Prohibited Uses



Prohibited uses are the types of land uses not allowed within a particular zoning district.





*Looking for:* prohibition of uses that conflict with goals for a center area or district, in particular uses that do not support a compact center and/or walkability.

As noted above and in the Executive Summary section of this report, Westwood's zoning regulations do not permit apartments to be located over retail/commercial development in the CBD or CBD/SPE districts. Borough officials expressed concern that there is currently excess demand for downtown parking and additional residential development would increase demand further, outstrip supply, and exacerbate existing congestion. However, a mix of residential and commercial development has proven essential to the long-term viability of vibrant downtowns nationwide. Furthermore, shifting market forces and evolving technologies are affecting transportation options profoundly. The combination of these factors suggests strongly that [parking should not drive development form](#). In addition, the presence of the Westwood train station within the CBD offers an unparalleled opportunity for the borough to promote transit-oriented development that would minimize parking impacts.

**Parking authorities have often played an instrumental role in responding to parking congestion in support of downtown redevelopment. Westwood should direct its parking authority to explore strategies to address parking demand with the explicit aim of enabling residential uses downtown. The borough can turn to**

	<p>several sources of information and numerous examples of municipalities that have promoted downtown residential development in proximity to their valuable downtown commuter rail stations, and coincidentally were <a href="#">New Jersey Future Smart Growth Award</a> winners. Two such municipalities are <a href="#">Metuchen</a> and <a href="#">Bloomfield</a>. One helpful resource is NJTRANSIT's <a href="#">Planning for Transit-Friendly Land Use</a>, intended to guide for local officials as they consider land use plans for development around their transit stations. The borough should also consider participation in NJDOT's <a href="#">Transit Village Initiative</a>, through which it could obtain assistance in addressing downtown traffic and parking congestion, and it should consider contacting <a href="#">Nexus Properties</a>, a commercial developer that has built multi-purpose parking facilities in several municipal downtowns throughout New Jersey.</p> <p>The zoning requirements applicable to CBD/SPE and the CBD districts stipulate that drive-through facilities are prohibited. This prohibition helps to ensure that pedestrian and vehicular conflicts do not occur, enhances the pedestrian environment considerably, and is appropriate in districts that are specifically intended for pedestrian accessibility, as is the case with the CBD/SPE zone.</p>
<p><b>Building setbacks</b> Setbacks establish the distance a building is required to be located from the front, side and/or rear property lines.</p> <p> <i>Looking for:</i> limited setbacks in commercial centers in order to create greater street activation, encouraging a more active, inclusive, pedestrian-friendly environment</p>	<p>The setbacks applicable in the commercial districts that encompass Westwood's downtown center are:</p> <ul style="list-style-type: none"> <li>■ In the CBD/SPE district, the core of the borough's downtown, the minimum lot area is 2,500 sq. ft., minimum lot width is 50 feet and the minimum lot depth is 100 feet. The front- and side-yard setback requirement is 0, which is appropriate for this district. The rear yard setback is 20 feet.</li> <li>■ In the CBD, which surrounds the CBD/SPE district and extends immediately west of Broadway, the minimum lot area is 15,000 sq. ft., minimum lot width is 100 feet. The minimum lot depth is 100 feet. The minimum front-yard setback is 20 feet and the minimum side-yard setback varies between 10 percent and 20 percent of the lot width. The rear yard setback is 30 feet.</li> </ul> <p><b>Westwood should consider eliminating the front yard setback in the CBD in order to bring buildings to the front lot line in order to activate the street, enhance the pedestrian environment, and match the CBD/SPE streetscape.</b></p>
<p><b>Lot coverage</b> Lot coverage is that portion of a zoning lot which, when viewed from above, is covered by a building. Greater lot coverage allows for greater density, a key component to a successful mixed-use center.</p> <p> <i>Looking for:</i> greater allowable lot coverage percentages in center and mixed-use districts</p>	<p>Lot coverage ratios applicable in the various districts that encompass Westwood's downtown center are:</p> <ul style="list-style-type: none"> <li>■ In the CBD/SPE district, maximum impervious lot coverage is unspecified and maximum building coverage is 60 percent.</li> <li>■ In the CBD, maximum impervious lot coverage is 60 percent and maximum building coverage is 40 percent.</li> </ul> <p><b>Given the small minimum lot sizes, the borough may want to consider increasing lot coverage allowances in the CBD/SPE district to 85%, which would enhance the compact character of the zone and allow for limited new redevelopment opportunities.</b></p>

<p><b>Building height</b> Building height requirements dictate how tall the buildings in a given district can be.</p> <p> <i>Looking for:</i> minimum building heights that encourage density within the mixed-use center area or district</p>	<p>Building height standards applicable in the various districts that encompass Westwood's business center are:</p> <ul style="list-style-type: none"> <li>■ In the CBD/SPE district, the maximum principal building height is 35 ft.</li> <li>■ In the CBD district, the maximum height for principal buildings is 30 ft.</li> </ul> <p><b>The borough should consider increasing building height requirements in the CBD to match those of the CBD/SPE district and permit residential apartments on upper floors in order to promote increased densities that would contribute to greater long-term vitality in the municipality's commercial center. However, an effort to increase residential density must be accompanied by strategies to address (reduce) parking demand, which could be accomplished through transit-oriented development incentives.</b></p>
<p><b>Design standards</b> Design standards can be used to preserve and enhance the unique visual qualities in a district, reinforcing goals such as establishing a pedestrian-friendly streetscape.</p> <p> <i>Looking for:</i> specific design standards for buildings, infrastructure, and landscaping that promote a vibrant, walkable mixed-use center environment</p>	<p>Westwood does have general design standards, but these are typical subdivision standards. The borough's zoning code also has standards for outdoor dining establishments, which are focused primarily on limiting hours of operation, minimizing public disturbance, and keeping walkways obstruction-free. The borough has no standards for the municipality's central business districts that focus on enhancing the pedestrian environment.</p> <p><b>Westwood should consider developing and enacting a form-based code (see <i>General Recommendation #1, below</i>) to guide development and redevelopment within the CBD, with a focus on enhancing pedestrian activity. The borough's 2005 Central Business District Study and Plan, which included recommendations and graphics for roadway, streetscape, parking, architectural elements and signage standards, could be adapted readily as a form-based code.</b></p>



### General Recommendation 1: Consider Form-Based Codes

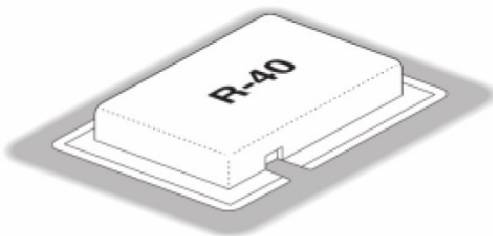
The [Form-Based Codes Institute](#) defines a form-based code as “a land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. A form-based code is a regulation, not a mere guideline, adopted into city, town, or county law. A form-based code offers a powerful alternative to conventional zoning regulation”. Such codes consider the relationships between buildings and the street, pedestrians and vehicles, public and private spaces and the size and types of streets and blocks. A form-based code also establishes rules for parking locations and limits, building frontages and entrance location(s), elevations, streetscapes, window transparency and block patterns (i.e., no oversized “super blocks”). Since form-based code can be customized, the code for one area might be focused on preserving and enhancing the character of the neighborhood while the goal elsewhere might be to foster dramatic change and improvements. Often, a community’s form-based code can accomplish both with a more tailored approach to community character than conventional zoning (see: [AARP Livability Fact Sheets](#)).

**Form-based codes** are regulatory, not advisory. They are drafted to implement a community plan. The five main elements of a form-based code are:

1. **Regulating Plan:** a plan or map of the regulated area designating the locations where different building form standards apply.
2. **Public Standards:** specify elements in the public realm: sidewalk, travel lanes, on-street parking, street trees and furniture, etc.
3. **Building standards:** regulations controlling the features, configurations and functions of buildings that define and shape the public realm.
4. **Administration:** a clearly defined and streamlined application and project review process.
5. **Definitions:** a glossary to ensure the precise use of technical terms.

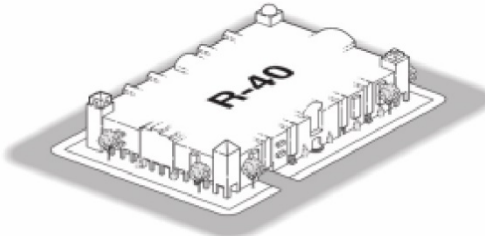
#### Conventional Zoning

Density use, FAR (floor area ratio), setbacks, parking requirements, maximum building heights specified



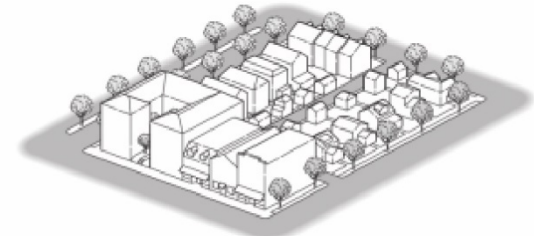
#### Zoning Design Guidelines

Conventional zoning requirements, plus frequency of openings and surface articulation specified



#### Form-Based Codes

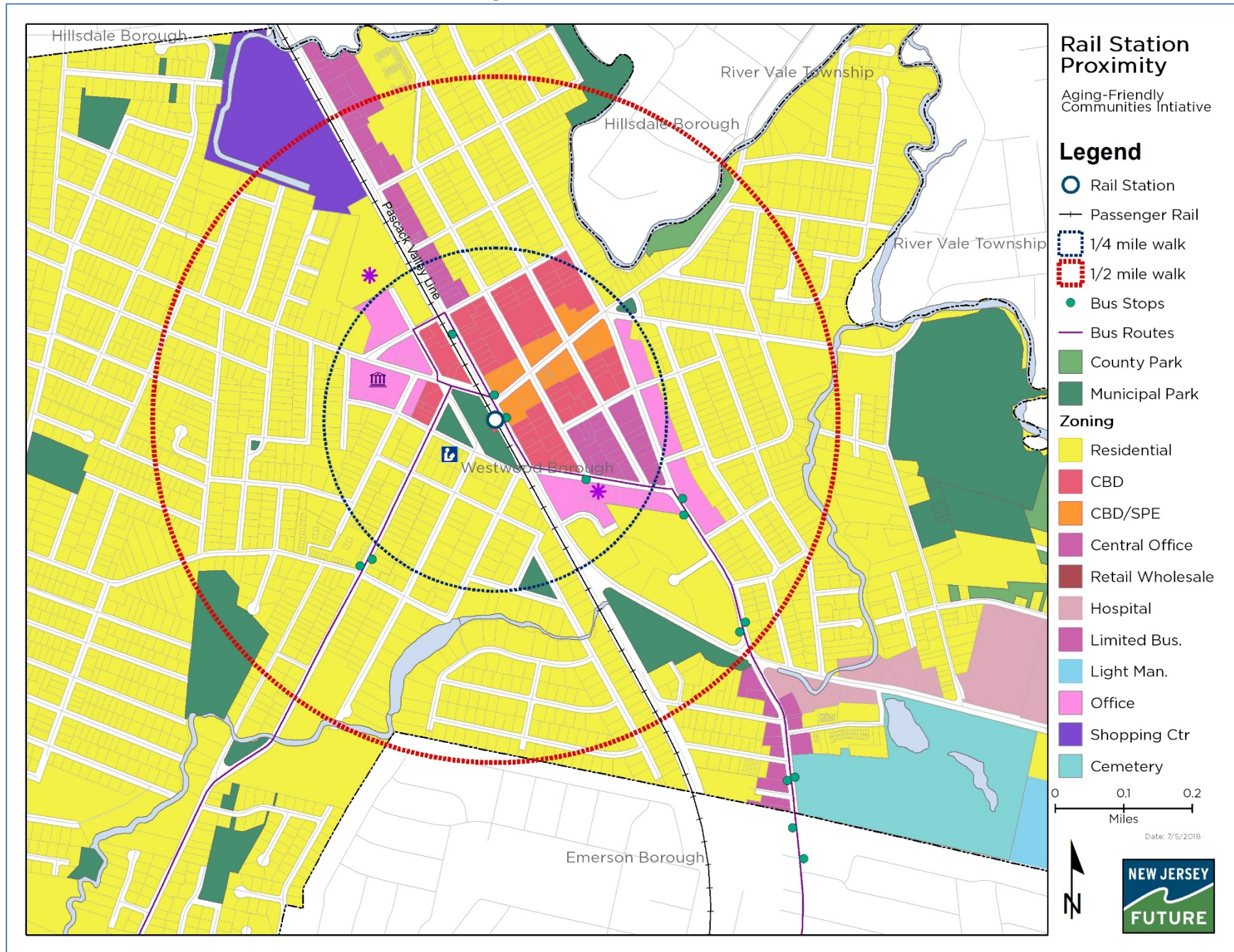
Street and building types (or mix of types), build-to lines, number of floors, and percentage of built site frontage specified



Source: <https://formbasedcodes.org/definition/>



Figure 2: Westwood Business District





## II. Housing

Does **Westwood** have a supply of housing that is both affordable to older people and consistent with their needs? Does it have the necessary policies, plans and programs in place that will provide a range of housing options into the future?

### HOUSING AFFORDABILITY PROFILE

#### Cost Burden

A household is considered housing cost-burdened if it spends more than 30 percent of its gross income on housing. This report uses this measure over other indicators of affordability because the Census Bureau compiles statistics on the actual number of households that are experiencing this condition, whereas many other metrics rely on inferences from summary statistics.

