



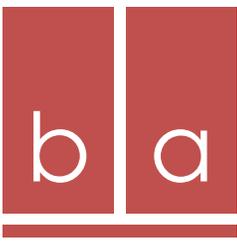
New Bridge Landing Station Redevelopment Plan

Borough of River Edge
Bergen County, New Jersey

September 17, 2020

Prepared by Burgis Associates, Inc.





COMMUNITY PLANNING
LAND DEVELOPMENT AND DESIGN
LANDSCAPE ARCHITECTURE

B U R G I S
A S S O C I A T E S , I N C .

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New Bridge Landing Station Redevelopment Plan

Block 1411 Lots 1.01 & 1.02 | Block 1412 Lots 1, 2 & 3

Borough of River Edge, Bergen County, New Jersey

Prepared for the Borough of River Edge

The original document was appropriately signed and sealed on September 17, 2020 in accordance with Chapter 41 of Title 13 of the State Board of Professional Planners.

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ACKNOWLEDGEMENTS

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INTRODUCTION: BASIS FOR THE REDEVELOPMENT PLAN

On March 7, 2005, the Borough of River Edge Mayor and Council designated Block 1411 Lots 1.01 and 1.02 and Block 1412 Lots 1, 2 and 3 an “area in need of redevelopment” following an extensive investigation of the study area parcels in accordance with the statutory criteria set forth in the Local Redevelopment and Housing Law (“LRHL”), N.J.S.A. 40A:12A-1 et seq. The Borough Council subsequently directed planning consultant A. Nelessen Associates, Inc. to prepare a redevelopment plan for the area that was ultimately adopted in 2007.

In their reevaluation of the New Bridge Landing Station Redevelopment Area, and recognition that no development progress had occurred within the area in over a decade, the River Edge Mayor and Council rescinded the 2007 Redevelopment Plan in June 2018. The Governing Body’s intent was to prepare a new redevelopment plan that better reflects changed market factors, addresses a portion of the Borough’s Third Round affordable housing obligation and provides an opportunity to refine the redevelopment framework for the New Bridge Landing Station Redevelopment Area better suited to the current local conditions. Planning consultant Burgis Associates, Inc. was directed by the Governing Body to prepare a new redevelopment plan for the New Bridge Landing Station Redevelopment Area on January 6, 2020 via Resolution No. 20-13.

This Redevelopment Plan will serve as a guide in facilitating the revitalization of the New Bridge Landing Station Redevelopment Area as detailed herein. Similar to the 2007 Plan, this 2020 Redevelopment Plan is intended to facilitate mixed-use transit-oriented development of the site that is currently underutilized as a surface commuter parking facility. In addition, this Plan will generate a number of affordable housing units in accordance with the Borough’s Housing Element and Fair Share Plan, enhance the existing train station facilities, provide employment opportunities, support the local tax base and provide a catalyst for the development of surrounding underutilized parcels. Since at least the 1970’s, the Borough in its various planning documents has recognized the potential of the New Bridge Landing Area to be revitalized as a mixed-use focal point of the community leveraging the convergence of various forms of public transportation and regional crossroads that define the area.

This Redevelopment Plan is designed to be flexible in allowing the selected redeveloper of the area to develop a comprehensive plan for the tract as prescribed in this document and in cooperation with NJ Transit in developing a new train station and associated public parking facility.

I. LOCAL REDEVELOPMENT AND HOUSING LAW (LRHL)

As stated in the New Jersey Department of Community Affairs' Redevelopment Handbook (2nd Edition), redevelopment is the "process to rebuild or restore an area in a measurable state of decline, disinvestment or abandonment." The New Bridge Landing Station Redevelopment Area is substantially underutilized as a surface commuter parking facility with substandard train station facilities where a traditional train station building once stood and minimal attention to functional and design details. These parcels generally form a void in the development pattern of the southerly area of the Borough.

In 1992, the New Jersey Legislature enacted the Local Redevelopment and Housing Law ("LRHL") which revised and consolidated the State's various governing "blight" statutes to create a single comprehensive statute regulating local redevelopment and rehabilitation activities throughout the State to address substandard and deteriorating properties. As stated in the preamble to the LRHL:

"There exist, have existed and persist in various communities of this State conditions of deterioration in housing, commercial and industrial installations, public services and facilities and other physical components and supports of community life, and improper, or lack of proper development which result from forces which are amenable to correction and amelioration by concerted effort of responsible public bodies, and without this public effort are not likely to be corrected or ameliorated by private effort."

The LRHL provides the statutory authority for municipalities to engage in a number of redevelopment activities, including:

- Designating "areas in need of redevelopment";
- Preparing and adopting redevelopment plans; and
- Implementing redevelopment projects.

Essentially, the LRHL is a planning and financial tool that enables a municipality to adopt specific zoning criteria and other incentives to stimulate redevelopment or rehabilitation of an area warranting such assistance. More specifically, an "area in need of redevelopment" designation allows a municipality to:

- Adopt a redevelopment plan that will prescribe the manner in which an area will be developed, including its use and intensity of use;
- Issue bonds for the purpose of redevelopment;
- Acquire property;
- Lease or convey property without a public bidding process;
- Collect revenue from a selected developer; and/or
- Grant tax exemptions and abatements.

1.1 REDEVELOPMENT PROCESS

As outlined in the LRHL, the redevelopment process begins with the governing body directing the planning board to undertake a preliminary investigation to determine whether or not an area qualifies as being in need of redevelopment. In 2013, the LRHL was amended to also require governing bodies to indicate whether they are seeking to designate a subject area as a “non-condemnation redevelopment area” or a “condemnation redevelopment area.” Though the initial area in need of redevelopment study for the New Bridge Landing Station Redevelopment Area preceded the 2013 LRHL amendments, it is the Borough’s intent to continue to pursue the redevelopment of this site through a non-condemnation process.