Percent of all households that are cost-burdened (2015 ACS):

- Westwood: 45.8%
- Bergen County: 42.4%
- Statewide: 43.2%

Percent of homeowner households that are cost-burdened:

- Westwood: 41.6%
- Bergen County: 39.7%
- Statewide: 37.4%

Homeowner households 65+ that are cost-burdened:

- Westwood: 49.9%
- Bergen County: 48.2%
- Statewide: 47.6%

The proportion of all households, homeowner households and homeowner households 65 and older that are cost burdened for the borough is greater than for the state, county in all three categories. For these reasons, Westwood should consider strategies to expand housing options.

#### Median Household Income

Median household income gives an idea of the purchasing power of the “typical” household in an area. Places with lower household incomes will tend to have higher rates of housing cost burden, all other things being equal, because lower-income households have a harder time paying for most things, including housing.

Median Household Income (2006-2010 ACS):

- Westwood: \$85,849
- Bergen County: \$77,389
- Statewide: \$72,093




Bergen County incomes tend to be higher than elsewhere in the state, and Westwood follows suite with a median household income that is 20 percent higher than the statewide median.




<b>Median Residential Value</b> The median value of owner-occupied housing units in a jurisdiction gives an idea of how expensive it would be for a current non-resident to buy a home in that place.	Average Residential Value (2014): <ul style="list-style-type: none"> <li>Westwood: \$432,318</li> <li>Bergen County: \$495,378</li> <li>Statewide: \$352,183</li> </ul> <p>As with median household income, the average home price in Westwood is 20 percent more than the average home for the whole state. Home values have not outstripped incomes as quickly in Westwood as they have elsewhere: Statewide, the median household needs just less than five years' worth of income (4.89) to purchase the average-priced home, whereas in Westwood to the median household need slightly more than five years' income (5.04).</p>
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Housing Stock Profile			
<b>Type</b> Housing type refers to the configuration of a unit, typically ranging from single-family detached homes to multi-family buildings to mobile homes. The presence of a range of housing types helps promote affordability and attracts a wider range of family types, from singles to families to older adults.	Westwood: <ul style="list-style-type: none"> <li>SF Detached: 56.4%</li> <li>SF Attached: 4%</li> <li>Duplex: 11.9%</li> <li>Multi-Family: 27.8%</li> <li>Other: 0%</li> </ul>	Bergen County: <ul style="list-style-type: none"> <li>SF Detached: 53.4%</li> <li>SF Attached: 5.1%</li> <li>Duplex: 14.1%</li> <li>Multi-Family: 27.1%</li> <li>Other: 0.4%</li> </ul>	New Jersey: <ul style="list-style-type: none"> <li>SF Detached: 53.6%</li> <li>SF Attached: 9.3%</li> <li>Duplex: 9.5%</li> <li>Multi-Family: 26.7%</li> <li>Other: 1.0%</li> </ul>
	Westwood's housing stock mirrors that of the state fairly closely, with a diverse mix of housing types. Its housing stock is dominated by single family detached units. The borough has a lower share of rowhouses and townhouses ("single-family attached") than the rest of the state but has more duplexes and slightly more apartments in larger buildings. Its share of single-family detached units is only slightly higher than the statewide percentage.		
<b>Size</b> A range of sizes, as measured by the number of rooms in a dwelling, is another indicator of affordability and aging-friendliness. For older adults, fewer rooms can be less expensive to own/rent and easier to maintain.	Westwood: <ul style="list-style-type: none"> <li>4 to 6 Rooms: 40.6%</li> <li>7 to 8 Rooms: 26.7</li> <li>9+ Rooms: 10.8%</li> <li>Median # Rooms: 5.8</li> </ul>	Bergen County: <ul style="list-style-type: none"> <li>4 to 6 Rooms: 45.9%</li> <li>7 to 8 Rooms: 25.5%</li> <li>9+ Rooms: 14.9%</li> <li>Median # Rooms: 5.8</li> </ul>	New Jersey: <ul style="list-style-type: none"> <li>4 to 6 Rooms: 48.4%</li> <li>7 to 8 Rooms: 24.3</li> <li>9+ Rooms: 14.0%</li> <li>Median # Rooms: 5.7</li> </ul>
	Westwood's median number of rooms per housing is equivalent to that of Bergen County and the State of New Jersey (2016 counts), which is large, and the percentage of 4 to 6 room houses is smaller than that of the county and state, suggesting that dwelling size may not be well-matched to housing needs of older adults.		
<b>Tenure</b> Tenure refers to the conditions under which land or buildings are held or occupied. For this analysis, the distinction is between owners and renters.	Westwood: <ul style="list-style-type: none"> <li>66.4% owner</li> <li>33.6% renter</li> </ul>	Bergen County: <ul style="list-style-type: none"> <li>64.8% owner</li> <li>35.2% renter</li> </ul>	New Jersey: <ul style="list-style-type: none"> <li>64.5% owner</li> <li>35.5% renter</li> </ul>
	Westwood has a slightly smaller number of renters than is true for the county or the state. Almost universally throughout the state, renter households are more likely to be cost-burdened than households that own their homes. This has long been associated with a statewide shortage of rental housing, especially multi-family housing. But homeownership can also be a trap in a down market when older people are forced to remain in larger homes they own so they don't sacrifice equity they've accumulated. In addition, as housing costs rise, households may want to sell their homes and rent smaller, less costly dwellings. An insufficient supply of rental units may preclude this option.		



## LAND DEVELOPMENT STANDARDS and REGULATIONS that support a mix of housing options


<p><b>Permitted housing types</b></p> <p>Permitted housing types are the type of housing allowed as of right within the various zoning districts. Having a range of types helps promote affordability and also provides access to more options to attract different types of residents, from singles to families to older adults.</p> <p> <i>Looking for:</i> allowance for a range of housing types, from single-family detached to multi-family, with more density in the mixed-use walkable portions of town</p>	<p>Westwood's zoning supports a wide range of housing options, including single-family detached, single family attached two-family, row homes and multi-family dwellings.</p> <p><b>The breakdown of residential units by type indicates that the borough's on-the-ground housing stock mix is diverse. However, the high percentage of 65+ households that are cost burdened suggest the need for more affordable, smaller dwelling units and alternative living arrangements.</b></p>
<p><b>Subdivision standards</b></p> <p>Subdivision standards provide rules, regulations and standards to guide land subdivision. Large minimum lot sizes discourage a mix of uses and contribute to sprawling land use patterns. Requiring large minimum lot sizes effectively prevents a mix of housing types and affordability levels within neighborhoods, which can prevent residents from remaining in their neighborhoods as their needs and circumstances change. Large minimum frontage requirements contribute to sprawl.</p> <p> <i>Looking for:</i> subdivision regulations that permit compact development, allow for a mix of lot sizes</p>	<p>Westwood's subdivision regulations are typical of many suburban communities throughout New Jersey. The borough's area and bulk regulations do establish relatively smaller minimum residential lots size minimums and the community's residential neighborhoods are compact and generally walkable.</p> <p><b>In response to its evolving demographics and the projected needs of its growing elderly population, Westwood should consider exploring limited incentives, such as density bonuses, increased building height limits, or of-right zoning controls that would expand further the current number of single-family attached units, town homes, duplex, and/or multi-family units. Such units would be better suited to the needs and finances of older residents seeking to down-size (as well as of younger first-time home buyers).</b></p>
<p><b>Inclusionary housing requirements</b></p> <p>These policies typically require a fixed percentage of affordable housing to be included as part of new residential development. This promotes ongoing social and economic integration.</p> <p> <i>Looking for:</i> inclusionary housing requirement</p>	<p>In 2004 Westwood received certification, effective to 2010, that its affordable housing obligations were addressed. However, almost a decade and a half has passed since the certification was issued and housing needs are shifting as the community's demographics evolve. As noted above and delineated in Westwood's Community Profile, the need for greater diversity of housing types, size and mix is growing as the proportion of the borough's elderly population increases.</p> <p><b>The borough should consider strategies, outlined in this section, that expand housing choice and affordability. These objectives can be achieved while protecting local housing supply and neighborhood character. The borough should also consider eliminating requirements for residential and non-residential development fees within the CDB/SPE district as an incentive to encourage transit-oriented development that includes a residential component.</b></p>
<p><b>Universal design</b></p> <p>Universal design is the concept of designing all products and the built environment to be aesthetic and usable to the greatest extent possible by everyone, regardless of their age, ability, or status in life. Universal design provides even surfaces, passages wide enough for wheelchairs,</p>	<p>Westwood does not have a universal design standard or policy. Although the concept is gradually becoming more widely understood, it has yet to be adopted formally by many communities.</p> <p><b>Westwood should consider adopting a universal design approach for all new and renovated residential development in the borough.</b></p>


<p>and appropriately designed bathrooms and kitchens, particularly for older adults.</p> <p> <i>Looking for:</i> universal design policy or program</p>	
<p><b>Accessory Apartments</b></p> <p>An accessory apartment (sometimes called an in-law suite) is a separate independent dwelling unit installed as part of a single-family home, converting the home into two units. The accessory unit is a full, self-contained dwelling unit (i.e., it includes a kitchen), has a separate outside entrance, and is typically smaller than the “primary” part of the home. For the occupants of both units, this housing arrangement allows privacy and independence, which is preferred by individuals of all ages. For homeowners who have relatives with aging-related or other disabilities, this arrangement substantially supports their ability to provide assistance for those relatives. For older homeowners, accessory apartments mean they can afford to remain in their primary homes as landlords, or in these units as tenants.</p> <p> <i>Looking for:</i> accessory apartments as a permitted use.</p>	<p>Westwood does not currently permit accessory apartments in any district.</p> <p><b>Westwood should consider allowing accessory apartments by right in the R-1 zone, subject to conditions that limit the impact such units might have on the surrounding neighborhood. Conditions might include: a limit of one accessory apartment per lot; a requirement that the principal dwelling or accessory apartment unit be owner-occupied; a minimum lot size or house size; a limit on the size of the accessory apartment to no more than a percentage (ex. 30 percent) of the gross floor area of the house; and/or restricting new entrances to the side or rear of the home</b></p>
<p><b>Home Sharing</b></p> <p>Home Sharing offers another alternative housing choice option. According to the <a href="#">National Shared Housing Resource Center</a>, homeowners participating in a home sharing program offer “accommodation to a home sharer in exchange for an agreed level of support in the form of financial exchange, assistance with household tasks, or both.”</p> <p>The community is also a beneficiary of home sharing. Shared living makes efficient use of existing housing stock, helps preserve the fabric of the neighborhood and, in certain cases, helps to lessen the need for costly chore/care services and long-term institutional care.</p> <p>A home sharer might be an older resident, a person with disabilities, a working professional, someone at-risk of homelessness, a single parent, or simply a person wishing to share his or her life and home with others. For these people, shared housing offers companionship, affordability, mutual support and much more.</p> <p>Home Sharing can offer a more secure alternative to other roommate options. Many programs have staff who are trained to screen each program applicant carefully through interviewing, background checking, and personal references.</p> <p> <i>Looking for:</i> housing options that could simultaneously reduce cost-burdens and isolation and facilitate aging in place.</p>	<p>In Westwood, housing alternatives for older residents are in short supply. The primary age restricted facility in the borough, the Westwood House, was built in 1982 with funding from the HUD 202 Supportive Housing for the Elderly Program and has 186 apartment units. Currently, the facility has a two-year waiting list for Westwood residents and an eight- to 10-year waiting list for all others. As noted in the introduction to this report, more than 31 percent of borough residents who are 65 and older live alone, and isolation can contribute to myriad health risks. In addition, more than 45 percent of Westwood’s homeowners who are 65 and older are housing cost-burdened. These conditions are likely to become more severe because the number of people 65 and older has grown considerably and this trend is projected to continue into the future.</p> <p><b>The forgoing factors suggest that Westwood should consider various strategies that provide affordable housing options such as home sharing, particularly for older populations, to enable them to continue to be residents of the borough and, as noted in the 2011 Master Plan Re-examination Report, “...to maintain their contribution to the borough’s economics.”</b></p>



### III. Transportation

Does **Westwood** have the transportation infrastructure, policies and plans in place to address the transportation needs of older residents by encouraging multi-modal options and walkability?