An area qualifies as being in need of redevelopment if it meets at least one of the nine statutory criteria listed under Section 5 of the LRHL. These criteria are the same for both designating a study area as a “Non-Condemnation Redevelopment Area” or a “Condemnation Redevelopment Area.” The statute also specifically establishes that a redevelopment area may include lands which of themselves are not detrimental to the public health, safety, or welfare, provided that the inclusion of those lands is necessary for the effective redevelopment of the area.

After conducting its investigation, the planning board must hold a public hearing on the proposed redevelopment area designation. Based upon the planning board’s recommendation, the governing body may choose to designate all or a portion of the area as an “Area in Need of Redevelopment.” The governing body will then prepare a redevelopment plan for the area, or alternatively will direct the planning board to prepare such a plan. The Borough of River Edge pursued the former approach which directed the preparation of the Redevelopment Plan contained herein.

Following the adoption of the redevelopment plan, the governing body or other public agency/authority designated by the governing body as the “redevelopment entity” will oversee the implementation of the redevelopment plan. This redevelopment entity is responsible for selecting a redeveloper to undertake the redevelopment project which implements the plan.

In summary, the LRHL essentially establishes a two-fold process in which a site is designated as an Area of Need of Redevelopment (Step 1) followed by the preparation of a redevelopment plan based on that designation (Step 2).

1.2 REQUIRED COMPONENTS OF THE REDEVELOPMENT PLAN

In accordance with N.J.S.A. 40:12A-7 of the LRHL, a redevelopment plan shall include an outline for the planning, development, redevelopment or rehabilitation of a project sufficient to indicate:

1. Its relationship to definite local objectives as to appropriate land uses, density of population, and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements.
2. Proposed land uses and building requirements in the project area.
3. Adequate provision for the temporary and permanent relocation, as necessary, of residents in the project area, including an estimate of the extent to which decent, safe and sanitary dwelling units affordable to displaced residents will be available to them in the existing local housing market.
4. An identification of any property within the redevelopment area which is proposed to be acquired in accordance with the redevelopment plan.
5. Any significant relationship of the redevelopment to:
 - a. The master plans of contiguous municipalities;
 - b. The master plan of the county in which the municipality is located, and;
 - c. The State Development and Redevelopment Plan adopted pursuant to the "State Planning Act," P.L. 1985, c.398 (C.52:18A-196 et al.)
6. As of the date of the adoption of the resolution finding the area to be in need of redevelopment, an inventory of all housing units affordable to low and moderate income households, as defined pursuant to Section 4 of P.L.1985, c.222 (C.52:27D-304), that are to be removed as a result of implementation of the redevelopment plan, whether as a result of subsidies or market conditions, listed by affordability level, number of bedrooms, and tenure.
7. A plan for the provision, through new construction or substantial rehabilitation of one comparable, affordable replacement housing unit for each affordable housing unit that has been occupied at any time within the last eighteen (18) months, that is subject to affordability controls and that is identified as to be removed as a result of implementation of the redevelopment plan.
8. The redevelopment plan may include the provision of affordable housing in accordance with the Fair Housing Act, N.J.S.A. 52:27D-301 et seq. and the housing element of the municipal master plan.
9. The redevelopment plan shall describe its relationship to pertinent municipal development regulations as defined in the Municipal Land Use Law.
10. The redevelopment plan must state whether it shall supersede applicable provisions of the development regulations of the municipality or constitute an overlay zoning district within the redevelopment area.

11. All provisions of the redevelopment plan shall be either substantially consistent with the municipal master plan or designed to effectuate the master plan; but the municipal governing body may adopt a redevelopment plan which is inconsistent with or not designed to effectuate the master plan by affirmative vote of a majority of the its full authorized membership with the reasons for so acting set forth in the redevelopment plan.
12. Proposed locations for public electric vehicle charging infrastructure within the project area in a manner that appropriately connects with an essential public charging network.

II. REDEVELOPMENT AREA

2.1 SUBJECT AREA

The designated area in need of redevelopment encompasses the five parcels listed in Table 1 below comprising a total land area of approximately 3.17 acres based on property tax records. The site, located in the southernmost area of River Edge, has frontages of 300 feet on Kinderkamack Road, 314 feet on Grand Avenue and 186 feet on Hackensack Avenue, though it is bisected nearly in half by the north-south oriented NJ Transit Pascack Valley commuter rail line. The Pascack Valley line extends from Spring Valley, New York to Hoboken with stops at Secaucus Junction and other local train stations.

Table 1: Redevelopment Area Parcels

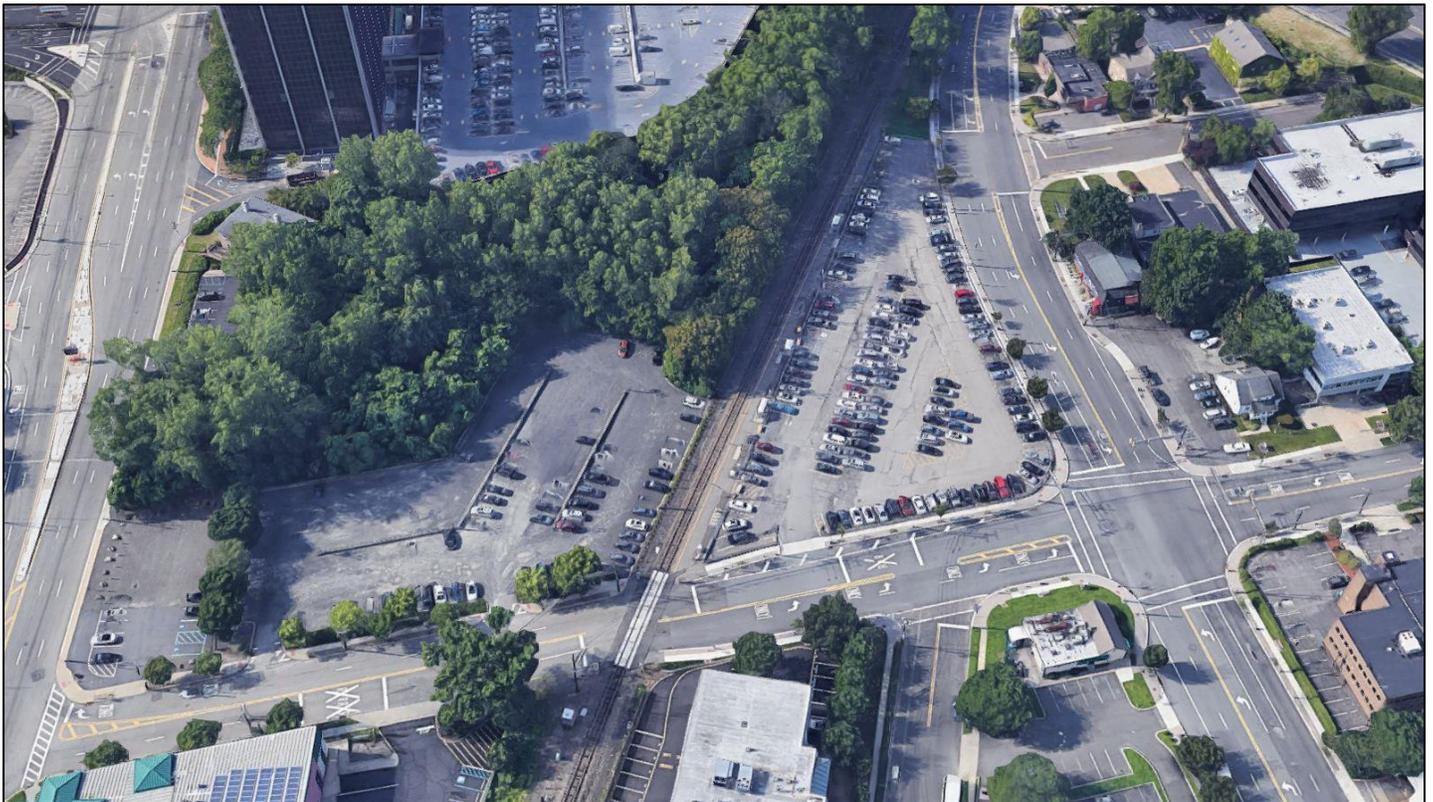
Block	Lot	Owner	Land Area
1411	1.01	NJ Transit Corp.	0.15 ac
1411	1.02	Borough of River Edge	0.77 ac
1412	1	NJ Transit Corp.	1.53 ac
1412	2	NJ Transit Corp.	0.33 ac
1412	3	Borough of River Edge	0.39 ac
Total			3.17 ac

Both the easterly and westerly portions of the redevelopment area are developed as paved surface commuter parking lots totaling approximately 315 parking spaces that require permits, the majority of which are operated by NJ Transit with the exception of those located on Block 1412 lot 3 which is owned and operated by the Borough. The easterly and westerly NJ Transit parking facilities and Borough parking lot each have a single two-way driveway accessing Grand Avenue.