WALKABILITY	
<p><b>Street Network Density</b></p> <p>New Jersey Future has developed municipal-level metrics to characterize compactness and walkability. One of those measures is street network density (SND), measured by route-miles of local road per square mile. A high SND signifies a well-connected, grid-like street network. Such networks ensure that physical proximity actually translates into ease of access, by providing multiple linkages among properties and neighborhoods so that local traffic isn't forced onto a few "main" roads for every local trip. These linkages are important to pedestrians as well as drivers since pedestrians cannot generally cross private property or leap fences or streams and thus in most places are constrained to walking along the street.</p>	<p>New Jersey Future's <a href="#">Creating Places to Age</a> report identifies six categories of street network density. The categories are:</p> <ul style="list-style-type: none"> <li>■ <b>Very high:</b> 20 or more route-miles of road per square mile</li> <li>■ <b>High:</b> at least 15 but fewer than 20 route-mile of road per square mile</li> <li>■ <b>Good:</b> at least 10 but fewer than 15 routes of road per square mile</li> <li>■ <b>Medium:</b> at least 5 but fewer than 10 route-miles of road per square mile</li> <li>■ <b>Low:</b> at least 2 but fewer than 5 route-miles of road per square mile</li> <li>■ <b>Very low:</b> fewer than 2 route-miles of road per square mile</li> </ul> <p>Westwood's street network density is <b>15.9</b> local road route-miles per square mile, putting it in the "<b>high</b>" category, the 27<sup>st</sup> highest in Bergen County, and 118<sup>th</sup> in the state. Westwood's SND value is more than one and a half times the median street network density over all 565 municipalities in the state, which is 9.75</p> <p><b>Westwood should consider using its street network density classification to help market the town as a walkable, mixed-use center, particularly as it promotes redevelopment and rehabilitation in the Westwood train station area.</b></p>
<p><b>Sidewalks</b></p> <p>Sidewalks provide many benefits, including pedestrian safety and mobility, and they encourage healthier lifestyles</p> <p> <i>Looking for:</i> 1) the presence of sidewalks that connect people with area destinations, particularly transit; 2) development regulations that require installation of sidewalks along the frontage of all public streets; 3) sidewalks that accommodate those with disabilities.</p>	<p>In mid-2017 the borough participated in a senior mobility workshop sponsored through the New Jersey Department of Transportation's Office of Bicycle and Pedestrian Program. The objective of the workshop was to engage older residents, community decision makers, transportation professionals, and health professionals in identifying barriers to pedestrian mobility through the eyes of older people; and to investigate how to diagnose, design, and implement strategies to improve walking conditions in the community. The report that was produced after the workshop noted that the borough has a complete sidewalk network but sections are cracked or uneven and that crosswalks in high traffic areas are unsafe. The report identified 10 locations where pedestrian improvements were warranted and provided a detailed list of 48 specific and general recommended improvement strategies to enhance connectivity and mobility, all of which are consistent with the Complete Streets Policy that the borough adopted on January 16, 2018.</p>

	<p>Westwood should consider establishing design standards and basic minimums for installation and widths of sidewalks, which would be consistent with its existing Complete Streets policy. To undertake the pedestrian improvements recommendations in its 2017 Walkability study the borough should incorporate a phased sidewalk improvement program in its capital improvement program. To help control flooding and improve stormwater management, the borough should also consider expanding its Complete Streets strategies to incorporate green infrastructure techniques (see <b>What Are Complete and Green Streets</b> narrative below).</p> <p>To track progress over time, the borough could post a map at the borough hall and on the borough's web site of all recommended improvements. To celebrate its accomplishments and inform its residents, each year the map could be annotated to identify completed projects and those slated for the upcoming budget year.</p>
<p><b>Crosswalks</b>  Crosswalks at intersections provide a way to make drivers more aware of and deferential to pedestrians. They should also accommodate people with disabilities easily.</p> <p> <i>Looking for:</i> 1) highly visible crosswalks; 2) light timing that favors pedestrians of various abilities, including timed pedestrian signals; and 3) safe spaces in the median of larger crossings.</p>	<p>Westwood's land development regulations and subdivision standards address roadway alignment and construction but appear to be silent on requirements for crosswalks. As noted in the borough's Walkability Survey, many roadways experience high traffic volumes and many intersections are not pedestrian-friendly. The Walkability Survey identified specific locations, including several key downtown crosswalks, where mobility improvements were warranted and recommended specific strategies to address needs.</p> <p>Westwood should consider establishing basic standards for crosswalks that are consistent with its adopted Complete Streets policy and incorporate these standards in its subdivision and site plan requirements. The borough should also include regular crosswalk improvement projects in its capital improvement program planning. At particularly problematic intersections, such as Broadway and Westwood Avenue, the borough should consider employing <a href="#">pop-up traffic calming techniques</a>, to temporarily install curb bump-outs, crossing islands, narrowed travel lanes, signage and road markings, speed tables, round-a-bouts and other traffic calming practices. This would be a low-cost way to test which traffic-calming methods are most effective.</p>






PARKING	
<p><b>On-street parking</b> On-street parking provides protection for pedestrians and noise disturbance buffers for activities such as outdoor dining on sidewalks, as well as convenient access to destinations.</p> <p> <i>Looking for:</i> ample on-street parking in the central business district.</p>	<p>Westwood has on-street parking available throughout its central business district.</p> <p><b>The borough should establish a development principle that calls for maintaining the current wide-spread availability of on-street parking throughout the CBD/SPE and CBD as development within these districts may be proposed over time.</b></p>
<p><b>Parking requirements</b> Parking requirements dictate the amount of parking that must be provided with new development. In center areas, too much parking can have a negative impact on walkability, and requiring it can be a deterrent for mixed-use development since it is a cost without a return on investment. Requirements should also take into consideration available transit options, both bus and rail, which might allow for a reduction (or elimination) of parking requirements.</p> <p> <i>Looking for:</i> techniques such as lowered parking minimums, on-street parking, off-site parking, fee-in-lieu of parking and shared parking provisions in center areas</p>	<p>As noted above, the mixed-use business district that surrounds the Westwood train station has on-street parking. The borough's minimum parking standards for the uses permitted in the district are:</p> <p>Retail/Service:... 1 per 200 square feet of Gross Floor Area (GFA) Bank:..... 1 per 300 feet of GFA Office:..... 1 per 250 square feet of GFA Restaurants: .... 1 space for each 3 seats or 1 space per 50 square feet, whichever is greater</p> <p>In Westwood CBD, CDB/SPE and CO districts, 50 percent of a site's off-street parking requirements may be satisfied by a contribution to an off-street parking trust fund. The borough also permits underground parking garages in the CBD, CDB/SPE districts. Westwood has established a parking authority.</p> <p><b>Participants in the Westwood community meeting conducted in mid-April indicated that there is a shortage of parking within the central business district, particularly during peak periods. An aerial snapshot of the central business district, Image 4, below, shows the considerable amount of downtown area consumed by surface parking lots. Since demand periodically exceeds supply the borough should consider alternative parking strategies, such as structured parking, reduced parking ratios, shared parking, improved wayfinding signage that directs patrons to underused lots, allowance for off-site parking, and efforts to promote transit-oriented development that requires less parking. Also see <a href="#">parking recommendations</a> outlined in the Land Development Standards, Prohibited Uses section, above.</b></p>
<p><b>Parking design</b> Parking lot design is critical to walkability in a downtown or center area. Parking areas should be designed to get people – in addition to cars – in and out safely and should be made aesthetically appealing</p> <p> <i>Looking for:</i> surface parking in rear of buildings, ingress and egress from side streets/alleys where possible, landscaping, pedestrian walkways and connections, structures designed with active first floor and compatible with adjacent buildings and architecture</p>	<p>Westwood's regulations do include limited provisions for parking lot landscaping, but the requirements are silent on green infrastructure and stormwater management.</p> <p><b>The borough should consider incorporating green infrastructure strategies in surface parking lot design, which can yield numerous benefits including: improved pedestrian environments; added green spaces; reduced heat-island impacts; significantly reduced off-site stormwater flows. Many green infrastructure techniques can be integrated seamlessly into parking lot design, including permeable paving, bio-swales, and raingardens.</b></p>

Image 4: Downtown Westwood



Note 1: Parking lots identified from visual inspection of aerial only



### What Are Complete and Green Streets?

People experience “community” as a complex web of interactions among physical features – the homes they live in, the stores they depend upon for goods and services, the streets they drive on, the sidewalks they walk on, and the parks, playgrounds and public gathering places they frequent. Streets encompass typically over 70 percent of city-owned public space.<sup>6</sup> Smart Growth America’s Complete Streets Local Policy Workbook<sup>7</sup> notes that a Complete Streets system – one that is safe, comfortable, and convenient for people walking, bicycling, riding public transportation, and driving – can play a vital role in animating a community’s social and economic life. Furthermore, a tightly integrated, well-connected street network can promote social interaction, enhance accessibility, encourage aging in place, and enhance community health and safety.



#### Key to the Graphic

- 1 – People walking
- 2 – People using transit
- 3 – People bicycling
- 4 – People driving motor vehicles
- 5 – People conducting business
- 6 – People residing
- 7 – People working/performing maintenance




Streets not only serve a vital civic function, they can also contribute to community appearance, improve the pedestrian environment, and expand a community’s inventory of natural resources by integrating Green Street functions into the design. Green Streets incorporate non-structural management practices within the right-of-way that mimic the natural water cycle to capture, filter, reuse and/or absorb stormwater and ensure that streets remain usable and safe during storm events for all people, regardless of mode. This is particularly relevant to Westwood Borough, which, as noted in its 2011 Master Plan Re-examination Report, has experienced substantial impacts from numerous peak rainfall events that appear to be worsening over time. According to a [Flood Acquisition Plan](#) prepared in 2016, 220 Westwood homes are on FEMA’s Repetitive and Severe Repetitive loss list and the borough has used Blue Acres program funds to purchase and demolish five flood-prone homes. In addition to stormwater management, green streets reduce [heat-island impacts](#) and improve air quality by [removing and sequestering air-borne carbon dioxide](#).

**PLEASE NOTE:** In September 2018 New Jersey Future will introduce its New Jersey Green Infrastructure Municipal Toolkit and launch [gitoolkit.njfuture.org](http://gitoolkit.njfuture.org), a website dedicated to green infrastructure planning. The toolkit will be an interactive, online resource that includes detailed information, expert guidance and a variety of tools that cities and towns can use to make green infrastructure a mainstream stormwater management strategy in public- and private-sector development projects. The primary audience for the toolkit is local elected leaders. Important secondary audiences include appointed officials such as planning board, zoning board and environmental commission or green team members, municipal engineers and planners, municipal administrators/managers, and public works superintendents.

<sup>6</sup> See <https://www.pps.org/article/streets-as-places>

<sup>7</sup> <https://www.smartgrowthamerica.org/app/legacy/documents/cs-local-policy-workbook.pdf>

## PUBLIC TRANSPORTATION

<p><b>Local Bus Service</b></p> <p>Local buses function as a means for people to travel to important destinations within a place or in neighboring places. This service is critical for people who do not or cannot drive, as it connects them to necessary shopping and services in a way that regional bus and rail cannot.</p> <p> <i>Looking for:</i> high number of bus stops per square mile of developed land</p>	<p>There are 6.97 NJ TRANSIT bus stops per square mile of developed land in Westwood, which is extremely high. Four bus stops serve the borough's downtown – Jefferson and Center avenues (near the Westwood Community Center), the Westwood Train Station, Broadway and Westwood, and Broadway south of Irvington Street (<i>see Figure 3: Circulation – Rail/Bus Routes Map</i>).</p> <p><b>Westwood should complement its Walkability Survey with an assessment of its busiest bus stops to determine if sufficient seating and lighting is provided for older residents.</b></p>
<p><b>Rail</b></p> <p>Rail transit offers access to regional destinations to which older residents might not otherwise travel if driving were the only option.</p> <p> <i>Looking for:</i> presence of rail station</p>	<p>Westwood's train station is prominently located in the middle of the borough immediately adjacent to it vibrant, traditional downtown.</p> <p><b>Westwood should use the considerable amenity that is its rail station as a catalyst for transit-oriented development in the downtown area. Such development could be a long-term hedge against competition from surrounding commercial areas and the internet. If the borough reduced its parking requirements within the CBD, new and redevelopment could also contribute to reducing parking congestion. Alternatively, the borough could consider requiring contributions to its off-street parking trust fund, rather than allow such contributions as a voluntary option to off-set 50 percent of a CBD, CBD/SPE, or CO off-street parking requirement, as is presently allowed in Westwood's land use and development regulations.</b></p>
<h2>STREETS</h2>	
<p><b>Connectivity</b></p> <p>A well-connected local street network offers multiple options and shorter distances for traveling between destinations. Without this connectivity, high density and mixed use can end up meaning that you can see your destination out your window, but a long walk or drive would be needed to get to it. Local road density (miles of local road per square mile) is one measure of how fine-grained the local street network is and thus of how long the average local trip is likely to be.</p> <p> <i>Looking for:</i> high local road density, greater than 10 miles of road per square mile</p>	<p>Westwood has 15.9 route miles of road per square mile. This is a high rating as the median over all municipalities is only 9.75 route-miles per square mile.</p> <p><b>New development and redevelopment should be designed to contribute to, enhance, and maintain the borough's efficient, interconnected network of streets, particularly near and within the downtown core. The borough should also assure continuing emergency response roadway access particularly for vulnerable populations whose homes may be subject to flood inundation.</b></p>

## Vehicle Lanes

The number of vehicle lanes of traffic has an impact on walkability.



*Looking for:* reduced vehicle lanes, particularly in center areas to promote walkability

Many of the streets serving Westwood's downtown core are narrow, have sidewalks and on-street parking, and allow safe pedestrian crossing. The exceptions noted in the borough's Walkability Survey include: Broadway Crossings; Westwood Avenue at Kinderdamack Road; Washington Avenue at Irvington Street; Jefferson Avenue from Broadway to Kindermack Road. The current layout and roadway widths at these intersections present accessibility obstacles for anyone who wishes to travel on foot from, for example, the downtown area to Veterans' Park, the Library, Westwood House, and/or Borough Hall.

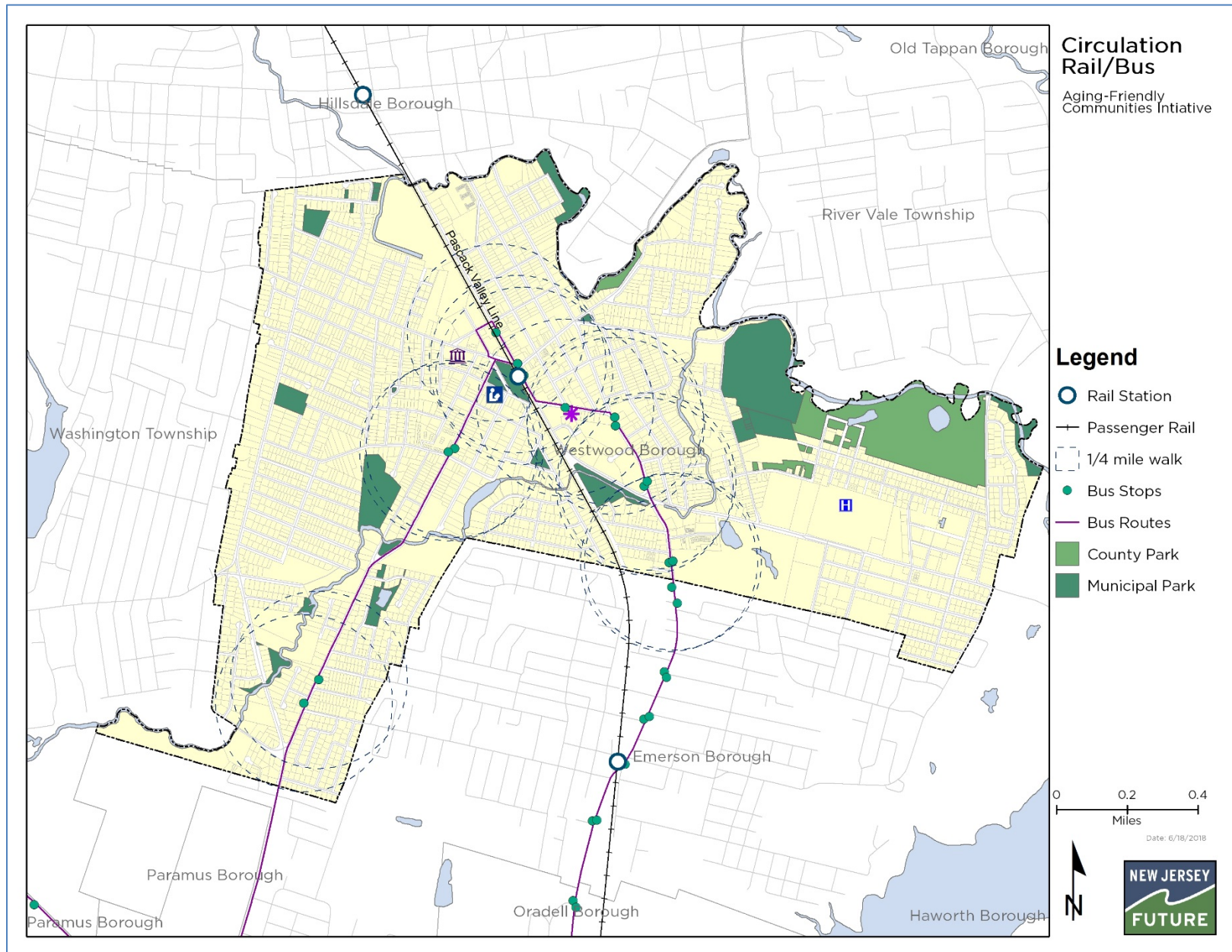
**The borough should evaluate problematic intersection crossing points and consider Complete Streets strategies with a particular focus on improving pedestrian connections, reducing pedestrian crossing time, calming traffic, and enhancing crossing safety, particularly for older residents and people with mobility constraints. The Walkability Survey details needed accessibility improvements. The borough should consider experimenting with various pop up intersection improvements, discussed above in the Transportation/Crosswalks section of this report, to evaluate alternative solutions and help acclimate motorists to changing roadway patterns.**

*Image 5: Cedar Lane CBD/SPE*





Figure 3: Circulation – Rail/Bus Routes





## IV. Public Spaces and Amenities

Does **Westwood** provide access to public spaces, amenities, and programs for older residents?

### PUBLIC SPACES, FACILITIES

#### Community Centers

Amenities such as recreation centers, senior centers and libraries provide access to learning, information, entertainment, exercise and socializing opportunities, which are critical to healthy aging.



*Looking for:* community centers and libraries with walking access

The Westwood Public Library is located at 49 Park Avenue, directly across from Veterans' Memorial Park and the Westwood train station, immediately adjacent to the municipal building. The facility offers a range of services including book clubs, yoga, ESL classes, computer tutors, organized trips to affiliated facilities such as the Newark Public Library and the Intrepid Sea, Air, and Space Museum. As noted in the introduction to this report, the borough also has a well-used, multi-purpose senior center, the Thomas J. Riley Senior Center, located in the Westwood House on Madison Avenue (on the west side of Broadway, approximately ¼ mile north of the train station). The Riley Center hosts 18 classes per week, each attracting 12 to 15 participants. Programs, classes and social/physical activities are also offered at the Westwood Community Center, located on Jefferson Avenue (on the east side of Broadway, approximately ¼ mile south of the train station). The Forever Young Program at the Community Center has approximately 75 to 80 registered participants, typically 55 years old and up. Fitness classes draw between 40 and 50 participants, mostly women. The center's pickleball program attracts more men. There are eight fitness activities per week, two social activities, and two creative activities.

**The Westwood Public Library, Riley Senior Center, and Westwood Community Center as well as the Train Station, Veterans' Memorial Park, Borough Hall, and the shops, restaurants and Westwood Pascack Cinema in the downtown area were identified as the most popular destinations for Westwood's older residents. These facilities are clustered within easy walking distance of one another. However, because the bus route that serves the borough is limited to the central southern area of the municipality, residents of many of the borough's neighborhoods must resort to automobiles or relatively long walks to reach these facilities. Moreover, once the area is reached, several obstacles were identified in the Westwood Walkability Survey that impede mobility, including unsafe crosswalks; insufficient pedestrian crossing phase lengths at signalized intersections; physical obstacles such as utility poles and open cellar doors within the pedestrian way; cracked, missing, or uneven sidewalks; poorly marked crosswalk striping; and a lack of traffic calming measures; all of which detract from the pedestrian environment.**

#### Public Street Furniture

Street furnishings provide opportunities to rest during the course of business and offer opportunities for interpersonal connection.






*Looking for:* public furnishings in and along the way to public facilities

Based upon a walking tour through the downtown area and a brief visual survey of aerial photography, public furniture and amenities appear to be limited or not present along many of the borough's commercial corridors

**Westwood should consider a survey of street furniture to complement its Walkability Survey recommendations, particularly in those areas frequented by older adults, such as the Riley Senior Center and Westwood Community Center. Furniture should be located at and along the way to these facilities and at bus stops, to ensure safe walking conditions and rest stops for older residents.**



<p><b>Joint Use of Facilities</b></p> <p>Joint use of facilities offers additional locations for providing services and a way to leverage taxpayer money. Joint use is typically governed by a formal agreement, setting forth the terms and conditions for shared use of public property or facilities.</p> <p> <i>Looking for:</i> joint use of community facilities</p>	<p>Westwood has joint-use arrangements with the borough schools. The recreation department leases school fields. In conjunction with these arrangements the recreation department and Dragons Soccer organization contributed money recently to pay for upgrades at Berkley Field, which needed a sprinkler system. The recreation department also runs its summer playground program at borough school sites, currently for SNAP (Special Needs Activity Program) tennis. The borough also uses school indoor basketball courts for recreational basketball.</p> <p><b>Because the Riley Senior Center and the Westwood Community Center are not particularly pedestrian accessible from many of the community's residential areas, the borough could expand its joint use agreements to use schools as satellite facilities, that may be more accessible to a larger number of neighborhoods, from which to provide programs and services for older residents in all neighborhoods.</b></p>
<p><b>OUTDOOR, GREEN SPACE</b></p>	
<p><b>Parks/Green Spaces/Trails</b></p> <p>Open space in towns and cities provides many advantages: formal and informal sport and recreation, preservation of natural environments and the provision of green space, which helps improve air and water quality, and improves mental health. This is a benefit to residents of all ages.</p> <p> <i>Looking for:</i> parks and outdoor spaces that are accessible on foot</p>	<p>As described in the introduction to this report, Westwood's open space and recreation inventory includes 14 named parks and 15 unnamed parcels encompassing approximately 135 acres, or 9 percent of the area of the community. An additional 14 parcels designated as either "open space" or "Blue Acres property" (purchased by the borough to respond to repetitive flood loss) comprise 16 acres. The named parks range in size from the .5-acre Fireman's Memorial Park, to the 57-acre Pascack Brook County Park (a portion of this 137-acre park extends into River Vale Township). At least one park is within a quarter-mile walk of all residential areas of the borough, with the exception of portions of a neighborhood in the south east quadrant of the municipality (see <b>Figure 4: Westwood Parks, 1/4 Mile Walk</b>).</p> <p><b>Westwood's Open Space and Recreation Plan should be updated to include, as a long term goal, development of an integrated pedestrian access network connecting all neighborhoods to the town center and to all of the borough's parks and green spaces and to incorporate the recommendations from the 2017 Senior Walkability Workshop Report.</b></p>
<p><b>Green infrastructure</b></p> <p>Green infrastructure is an approach to managing rainwater and snowmelt by enabling it to infiltrate into the ground where it falls or by capturing it for later reuse. Examples include street trees, pervious pavement, rain gardens, rain barrels, green roofs, vegetated swales and bio-retention basins. Green infrastructure helps to reduce flooding, improves public health, provides jobs, raises property values, beautifies neighborhoods and "downtowns" and supports wildlife.</p> <p> <i>Looking for:</i> municipal policy or ordinance that encourages installation of green infrastructure</p>	<p>It does not appear that Westwood has a policy in place regarding the installation of green infrastructure. According to Westwood's Flood Acquisition Plan, the community experiences recurring flooding problems due to overflows from Pascack Brook, Woodcliff Lake Reservoir, and the Oradell Reservoir. Implementation of a comprehensive green infrastructure strategy could help to address these issues.</p> <p><b>Westwood should consider updating its stormwater management regulations to encourage/require the use of green infrastructure (see <a href="#">A Few Ways to Strengthen Your Town's Stormwater Ordinance</a>, below). It should also integrate green infrastructure techniques into roadway design in conjunction with the implementation of its Complete Streets policy (see <a href="#">What Are Complete and Green Streets</a>, above). Doing so would simultaneously enhance the pedestrian environment, expand the community's inventory of natural resources, and help remediate flooding. The <a href="#">Water Resources Program</a> at Rutgers Cooperative Extension is a good source of information and technical assistance.</b></p>

## A FEW WAYS TO STRENGTHEN YOUR TOWN'S STORMWATER ORDINANCE

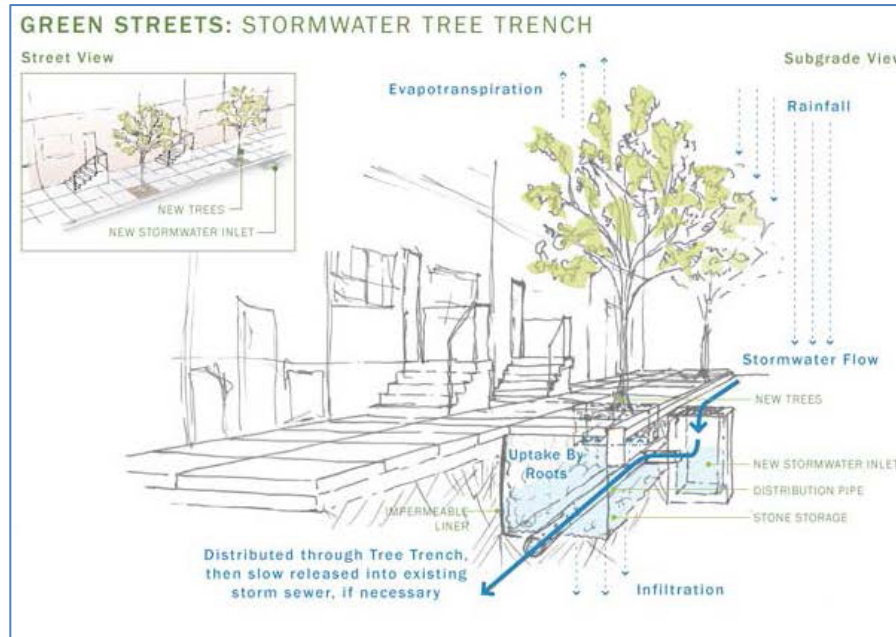
Reference excellent guidance and resources that applicants for development permits can use. For example, “For guidance on site evaluation, construction specifications and details, the applicant shall refer to Rutgers Cooperative Extension’s [Green Infrastructure Guidance Manual](#) for New Jersey;” and “For road or highway projects, the applicant shall, at minimum, follow USEPA guidance regarding [Managing Wet Weather with Green Infrastructure: Green Streets](#) (December 2008 EPA-833-F-08-009)” and may also reference the [Urban Street Stormwater Guide](#) published in 2017 by NACTO, the National Association of City Transportation Officials (ISBN 978-1-61091-812-1).”

Include strong, clear definitions for green infrastructure, redevelopment and bioretention. Omit language that indicates your ordinance’s definitions are the same as, or based on, definitions in [New Jersey’s stormwater rules](#) (NJAC 7:8). Sample definitions:

**“Green infrastructure”** uses or mimics the natural water cycle to reduce stormwater runoff and prevent runoff pollution. Green infrastructure best management practices (BMP) manage runoff close to the source by retention, infiltration, evapotranspiration, and filtration. Green infrastructure BMPs include but are not limited to: bioretention systems including rain gardens, tree trenches and tree boxes; pervious paving systems; green roofs; grass swales; dry wells; vegetative filter strips; constructed stormwater wetlands, cisterns or wet ponds for water capture and reuse, and downspout disconnection. Green infrastructure can be designed to capture and retain the water quality volume of 1.25 inches with no immediate surface discharge.