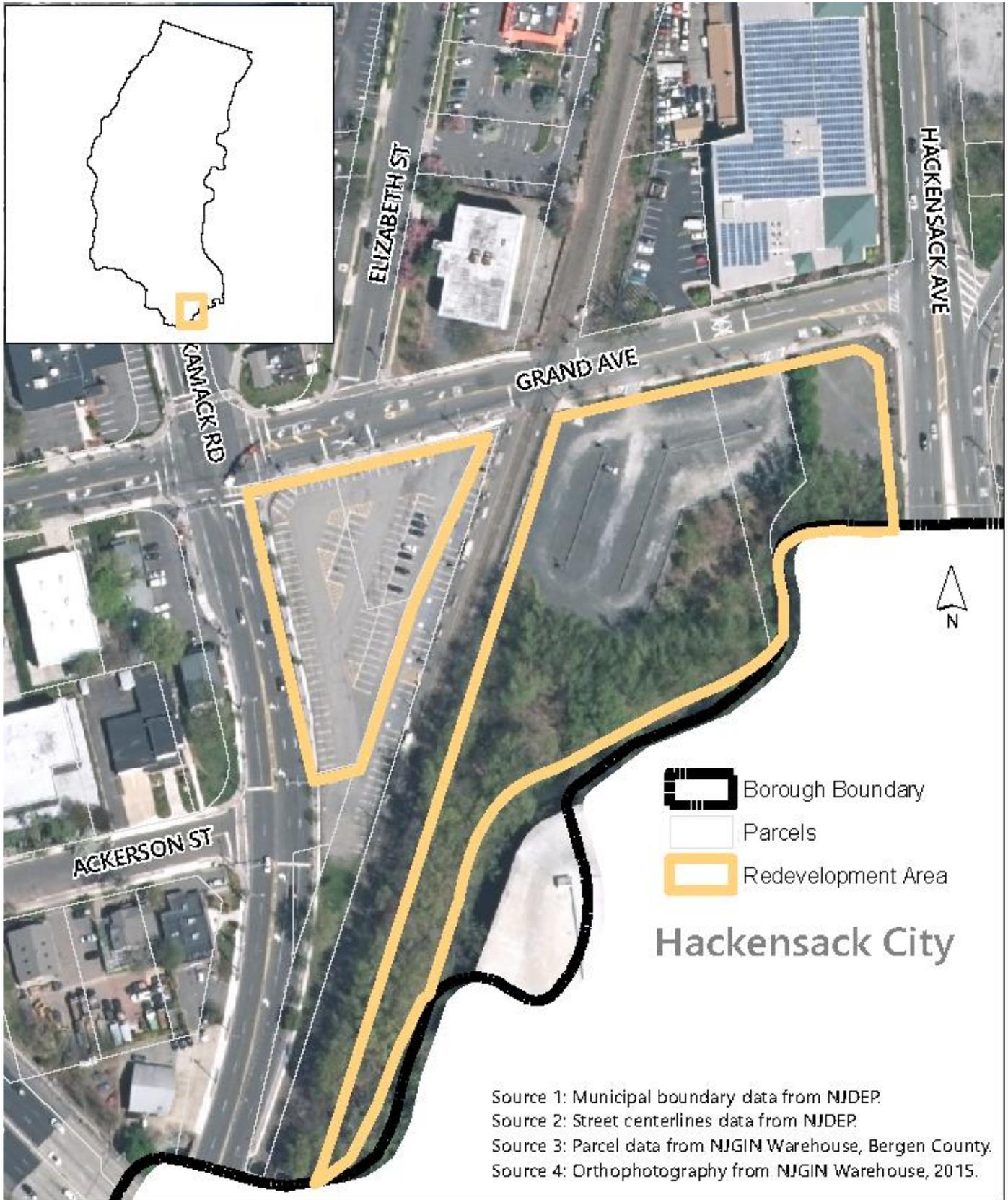
The New Bridge Landing Station does not have a typical station building but has a platform situated at grade immediately west of the rail line providing pedestrian train access for travel in both directions. In addition, there are several bus shelter-like structures and a bike parking rack along the platform area for commuters. Additional public transportation alternatives serving the site include NJ Transit bus service on Kinderkamack Road via bus route 165 providing local service to Port Authority in New York City and Bus Routes 171, 756 and Route 4 Jitney with stops on Route 4 within walking distance of the site. The redevelopment area has prime regional access given its location essentially at the crossroads of River Edge, Hackensack, New Milford and Teaneck within close proximity to State Highways 4 and 17 and the Garden State Parkway.

Bird's eye view of the site looking south



Source: Google Maps, September 17, 2020.

Redevelopment Area Aerial Photograph and Location Map



View of the westerly portion of the site and Kinderkamack Road streetscape facing north



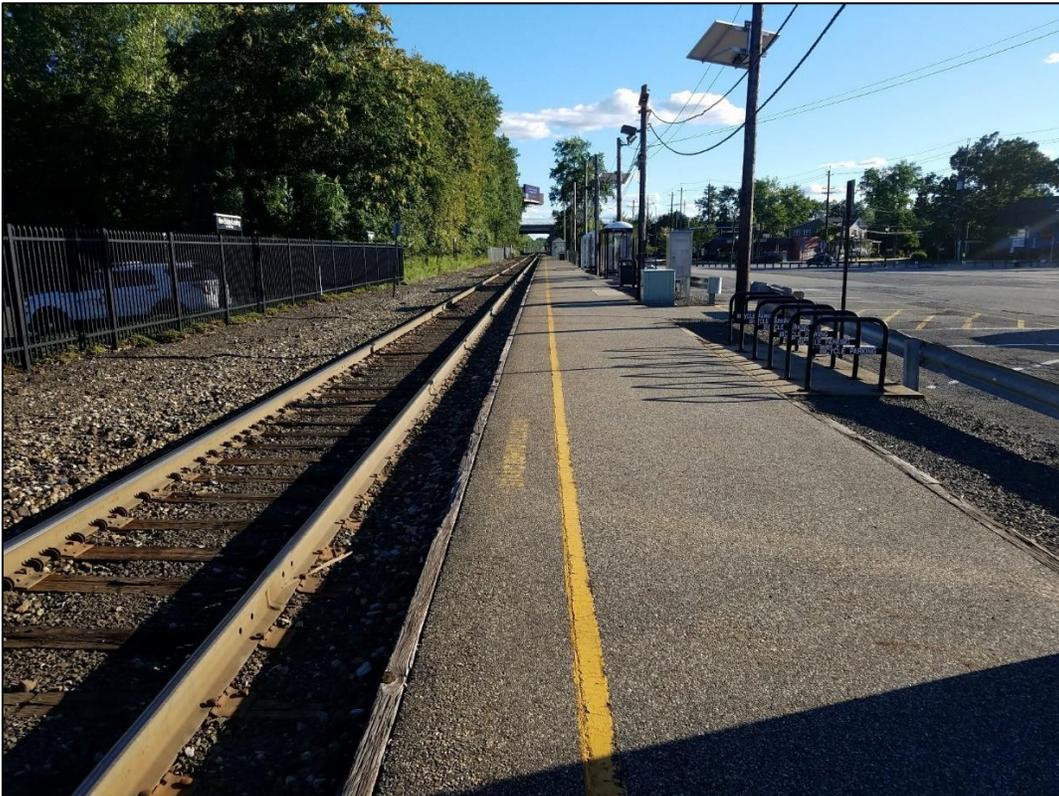
View of the redevelopment area from the NW corner of Kinderkamack Road and Grand Avenue