**“Redevelopment”** means land-disturbing activity that results in the creation, addition, or replacement of impervious surface area on an already developed or disturbed site. Redevelopment includes but is not limited to: the expansion of a building footprint; addition or replacement of a structure; replacement of impervious surface area

that is not part of a routine maintenance activity; and land disturbing activities related to structural or impervious surfaces. It does not include routine maintenance to maintain original line and grade, hydraulic capacity, or original purpose of facility, nor does it include emergency construction activities required to immediately protect public health and safety.



**“Bioretention”** means a green infrastructure BMP that consists of a bed filled with soil, gravel, or other material and planted with suitable non-invasive (preferably native) vegetation. Stormwater runoff entering the bioretention system is filtered through the planting bed before being either conveyed downstream by an underdrain system or infiltrated into the existing subsoil below the planting bed.

**Apply ordinance requirements to redevelopment** projects as well as new development. Sample language:

Where redevelopment that adds, replaces or disturbs (alone or in combination) greater than 5,000 square feet [*or a smaller area, if the ordinance applies also to minor development*] of impervious surface results in an alteration to more than 50 percent of impervious surfaces of a previously existing development, the entire existing development shall meet the requirements of this ordinance.

**Require onsite stormwater retention** for the water quality storm (1.25” over two hours). Sample definition:

**Onsite stormwater retention** is achieved with a natural or constructed, surface or subsurface area or facility designed to retain water for an extended period of time for the purpose of filtering stormwater runoff through vegetated permeable soils, evapotranspiration, or infiltration capture stormwater runoff for beneficial reuse such as irrigation.

Require that the **water quality standards (SWQDv) be met with green infrastructure practices** before other structural practices.

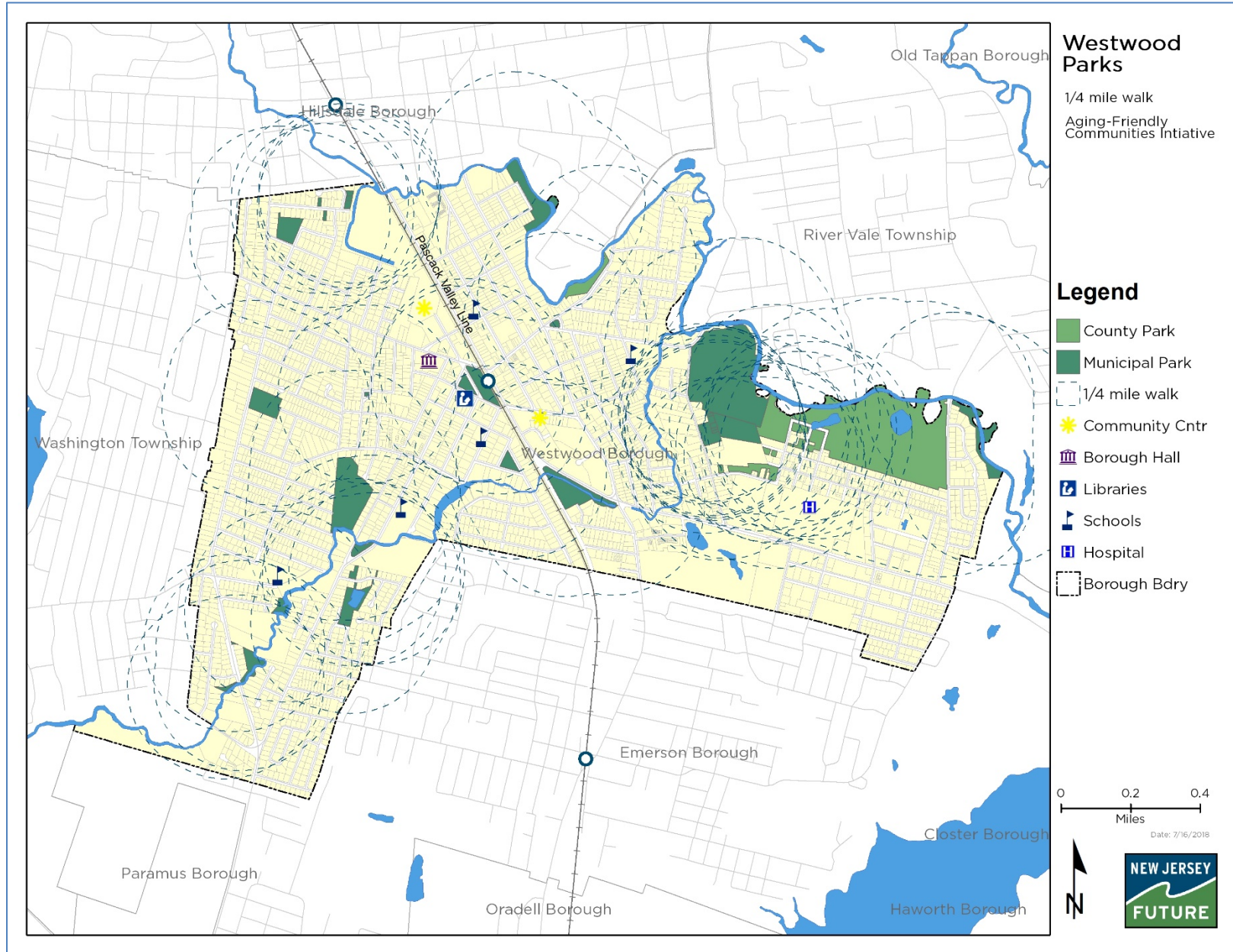
**Define “major development” with a smaller area of disturbance** than is required in the state’s model ordinance. The state’s threshold is one acre of disturbance or 1/4 acre of new impervious surface. The Sustainable Jersey draft model ordinance suggests major development be defined as a site that adds or replaces (alone or in combination) 5,000 square feet of impervious surface or disturbs one half acre or more of land. Depending on land-use characteristics, some cities or towns may prefer a smaller threshold (see italics in definition below). Sample language:

**“Major development”** means any development or redevelopment, as defined by this section, that adds or replaces (alone or in combination) 5,000 square feet or more of impervious surface, or that provides for ultimately disturbing 1/2 acre *[or 1/4 acre, or 5000 square feet]* or

more of land. Major development includes both private and public projects or activities. Disturbance for the purpose of this rule is the placement of impervious surface or exposure and/or movement of soil or bedrock or clearing, cutting, or removing of vegetation.

**Extend ordinance applicability to minor development** as well as major development. The Sustainable Jersey draft model ordinance suggests the minor development threshold for complying with the ordinance be projects that exceed 1,000 square feet. Some municipalities have adopted an even smaller threshold (Princeton’s minor development threshold is 400 sf; Millburn’s is 250 sf).

Figure 4: Westwood Parks





# Summary of Recommendations

Following is a listing of the recommendations presented in the four categories of the built environment evaluated in the preceding sections.



## Mixed Use Center Presence of a Center

■ Westwood's mixed-use downtown, encompassed by the area within a quarter- to a half-mile of the Westwood train station, is the focus of this assessment (see Figure 2: Business District). The downtown is vibrant currently and area businesses that occupy it are evidently healthy financially. However, Westwood's 2011 Master Plan Re-examination Report noted that the district is facing stiffer competition from nearby retailers and the internet. Since the 2011 report, internet competition has only grown, with a consequent decline in brick-and-mortar shopping nation-wide. The report noted that the borough's Planning Board acknowledged the issue but made no formal recommendations at the time. The borough should consider revisiting this topic and explore strategies that might help to "[internet-proof](#)" its downtown.

- It is notable that the zoning regulations applicable to the borough's central business districts do not permit residential development, e.g. apartments on upper building floors. Residential and commercial uses tend to be mutually supportive, enlivening and activating areas where they are permitted jointly. Such mixed-use areas have been responsible for downtown revitalization in communities throughout the country. The borough should consider allowing for this mix of compatible uses, placing particular emphasis on transit-oriented development that generates minimal to no increased parking demand.

## Policies and Programs that encourage compact, mixed use development

- The borough should consider the formation of a SID that encompasses the central business district. A SID could serve as a vehicle to fund necessary improvements exclusively within the district, such as those suggested in the Westwood Walkability Study. The improvements could include installation of wayfinding signage, and street furniture. It could also provide a cooperative framework within which elected officials, business, and property owners could collaborate to grapple with such topics as internet competition.
- Westwood should consider participation in the [Main Street New Jersey](#) program to develop focused streetscape improvement strategies and long-term economic stabilization strategies in its central business district. Applications for designations are accepted every two years. Selected communities receive technical support and training to assist in restoring their Main Streets as centers of community and economic activity.

## Plans that encourage compact, mixed use development

- Demographic trends described in the 2011 Master Plan Re-examination Report showing a growing proportion of older residents in Westwood have continued on an upward trajectory. The socio-economic consequences of these trends are emphasized in the Housing Analysis segment of this report (Part 2) and the Westwood Community Profile, Appendix 1. These analyses indicate that the borough should update its Master Plan to reflect the evolving and projected socio-economic characteristics of the borough's aging population in order to define aging-friendly strategies the borough could adopt to respond to the community's emerging needs.
- Participants in the mid-April 2018 AFCL project steering committee meeting noted that additional building height is permitted in the CBD but that additional development would drive up parking demand in an area where available space for parking is limited. Providing opportunity for increased densities in the downtown will contribute significantly to the district's long-term viability. The borough should consider strategies to

address parking demand issues. Such strategies should include approaches to promote shared parking and/or linking CBD development approvals incentives to transit oriented development with no or significantly reduced parking requirements.

### Land Development Standards

- Parking authorities have often played an instrumental role in responding to parking congestion in support of downtown redevelopment. Westwood should direct its parking authority to explore strategies to address parking demand with the explicit aim of enabling residential uses downtown. The borough can turn to several sources of information and numerous examples of municipalities that have promoted downtown residential development in proximity to their valuable downtown commuter rail stations, and coincidentally were [New Jersey Future Smart Growth Award](#) winners. Two such municipalities are [Metuchen](#) and [Bloomfield](#). One helpful resource is NJTRANSIT's [Planning for Transit-Friendly Land Use](#), intended to guide for local officials as they consider land use plans for development around their transit stations. The borough should also consider participation in NJDOT's [Transit Village Initiative](#), through which it could obtain assistance in addressing downtown traffic and parking congestion, and it should consider contacting [Nexus Properties](#), a commercial developer that has built multi-purpose parking facilities in several municipal downtowns throughout New Jersey.
- Westwood should consider eliminating the front yard setback in the CBD in order to bring buildings to the front lot line in order to activate the street, enhance the pedestrian environment, and match the CBD/SPE streetscape.
- Given the small minimum lot sizes, the borough may want to consider increasing lot coverage allowances in the CBD/SPE district to 85 percent, which would enhance the compact character of the zone and allow for limited new redevelopment opportunities.
- The borough should consider increasing building height requirements in the CBD to match those of the CBD/SPE district and permit residential apartments on upper floors in order to promote increased densities that would contribute to greater long-term vitality in the municipality's commercial center. However, an effort to increase residential density must be accompanied by strategies to address (reduce) parking demand, which could be accomplished through transit-oriented development incentives.
- Westwood should consider developing and enacting a form-based code (*see General Recommendation 1, below*) to guide development and redevelopment within the CBD, with a focus on enhancing pedestrian activity. The borough's 2005 Central Business District Study and Plan, which included recommendations and graphics for roadway, streetscape, parking, architectural elements and signage standards, could be adapted readily as a form-based code.

### General Recommendation 1

- The [Form-Based Codes Institute](#) defines a form-based code as “a land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. A form-based code is a regulation, not a mere guideline, adopted into city, town, or county law. A form-based code offers a powerful alternative to conventional zoning regulation”. Such codes consider the relationships between buildings and the street, pedestrians and vehicles, public and private spaces and the size and types of streets and blocks. A form-based code also establishes rules for parking locations and limits, building frontages and entrance location(s), elevations, streetscapes, window transparency and block patterns (i.e., no oversized “super blocks”). Since form-based code can be customized, the code for one area might be focused on preserving and enhancing the character of the neighborhood while the goal elsewhere might be to foster dramatic change and improvements. Often, a community's form-based code can accomplish both with a more tailored approach to community character than conventional zoning (see: [AARP Livability Fact Sheets](#))





## Housing

### Land Development Standards that support a mix of housing options

- The breakdown of residential units by type indicates that the borough's on-the-ground housing stock mix is diverse. However, the high percentage of 65+ households that are cost burdened suggest the need for more affordable, smaller dwelling units and alternative living arrangements.
- In response to its evolving demographics and the projected needs of its growing elderly population, Westwood should consider exploring limited incentives, such as density bonuses, increased building height limits, or of-right zoning controls that would expand further the current number of single-family attached units, town homes, duplex, and/or multi-family units. Such units would be better suited to the needs and finances of older residents seeking to down-size (as well as of younger first-time home buyers).
- The borough should consider strategies that expand housing choice and affordability. These objectives can be achieved while protecting local housing supply and neighborhood character. The borough should also consider eliminating requirements for residential and non-residential development fees within the CDB/SPE district as an incentive to encourage transit-oriented development that includes a residential component.
- Westwood should consider adopting a universal design approach for all new and renovated residential development in the borough.
- Westwood should consider allowing accessory apartments by right in the R-1 zone, subject to conditions that limit the impact such units might have on the surrounding neighborhood. Conditions might include: a limit of one accessory apartment per lot; a requirement that the principal dwelling or accessory apartment unit be owner-occupied; a minimum lot size or house size; a limit on the size of the accessory apartment to no more than a percentage (ex. 30 percent) of the gross floor area of the house; and/or restricting new entrances to the side or rear of the home.
- Westwood should consider various strategies that provide affordable housing options such as home sharing, particularly for older populations, to enable them to continue to be residents of the borough and, as noted in the 2011 Master Plan Re-examination Report, *"...to maintain their contribution to the borough's economics"*



## Transportation

### Walkability

- Westwood should consider using its street network density (SND) classification to help market the town as a walkable, mixed-use center, particularly as it promotes redevelopment and rehabilitation in the Westwood train station area.
- Westwood should consider establishing design standards and basic minimums for installation and widths of sidewalks, which would be consistent with its existing Complete Streets policy. To undertake the pedestrian improvements recommendations in its 2017 Walkability study the borough should incorporate a phased sidewalk improvement program in its capital improvement program. To help control flooding and improve stormwater management, the borough should also consider expanding its Complete Streets strategies to incorporate green infrastructure techniques (see What Are Complete and Green Streets narrative)
- To track progress over time, the borough could post a map at the borough hall and on the borough's web site of all recommended improvements. To celebrate its accomplishments and inform its residents, each year the map could be annotated to identify completed projects and those slated for the upcoming budget year.
- Westwood should consider establishing basic standards for crosswalks that are consistent with its adopted Complete Streets policy and incorporate these standards in its subdivision and site plan requirements. The borough should also include regular crosswalk improvement

projects in its capital improvement program planning. At particularly problematic intersections, such as Broadway and Westwood Avenue, the borough should consider employing [pop-up traffic calming techniques](#), to temporarily install curb bump-outs, crossing islands, narrowed travel lanes, signage and road markings, speed tables, round-a-bouts and other traffic calming practices. This would be a low-cost way to test which traffic-calming methods are most effective.

### **Parking**

- The borough should establish a development principle that calls for maintaining the current wide-spread availability of on-street parking throughout the CBD/SPE and CBD as development within these districts may be proposed over time.
- Participants in the Westwood community meeting conducted in mid-April indicated that there is a shortage of parking within the central business district, particularly during peak periods. An aerial snapshot of the central business district, Image 4, below, shows the considerable amount of downtown area consumed by surface parking lots. Since demand periodically exceeds supply the borough should consider alternative parking strategies, such as structured parking, reduced parking ratios, shared parking, improved wayfinding signage that directs patrons to underused lots, allowance for off-site parking, and efforts to promote transit-oriented development that requires less parking. Also see [parking recommendations](#) outlined in the Land Development Standards, Prohibited Uses section.
- The borough should consider incorporating green infrastructure strategies in surface parking lot design, which can yield numerous benefits including: improved pedestrian environments; added green spaces; reduced heat-island impacts; significantly reduced off-site stormwater flows. Many green infrastructure techniques can be integrated seamlessly into parking lot design, including permeable paving, bio-swales, and raingardens.

### **Public Transportation**

- Westwood should complement its Walkability Survey with an assessment of its busiest bus stops to determine if sufficient seating and lighting is provided for older residents.
- Westwood should use the considerable amenity that is its rail station as a catalyst for transit-oriented development in the downtown area. Such development could be a long-term hedge against competition from surrounding commercial areas and the internet. If the borough reduced its parking requirements within the CBD, new and redevelopment could also contribute to reducing parking congestion. Alternatively, the borough could consider requiring contributions to its off-street parking trust fund, rather than allow such contributions as a voluntary option to off-set 50 percent of a CBD, CBD/SPE, or CO off-street parking requirement, as is presently allowed in Westwood's land use and development regulations.

### **Streets**

- New development and redevelopment should be designed to contribute to, enhance, and maintain the borough's efficient, interconnected network of streets, particularly near and within the downtown core. The borough should also assure continuing emergency response roadway access particularly for vulnerable populations whose homes may be subject to flood inundation.
- The borough should evaluate problematic intersection crossing points and consider Complete Streets strategies with a particular focus on improving pedestrian connections, reducing pedestrian crossing time, calming traffic, and enhancing crossing safety, particularly for older residents and people with mobility constraints. The Walkability Survey details needed accessibility improvements. The borough should consider experimenting with various pop up intersection improvements, discussed above in the Transportation/Crosswalks section of this report, to evaluate alternative solutions and help acclimate motorists to changing roadway patterns.



## Public Spaces and Amenities

### Public Spaces, Facilities

- The Westwood Public Library, Riley Senior Center, and Westwood Community Center as well as the Train Station, Veterans' Memorial Park, Borough Hall, and the shops, restaurants and Westwood Pascack Cinema in the downtown area were identified as the most popular destinations for Westwood's older residents. These facilities are clustered within easy walking distance of one another.

However, because the bus route that serves the borough is limited to the central southern area of the municipality, residents of many of the borough's neighborhoods must resort to automobiles or relatively long walks to reach these facilities. Moreover, once the area is reached, several obstacles were identified in the Westwood Walkability Survey that impede mobility, including unsafe crosswalks; insufficient pedestrian crossing phase lengths at signalized intersections; physical obstacles such as utility poles and open cellar doors within the pedestrian way; cracked, missing, or uneven sidewalks; poorly marked crosswalk striping; and a lack of traffic calming measures; all of which detract from the pedestrian environment.

- Westwood should consider a survey of street furniture to complement its Walkability Survey recommendations, particularly in those areas frequented by older adults, such as the Riley Senior Center and Westwood Community Center. Furniture should be located at and along the way to these facilities and at bus stops, to ensure safe walking conditions and rest stops for older residents.
- Because the Riley Senior Center and the Westwood Community Center are not particularly pedestrian accessible from many of the community's residential areas, the borough could expand its joint use agreements to use schools as satellite facilities, that may be more accessible to a larger number of neighborhoods, from which to provide programs and services for older residents in all neighborhoods.

### Outdoor, Green Space

- Westwood's Open Space and Recreation Plan should be updated to include, as a long-term goal, development of an integrated pedestrian access network connecting all neighborhoods to the town center and to all of the borough's parks and green spaces and to incorporate the recommendations from the 2017 Senior Walkability Workshop Report.
- Westwood should consider updating its stormwater management regulations to encourage/require the use of green infrastructure (see A Few Ways to Strengthen Your Town's Stormwater Ordinance, below). It should also integrate green infrastructure techniques into roadway design in conjunction with the implementation of its Complete Streets policy (see What Are Complete and Green Streets, above). Doing so would simultaneously enhance the pedestrian environment, expand the community's inventory of natural resources, and help remediate flooding. The [Water Resources Program](#) at Rutgers Cooperative Extension is a good source of information and technical assistance.

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- Age-Friendly Communities, Municipal Implementation Tool #30, Delaware Valley Regional Planning Commission (DVRPC), November 2017 <https://www.dvrpc.org/Reports/MIT030.pdf>



## About New Jersey Future

New Jersey Future promotes growth that fosters vibrant cities and towns, protects natural lands and waterways, enhances transportation choices, provides access to safe, affordable and aging-friendly neighborhoods and promotes a strong economy. The organization does this through original research, innovative policy development and advocacy, strong partnerships and strategic technical assistance. <https://www.njfuture.org/>

## About the Authors

### David Kutner PP AICP, Planning Manager

David Kutner manages New Jersey Future's land use planning work, emphasizing initiatives to create healthy, active communities for all ages. He works with municipalities throughout the state to introduce them to the relationship between the built environment and health by considering the connection among land-use development, affordable housing options, and aging-friendly places. David has also worked extensively with coastal communities vulnerable to sea-level rise. For the past five years he has managed New Jersey Future's Local Recovery Planning Manager program, providing ongoing direct assistance to municipalities seeking to rebuild from Hurricane Sandy. His work has focused on helping communities recover from storm damage while encouraging them to consider how they might plan for and respond to the challenges of impending flood inundation risks due to a changing climate. He is a licensed professional planner with more than 30 years of land use and environmental planning experience. He has worked as a private planning consultant and held positions in local, county, and state planning agencies in New Jersey, Massachusetts, New York, Pennsylvania, and Florida.

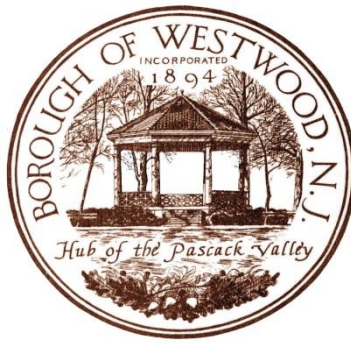
### Tim Evans, Director of Research

Tim Evans is responsible for the original research and data analysis that support New Jersey Future's policy development, and ensures that all of the organization's products and media communications are quantitatively accurate and defensible. He

frequently provides data and advice to colleague organizations, serving as an informal research consultant to the smart growth community at large. His analysis and commentary have been featured by a wide range of state and national media outlets. He holds a B.S. in mathematics from Ursinus College, an M.S. in statistics from the University of Virginia, and a master's in city and regional planning from the Bloustein School of Planning and Public Policy at Rutgers University. Prior to joining New Jersey Future, he worked for six years as a mathematical statistician for the Bureau of the Census in Washington, D.C.

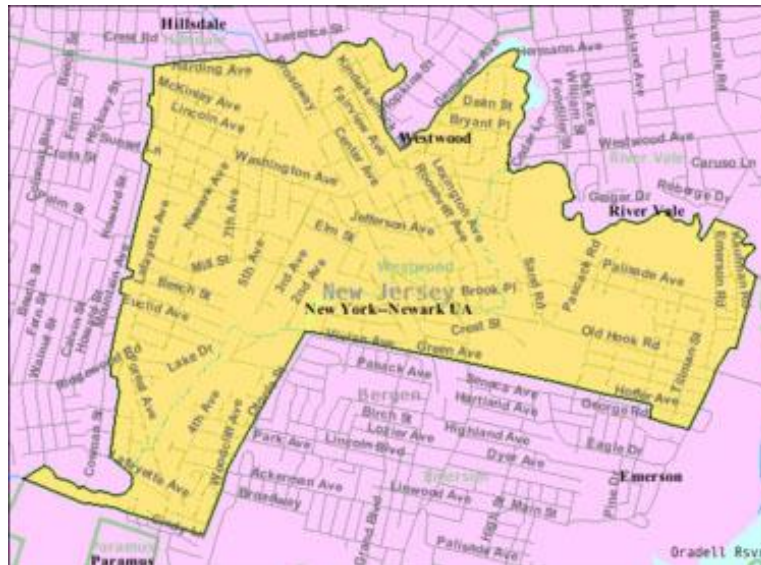
## COMMUNITY PROFILE





# Borough of Westwood Municipal Profile

June 2018



Prepared by



## INTRODUCTION

New Jersey Future is assembling a municipal profile in conjunction with the **Aging-Friendly Communities Initiative** that is being undertaken with funding from the **Henry and Marilyn Taub Foundation**, whose support made this project possible. The profile is intended to offer a current statistical snapshot of key demographic and economic characteristics of the Borough of Westwood, particularly as they relate to the Borough older residents. To provide context, Westwood's values for the data items presented here are compared to statewide values.

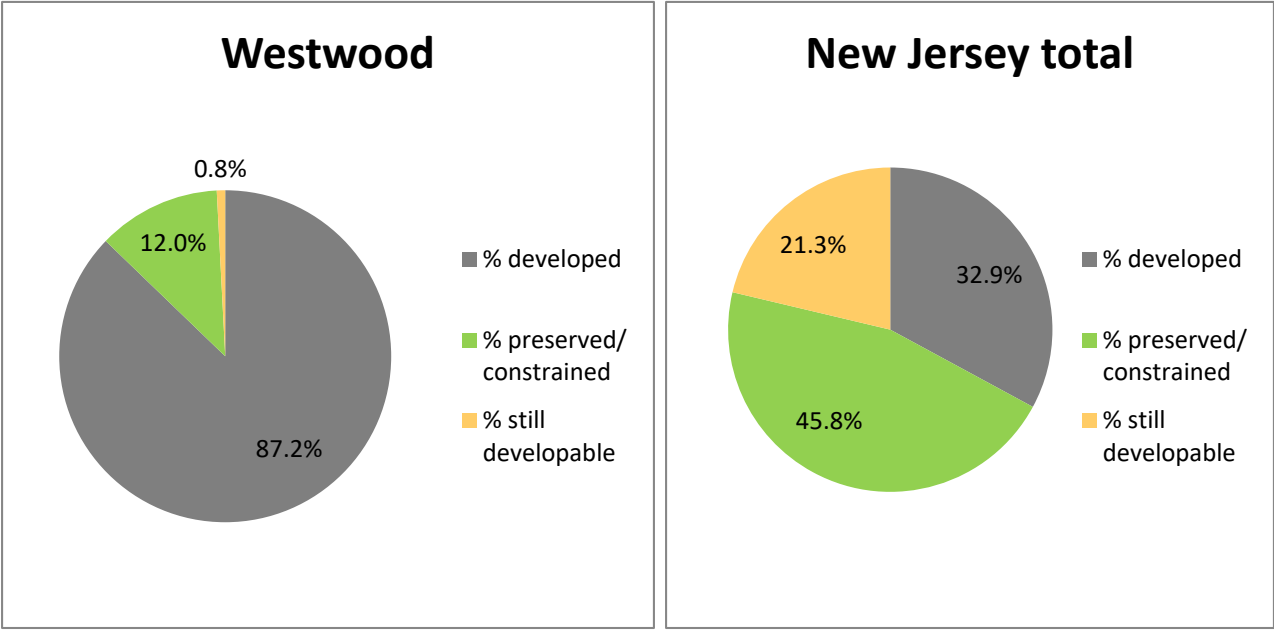
The data presented in this handout has been extracted from of a larger data set that is currently being assembled. A list of the full set of data items that is being compiled is provided below. *Except where otherwise indicated, the data source is the Census Bureau's 2015 American Community Survey* <https://www.census.gov/programs-surveys/acs/news/data-releases.2015.html>.