View of the easterly portion of the site from the rail corridor



View of the train station platform facing south



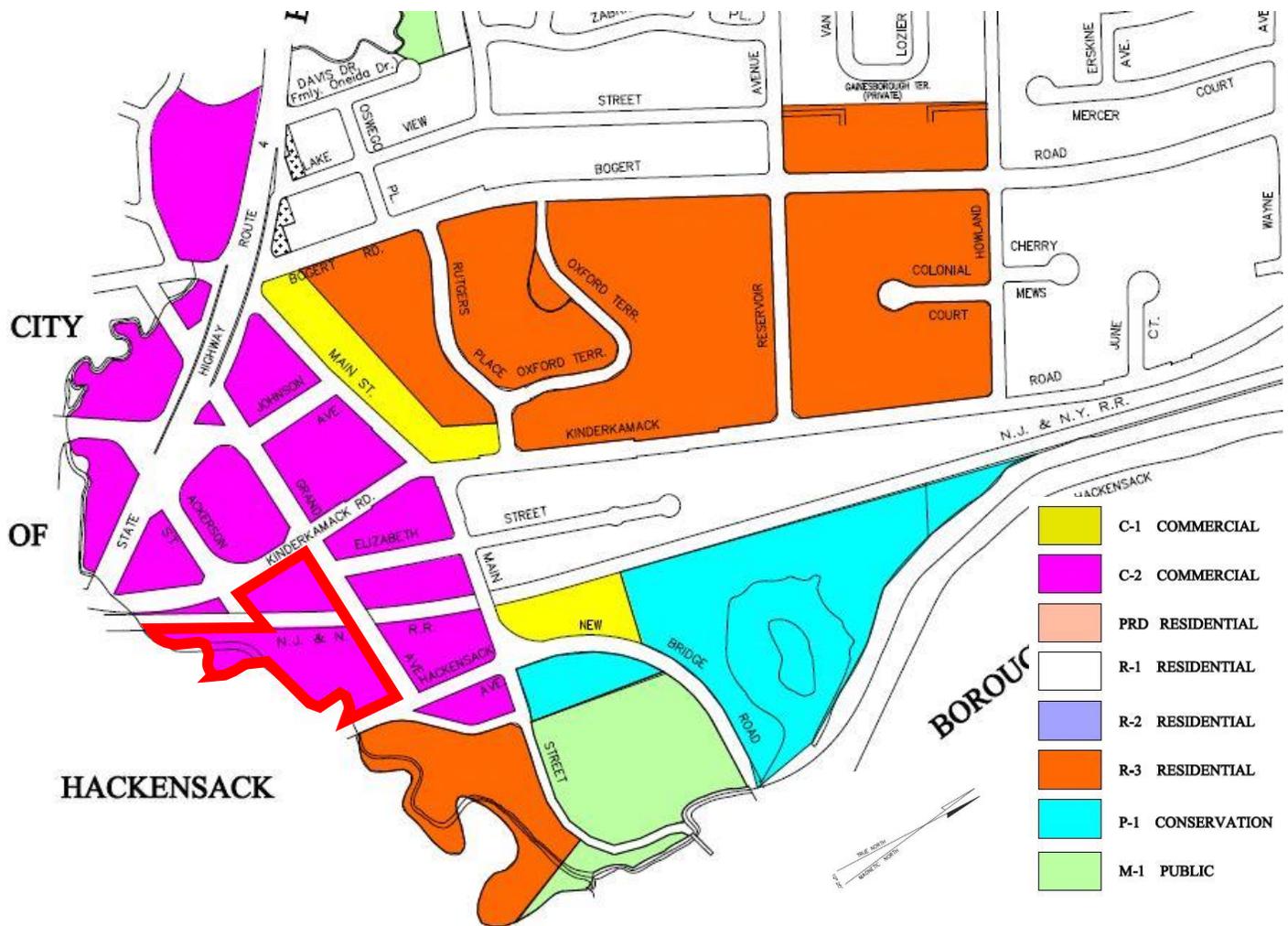
2.2 ENVIRONMENTAL CONSTRAINTS

Coles Brook, a tidal tributary to the Hackensack River, runs along the easterly boundary of the redevelopment area. Given the site's relatively low topography and proximity to Coles Brook, portions of the site are impacted by a 100-year flood plain and wetland areas. A wetlands investigation prepared by a qualified professional is required to determine the exact locations of protected wetlands on the redevelopment area tract and the extent to which development might be restricted as a result of such impacts. A floodplain and wetlands analysis shall be provided by the selected redeveloper.

2.3 SURROUNDING DEVELOPMENT

Development surrounding the redevelopment area consists of the Green Papaya Restaurant, an office building and self-storage facility to the north across Grand Avenue, office development to the south and east in Hackensack and Club Feathers and office uses to the west across Kinderkamack Road. Block 1413 Lots 1, 2.01, 4 and 5 constitute the Kinderkamack Road Redevelopment Area for which a redevelopment plan has been prepared envisioning a mixed-use or multifamily development of that site.

Borough of River Edge 2008 Zoning Map Excerpt



III. REDEVELOPMENT PLAN

The following section sets forth the goals and regulations of the Redevelopment Plan which shall be designated as the RA-1 New Bridge Landing Station Redevelopment Area.

3.1 REDEVELOPMENT AREA DESCRIPTION

The RA-1 New Bridge Landing Station Redevelopment Area shall constitute Block 1411 Lots 1.01 and 1.02 and Block 1412 Lots 1, 2 and 3. The RA-1 Zone shall replace and supersede the current underlying zoning of the redevelopment area parcels. All development proposed utilizing this RA-1 Zone criteria shall be contingent upon the development requirements below.

3.2 PURPOSE & SCOPE

This Redevelopment Plan sets forth the terms and conditions governing the redevelopment of the tract as defined herein by the selected redeveloper. Specifically, this Plan is designed to facilitate the redevelopment of the site into a high-quality mixed-use transit-oriented development with train station facilities and affordable housing opportunities as a component of the Borough's Housing Element and Fair Share Plan. The redevelopment area shall be designed in accordance with a comprehensive plan that specifies the locations and details of all buildings, parking and circulation, streetscape and landscape features, utilities, stormwater management and associated site improvements. Smart growth and green building principles shall be integrated into the plan to the extent practicable to encourage a more efficient form of development. The zone shall be programmed with pedestrian friendly amenities.

3.3 PLAN GOAL & OBJECTIVES

The New Bridge Landing Station Redevelopment Plan aims to achieve the following goals:

- A. To revitalize a stagnant and underutilized site within the heart of the Borough's New Bridge Landing Area with a vibrant mixed-use transit-oriented development that contributes to a sense of place and creates a family-oriented focal point in River Edge which may inspire the development of surrounding underutilized properties.
- B. To update and modernize the existing New Bridge Landing Station facilities with the provisions of public parking, bicycle storage and handicap accessibility.
- C. To maximize the available public transportation alternatives within walking distance of the redevelopment area.
- D. To expand the local tax and employment base with a form and mix of compatible residential and non-residential uses not currently available in the community aimed at increasing pedestrian activity in the area.
- E. To promote a successful public/private partnership of the redevelopment area between the Borough of River Edge, NJ Transit and the selected developer.
- F. To provide high-quality design features at the street level and within the pedestrian realm including streetscape improvements, landscaping, open space and architectural details with facilities including, but not limited to, outdoor dining, public plazas, parks and wide sidewalks.

- G. To recognize and incorporate historic design elements of the New Bridge Landing area, as determined to be appropriate.
- H. To promote energy and resource conservation through the utilization of smart growth principles, green building technology and alternative means of transportation including walking, biking, buses and trains.
- I. To utilize Coles Brook as an amenity in the comprehensive redevelopment plan for the site.
- J. To provide for the low and moderate-income housing needs of River Edge as set forth in the Borough's Housing Element and Fair Share Plan;
- K. To develop a plan for the redevelopment area that ensures public safety, promotes the general welfare and minimizes nuisances and negative impacts to the surrounding community.

3.4 CONCEPT PLAN

The following concept plan and images represent the redevelopment goals and opportunities of this Plan. These conceptual images portray the general redevelopment of the subject area, are illustrative only and are subject to further design development and refinement by the selected redeveloper.

As depicted on the concept plan, this Redevelopment Plan envisions the westerly portion of the site to be developed with a four-story mixed-use building consisting of street level commercial uses and multifamily and/or office uses above the first floor. A train station platform is provided immediately west of the rail corridor similar to the existing platform, however, the new platform should be covered providing protection from the elements and updated to provide handicap train access. A variation of the public train station facility may also include an actual train station building as once existed on the property. Another necessary component of the train station is space to accommodate a drop-off/pick-up area which is shown in the form of a one-way driveway traversing the site from Kinderkamack Road to Grand Avenue along the rail line which could otherwise be incorporated along Grand Avenue leaving the westerly segment of the redevelopment area whole. Pedestrian amenities shall include ground level open spaces and plazas, streetscape improvements, wide sidewalks and extensive streetscaping and landscaping.

The easterly portion of the redevelopment area will include a five-level parking facility that will serve the train station and mix of uses in the on-site buildings. The parking structure will be wrapped along its street frontages with a four-story multifamily building. Building and site design features shall be consistent throughout the redevelopment area and will serve as a basis for the development of surrounding parcels. On-street parking shall be provided to support the non-residential uses as determined to be appropriate and as may be authorized by other governmental agencies. The selected redeveloper is encouraged to secure air rights above the rail corridor from NJ Transit in order to provide a direct connection between the buildings on the easterly and westerly portions of the site via a form of sky bridge.

3.5 DEVELOPMENT PHASING

The parking structure shall be completed and operable prior to the issuance of any certificates of occupancy for any of the other redevelopment area buildings or structures, excluding operation of the train station/stop.

3.6 PERMITTED PRINCIPAL USES

A. Residential Uses

1. Multifamily uses, except that the portion of the redevelopment area west of the rail corridor shall only permit multifamily uses above the first floor.

B. Nonresidential Uses

1. Retail and personal service uses limited to the first floor with individual tenant spaces not to exceed a gross floor area of 30,000 square feet.
2. Restaurants, cafes and other similar eating and drinking establishments.
3. Brew pubs and breweries limited to 4,000 square feet.
4. Office uses above the first floor.
5. Medical office uses above the first floor.
6. Hotels including banquet facilities, restaurants and/or bars not to exceed a tract total of 100 hotel rooms/housekeeping units.
7. Childcare centers.
8. Instructional schools and studios providing instruction for such uses including, but not limited to, yoga, fitness, martial arts, culinary, academics and visual and performing arts.
9. Parking structures available to the public.
10. Public train stop/station.
11. Municipal uses and facilities.

3.7 PERMITTED ACCESSORY USES

Permitted accessory uses in the RA-1 District are as follows:

- A. Off-street parking subject to the applicable regulations herein.
- B. Outdoor dining.
- C. Public and private open spaces, plazas and promenades.
- D. Rooftop amenity space(s).
- E. Storage lockers/facilities for residents only.
- F. Bicycle parking/storage facilities.
- G. Electric vehicle (EV) charging stations.
- H. Lobby/drop-off area.