- 2007 land-use patterns: % developed, % preserved or constrained, and % still developable [*source: municipal-level data provided to New Jersey Future by the authors of Urban Growth and Open Space Loss in New Jersey from 1986 through 2007, produced jointly by researchers from Rowan and Rutgers universities – project overview page at <http://gis.rowan.edu/projects/luc/>*]
- % built-out (developed acres as % of all developable, i.e. with preserved/constrained lands removed from denominator) [*computed using data from the Rowan/Rutgers project*]
- Net activity density (population + employment per developed square mile) [*computed using the Rowan/Rutgers data on developed acreage, Census Bureau population data, and employment data from the New Jersey Department of Labor*]
- Street network density (route-miles of local road per square mile) [*land area data from Rowan/Rutgers; local road mileage computed from a database of road segments provided to New Jersey Future by Michael Baker Corp., a consultant to NJDOT*]
- Presence of a center (New Jersey Future methodology, using lists of places identified as centers by the State Development and Redevelopment Plan or the master plans for the Pinelands and Highlands, and a list provided by the Department of Community Affairs' "Main Street New Jersey" program of municipalities having a business improvement district)
- Total population
- Population by age group
- % living in poverty: all residents and residents 65+
- Median household income
- Household income distribution
- % vacant housing units
- % owner vs renter
- Living arrangements of the 65+ population
- Housing units by type / # of units in structure

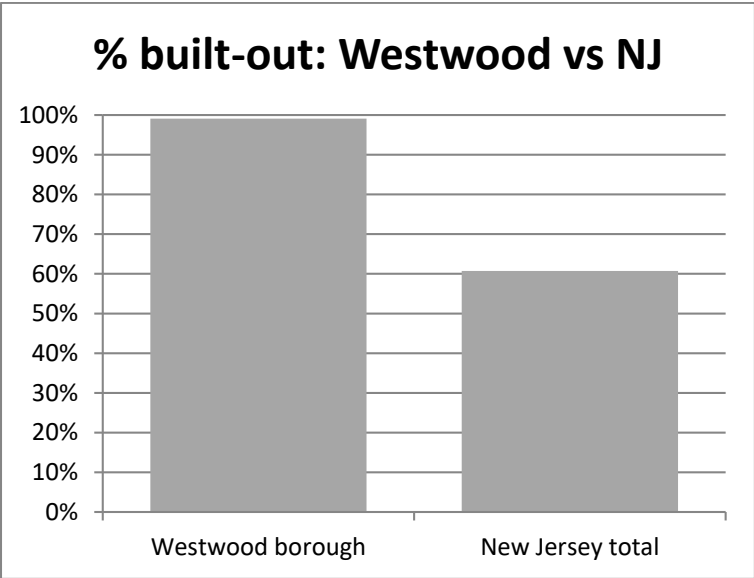
- Average residential value *[source: Rutgers Center for Government Services [New Jersey Data Book](#)]*
- Years of median household income to purchase average-valued home *[computed using average residential value from the New Jersey Data Book and median household income from the 2015 ACS]*
- Median gross rent
- % of households that are cost-burdened: all households and households headed by someone 65+

2007 LAND USE PATTERNS

Westwood is much more developed than the state as a whole, and almost all of what remains has either been permanently preserved (as parkland, for example) or cannot be built on due to environmental constraints. The borough has a negligible amount of developable land remaining, meaning that any new development is going to be redevelopment.



In fact, Westwood is 99.1 percent built-out – that is, almost all of its land that can be built on (excluding land that has already been preserved or is environmentally constrained) has already been built on.



## SMART-GROWTH METRICS

New Jersey Future has developed three municipal-level metrics of compactness and walkability: net activity density (population + jobs per developed square mile, for 2007), presence of a mixed-use center, and street network density (as measured by route-miles of local road per square mile).

Westwood's **net activity density** is 8,090 people + jobs per developed square mile, ranking it in New Jersey Future's "dense suburban / small town" category, the third-highest. The median net activity density among all 565 municipalities in the state is 5,244, so Westwood's net activity density is more than 50 percent higher than the municipal median.

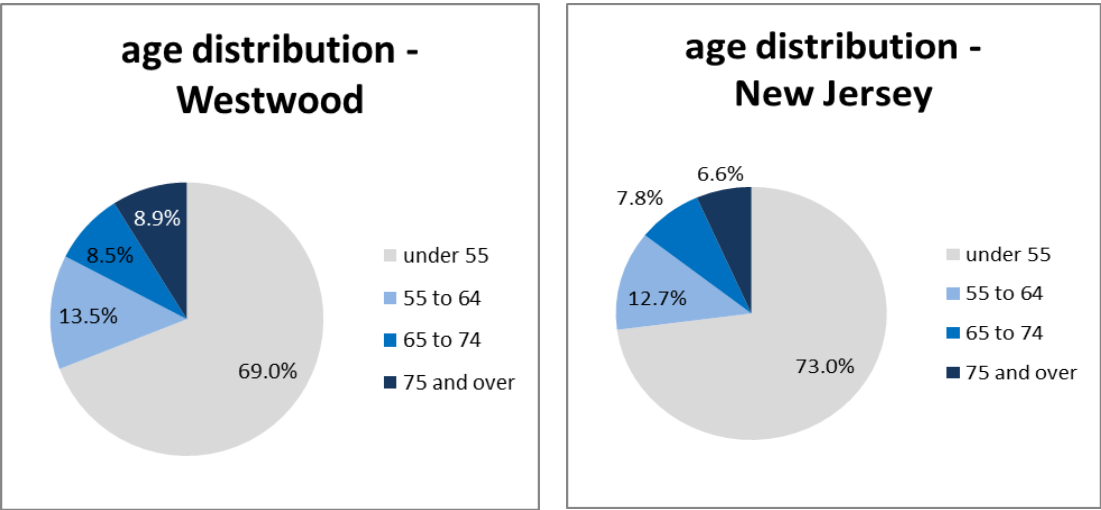
NJF characterizes Westwood as being a **center**, with a well-defined mixed-use downtown.

Westwood's **street network density** is 15.9 local road route-miles per square mile, putting it in the "high" category, the second highest. The median over all 565 municipalities in the state is 9.75.

**TOTAL POPULATION (2017) = 11,326**

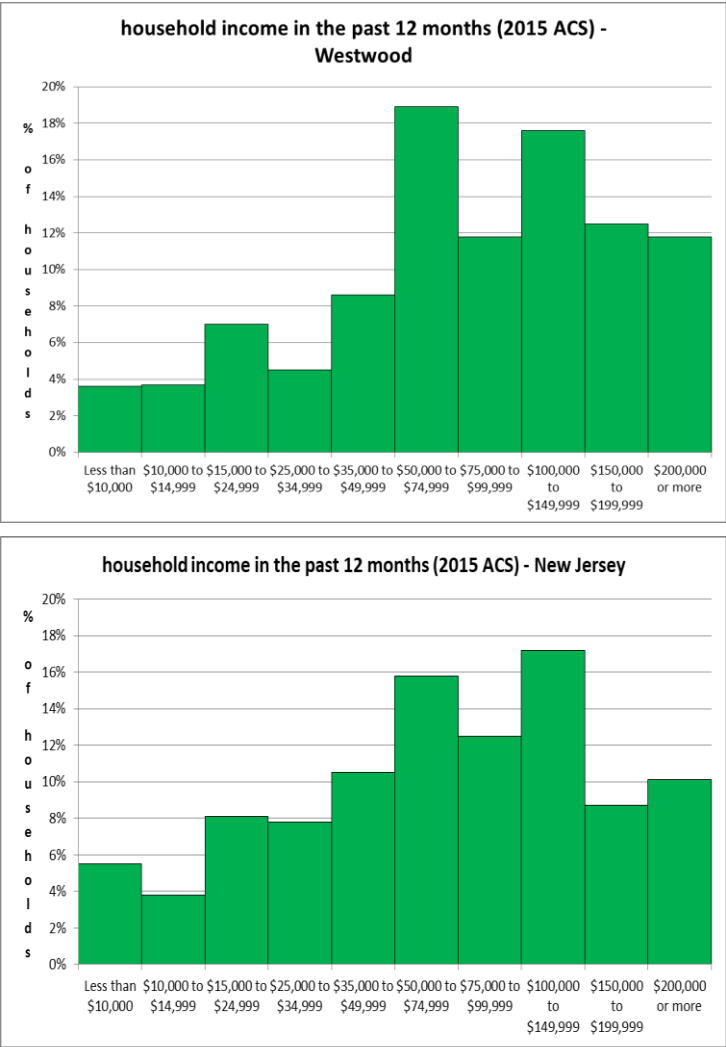
AGE DISTRIBUTION

Westwood has a higher percentage of residents 65 and older than the state as a whole.



INCOME DISTRIBUTION

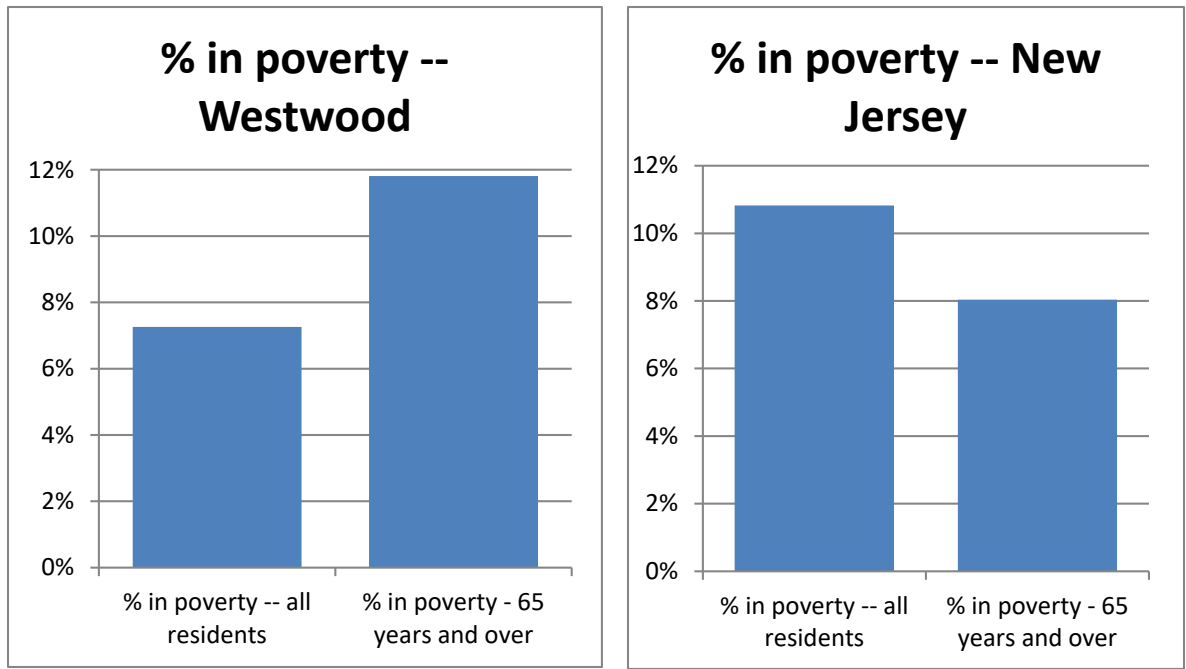
Westwood's income distribution resembles that of the state as a whole but with slightly fewer households in the income ranges below \$50,000 and a few more at the very top





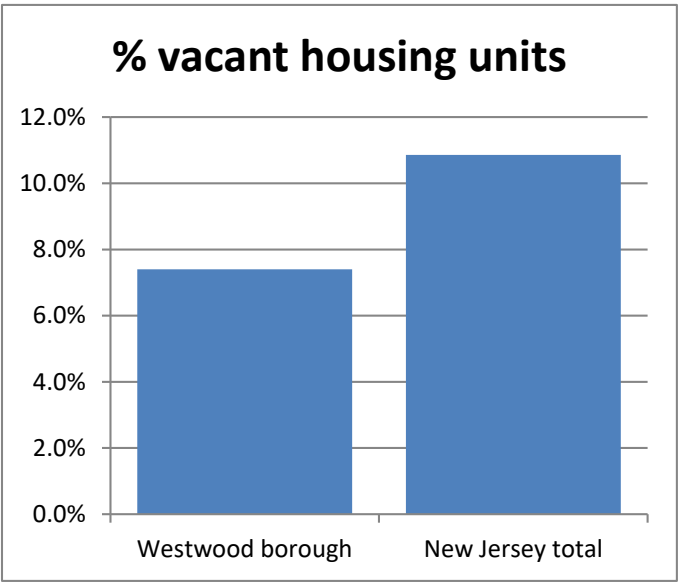
POVERTY

Westwood’s overall poverty rate of 7.3 percent is less than the statewide rate of 10.8 percent and about the same as the rate of 7.4 percent for Bergen County. But among people age 65 and over, Westwood’s poverty rate is notably higher – 11.8 percent in Westwood compared to 7.8 percent for Bergen County and 8.0 percent statewide). Westwood’s poverty rate for residents 65 and over is considerably higher than its overall poverty rate, the reverse of what is true statewide.