- I. Solar panels and solar canopies as regulated herein.
- J. Rooftop amenities limited to permitted on-site uses and as may be regulated herein.
- K. Fences and walls.
- L. Signs.
- M. Leasing/management offices associated with the on-site building(s).
- N. Live/work studios.
- O. Service and loading areas.
- P. Accessory uses customarily incidental to permitted principal uses.

3.8 PROHIBITED USES

Uses prohibited in the RA-1 New Bridge Landing Station Redevelopment Area shall include any principal use not specifically permitted herein or permitted by other applicable law and include, but are not limited to, the following:

- A. Drive-thru facilities.
- B. Outdoor storage.
- C. Display of outdoor merchandise.

3.9 DEVELOPMENT REGULATIONS

Development within the RA-1 New Bridge Landing Station Redevelopment Area District shall conform to the area and bulk regulations set forth below.

A. Definitions.

Tract – For the purposes of this Section, “tract” shall be synonymous with the outbound delineation of the RA-1 District itself as identified herein. Since development of the tract constituting the RA-1 District is intended to be planned and developed as an integrated whole, the bulk requirements as noted in this zone are to apply to the overall tract only and not to any internal lot or lot line unless specifically stated herein.

B. Building Design.

1. Mixed-use and residential buildings.
 - a. The principal mixed-use building to be developed on the westerly portion of the redevelopment area shall be designed with the qualities of a regional landmark building that will serve as the focal point for the surrounding New Bridge Landing.
 - b. Buildings shall be oriented with primary entrances facing the adjacent public streets.
 - c. All building elevations shall receive architectural treatments comparable to front building elevations with similar materials, forms, articulation and fenestration. Extensive blank walls are prohibited.

- d. Exterior building colors and materials shall have a complementary palate that is consistent with the general theme of the development and harmonious with surrounding development.
 - e. Building facades shall have a delineated floor line between the street level and upper floors in the form of a belt course, lintel, cornice line or similar architectural detail. Such horizontal feature shall have a minimum height of one (1) foot.
 - f. Each building facade must have elements of vertical articulation comprised of columns, piers, recessed windows or entry designs, overhangs, ornamental projection of the molding, different exterior materials or wall colors, or recessed portions of the main surface of the wall itself. Each vertical articulation shall be not less than 40 feet apart, shall have a depth of at least 1 foot and maximum width of 10 feet and may project a maximum of 18 inches into any required yard.
 - g. Excluding the parking structure, the facades all building levels above the 3rd story facing a public street shall be stepped back a minimum of 10 feet measured from the outdoor wall of the 3rd floor.
 - h. The top color of all buildings must be capped by a cornice or sloping roof element. Flat roofs shall be enclosed by parapets or other acceptable architectural feature.
 - i. A minimum of 60% of the exterior walls of first floor nonresidential space shall be constructed of clear window glass. This percentage shall be calculated within the area of the building façade that is located between 3 feet and ten feet above sidewalk level. Doors accessing public or semi-public sidewalks shall be recessed.
 - j. Awnings are encouraged at the ground floor level of mixed-use and multifamily buildings, excluding awnings made of plastic or similar type materials, and shall have a minimum clearance of 7 feet.
 - k. Balconies are encouraged above the first floor.
 - l. Fire escapes are prohibited on facades facing a public street except where required by the Borough of River Edge Fire Department.
 - m. Rooftop amenities, appurtenances and equipment shall not extend more than 10 feet above the top of the highest flat roof, limited to a maximum 15% of the roof area to which it is affixed and having a minimum setback of 10 feet from the interior of the parapet wall.
2. Parking structure(s).
- a. Parking structures shall be designed and disguised so as to not resemble a “traditional” parking structures composed of monotonous colors and materials, expansive blank wall, lack of building articulation, devoid of pedestrian scale features and long uninterrupted roof lines.

- b. The unenclosed upper level of any parking structure shall have solid parapet walls not less than four feet in height or as may otherwise be required.
- c. All voids in parking structure facades shall be architecturally detailed with sculptural elements, murals and/or green screened with living vegetation systems to minimize the visibility of vehicles and light from within the structure, subject to the approving authority. Parking structures wrapped or otherwise attached to a principal building may also be designed to reflect the occupied portions of the building.



- d. The horizontal planes of above-grade parking structures shall have vertical breaks complementary in scale to the building's overall configuration and mass at least every fifty (50) feet with a minimum width of two (2) feet and depth of one (1) foot. Long horizontal roof lines or parapet walls exceeding an uninterrupted length of fifty (50) feet are prohibited.
- e. The façade of a parking structure directly fronting a public right-of-way shall have a delineated floor line between the street level and upper floors in the form of a belt course, lintel, cornice line or similar architectural detail. Such horizontal feature shall have a minimum height of one (1) foot.
- f. A minimum of 25% of parking structure facades shall remain open, excluding those facades wrapped or concealed by other buildings or permitted uses. Any architectural feature, mural or living plant wall system designed to conceal voids in the parking structure shall not count against the minimum 25% façade opening requirement.
- g. No more than 75% of a parking structure façade may be composed of a single building material or color.
- h. Parking structure ramps shall be located internally or fully screened on the sides of the driveway access.
- i. Lighting fixtures within a parking structure shall be recessed to shield adjacent properties and public roadways from the light source and glare.
- j. Parking structures shall be constructed so that no exhaust vents open directly onto any public street.