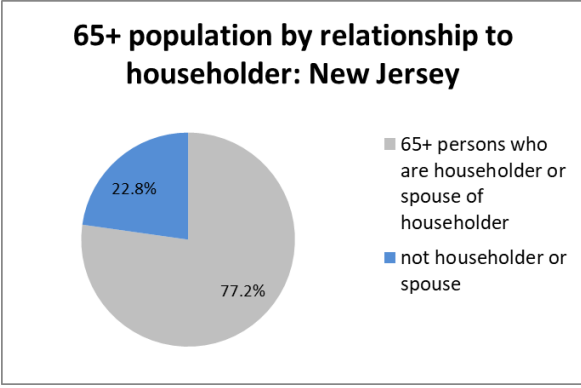
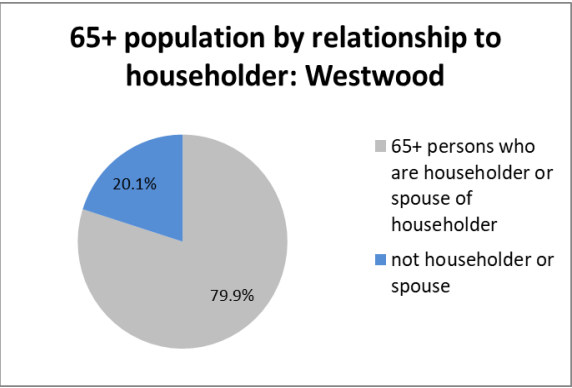
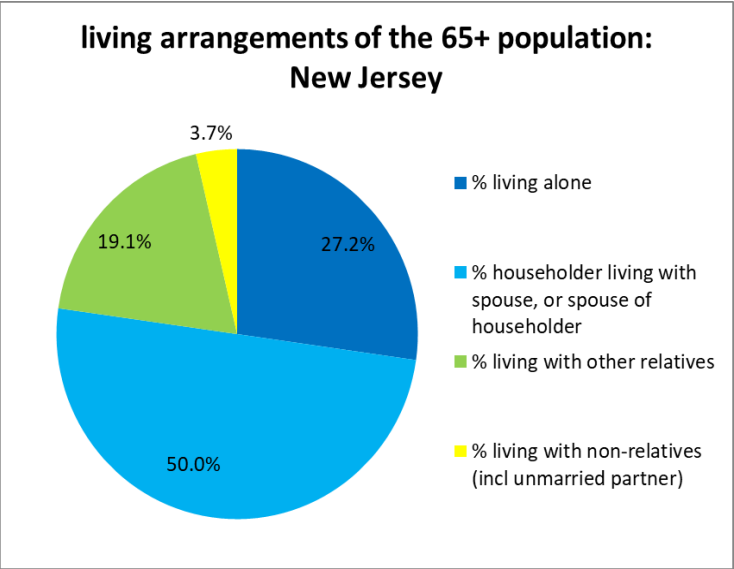
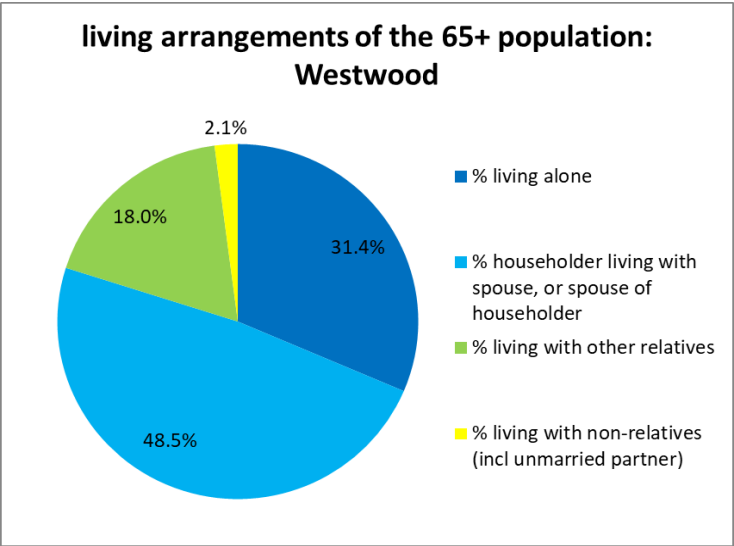
HOUSING VACANCY

Westwood’s housing vacancy rate is about two-thirds the statewide rate: 7.4 percent vs. 10.9 percent statewide.



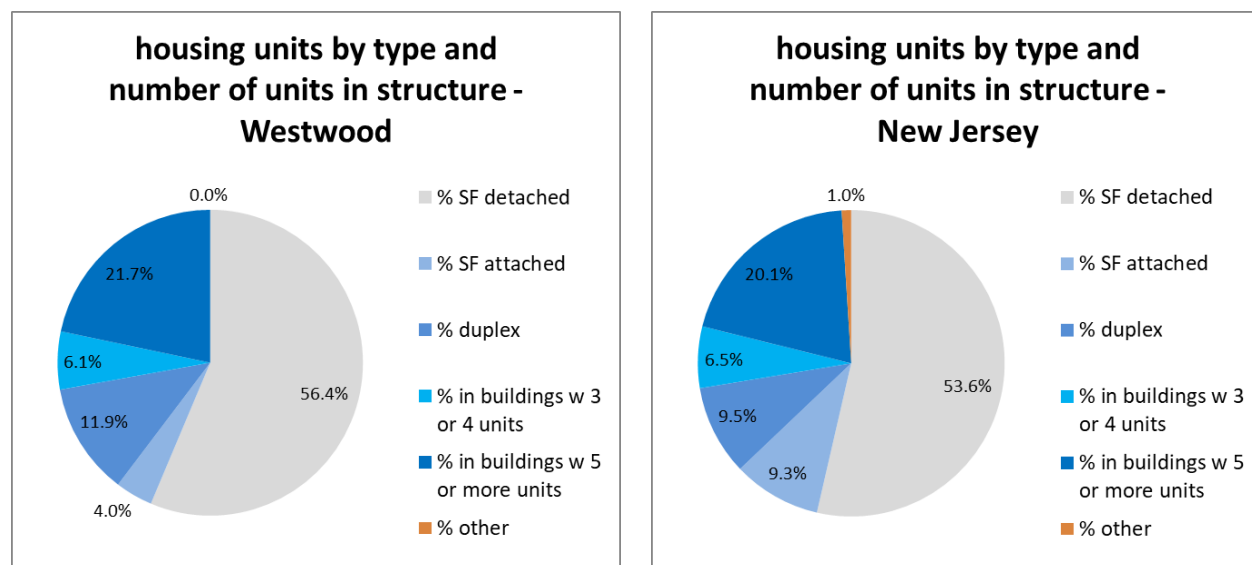
## LIVING ARRANGEMENTS/HOUSEHOLDER STATUS

Westwood has more older people living alone than is true in the rest of the state: 31.4 percent of Westwood's 65+ residents live alone, compared to 27.2 percent statewide.



## HOUSING STOCK

Westwood's housing stock mirrors that of the state fairly closely, with a diverse mix of housing types. Westwood has a lower share of row-houses and townhouses ("single-family attached") than the rest of the state – 4.0% vs. 9.3% – but has more duplexes and slightly more apartments in larger buildings. Its share of single-family detached units is only slightly higher than the statewide percentage.



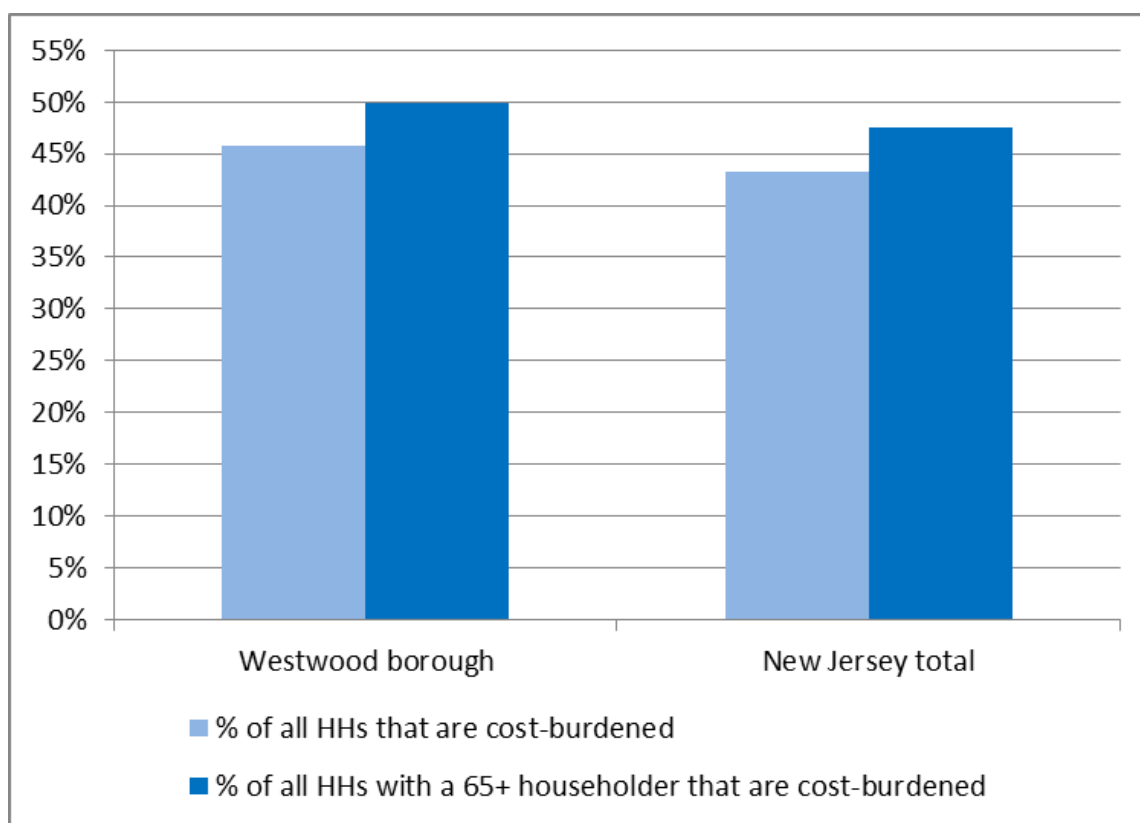
## HOUSEHOLD INCOME

Westwood's median household income is about 20 percent higher than the statewide median. Its average home is similarly worth about 20 percent more than the average home for the whole state. The ratio of home values to income in Westwood is thus similar to the state as a whole: Statewide, the median household needs just less than 5 years' worth of income to purchase the average-priced home, whereas in Westwood it is just over 5 years. Because of Westwood's slightly higher home values, and because the statewide median household income is lower, the median statewide household would need 6 years' worth of income to purchase the average Westwood home.

Jurisdiction	Median Household Income, 2015	Average Residential Value	Years of Local Median HH Income to Purchase Average Home Value	Years of State Median HH income to Purchase Average Home Value
Westwood borough	\$85,849	\$432,318	5.04	6.00
New Jersey	\$72,093	\$352,183	4.89	4.89

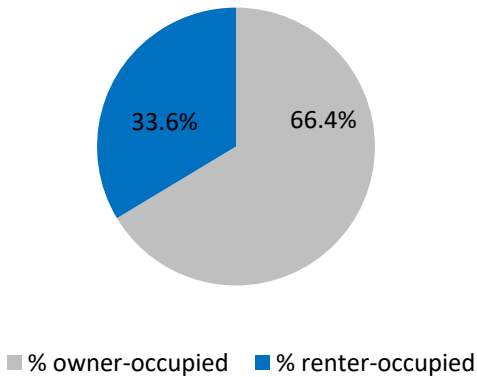
## HOUSING COST

Westwood's rate of households that are housing cost-burdened (i.e. paying at least 30% of their gross income on housing costs) is slightly worse than the statewide rate – 45.8% vs. 43.2%. When looking only at households headed by someone 65 or older, Westwood is again slightly worse – 49.9% vs. 47.6%. Both in Westwood and statewide, the percentage of cost-burdened senior-headed households is about 4 percentage points higher than the cost-burdened rate for the general population.

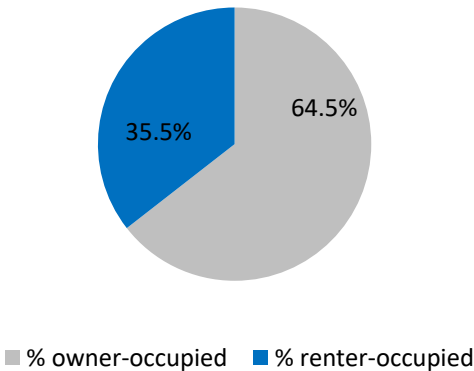


TENURE

**households by owner  
vs renter: Westwood**



**households by owner  
vs renter: New Jersey**



About a third (33.6 percent) of Westwood households are renters, only slightly below the statewide rate of 35.5 percent. Westwood's rents are generally higher than statewide: Median gross rent for Westwood is \$1,481 per month, compared to a median of \$1,192 for the state, making Westwood's median rent about 24 percent higher than statewide.

**Median Gross Rent (\$\$),  
Westwood vs. NJ**