C. Area & Bulk Requirements.

Requirement	RA-1 Zone
Minimum Tract Area	3 acres
Maximum Gross Density	25 dwelling units per acre
<u>Minimum Front Yard Setback</u>	
Kinderkamack Road	20 feet
Grand Avenue	20 feet
Hackensack Avenue	10 feet
NJ Transit Rail Corridor ⁽¹⁾	5 feet
Minimum Side Yard Setback ⁽²⁾	10 feet
Minimum Rear Yard Setback	N/A
Maximum Tract Building Coverage	60%
Maximum Tract Impervious Coverage	80%
<u>Maximum Building Height</u>	
Mixed-Use Buildings	4 stories/55 feet ⁽³⁾
Parking Structure	5 levels/55 feet ⁽³⁾

- (1) For the purposes of this Redevelopment Plan, all tract boundaries adjacent to the NJ Transit rail corridor shall be considered front lot lines. Any sky bridge or other building feature that extends above the rail corridor, pending NJ Transit approval, shall be exempt from minimum setback requirements. Front yard setbacks shall be measured from any road widening dedication or easement, or if none is required, then the setback shall be measured from the right-of-way line.
- (2) For the purposes of this Redevelopment Plan, all tract boundaries not considered front lot lines shall be considered side lot lines. There shall be no rear lot lines in calculating required setbacks.
- (3) The maximum height of buildings other than the parking structure shall be to the top of roof or roof peak if sloped roof. The maximum height of the parking structure shall be measured to the top of roof or surface of the uppermost parking level, whichever is greater.

D. Projections and encroachments.

1. Cornices and eaves may project not more than two feet into any required yard.
2. Artistic sculptural elements or living wall systems may project not more than two feet into any required yard.
3. Balconies may project not more than 4 feet into any required yard.
4. Building canopies above primary doorways providing access to interior lobby areas may project not more than 6 feet into any required yard. This shall not include canopies above entranceways of individual tenant spaces.
5. Awnings shall be permitted to encroach not more than 6 feet into any required yard.

E. Distribution of uses.

1. Not more than 50% of ground floor area devoted to nonresidential uses shall be occupied by restaurants, cafes or similar type eating and drinking establishments.
2. Office uses shall be restricted to a maximum 33% floor area occupancy for each individual principal building.

F. Bedroom distribution.

1. No market rate residential unit shall contain more than two bedrooms.
2. Designated low and moderate-income housing units shall have bedroom and unit distributions in accordance with the Borough Housing Element and Fair Share Plan and Uniform Housing Affordability Controls N.J.A.C. 5:80-26.1 et seq.

G. Parking and circulation.

1. A traffic and parking analysis shall be provided as part of any site plan submission to the Planning Board. The analysis should forecast additional traffic associated with the entire development, determine vehicular and pedestrian improvements necessary to accommodate the proposed development to help ensure safe and reasonable traffic conditions and reduce the negative impacts created by the development. The analysis shall serve as the basis for a shared parking arrangement and any proposed parking requirement discount subject to Borough approval.
2. Parking structure. As illustrated on the concept plan for the site, a parking structure shall be developed on the easterly portion of the redevelopment area to accommodate a shared parking arrangement for train station commuters and the mix of on-site residential and non-residential uses developed in accordance with the below parking requirements. Palette or automated parking systems shall be acceptable alternatives to traditional parking structure design subject to Borough and NJ Transit approval.
3. Surface parking facilities shall be prohibited in the redevelopment area, excluding designated loading spaces or as may be required to provide vehicular handicap or emergency access.
4. Drive-thru facilities are expressly prohibited in the redevelopment area.
5. Parking requirements.
 - a. Public train station parking. At a minimum, the parking structure shall accommodate the approximate total of 315 existing surface parking spaces currently available to commuters. Ultimately, the redeveloper must coordinate with NJ Transit in determining the required number of commuter parking stalls.

Use	Parking Requirement
Multifamily Residential	Shall comply with RSIS requirements
Retail, personal service, office	1 space / 250 sf GFA*
Medical office	1 space / 150 sf GFA*
Restaurants	1 space/2.5 seats
Hotel	0.75 space / guestroom + 1 space / employee
Childcare facilities	Min. 3 parking spaces + 1 space for each employee
Brew pubs and breweries	3 spaces / 1,000 sf GFA*
Instructional schools and studios	1 space / 50 sf GFA*

*Gross floor area (GFA) shall include the total floor area measured from the exterior building walls and including ancillary spaces such as restrooms, storage spaces and stairwells.

6. When the calculated parking requirement results in a fractional space, the requirement shall be rounded to the nearest whole number.
7. The typical perpendicular off-street parking spaces shall be 9 feet by 18 feet. Up to 25% of the required parking stalls may be designated for compact cars not less than eight feet 6 inches by 16 feet.
8. Driveways shall have a minimum setback of 5 feet from redevelopment tract boundaries excluding those providing access to a public street. Curb cuts shall be minimized along the rights-of-way limited to providing access for a train drop-off, emergency access, loading and servicing and parking garage access.
9. Parallel on-street parking shall be provided along the Kinderkamack Road and Grand Avenue rights-of-way to the extent feasible and as may be approved by other governmental agencies.
10. Sidewalks shall have the following minimum required widths:

Use	Requirement
Kinderkamack Road	16 feet
Grand Avenue	12 feet
Hackensack Avenue	8 feet
Along the drop-off/pick-up driveway	8 feet
Other internal walkways	6 feet

11. Bicycle parking. A bicycle parking/storage facility shall be located in the parking structure to include a minimum of 1 bicycle space for every 10 required parking spaces. If the requirement results in a fraction it shall be rounded up to the nearest whole number.

12. Electric vehicle (EV) charging stations. A minimum of 5% of the total parking requirement shall be provided as spaces designated solely with electric vehicle charging stations dispersed evenly throughout the parking structure levels.
13. Overnight parking of commercial vehicles within the redevelopment area shall be prohibited.

H. Loading.

The redevelopment area shall be subject to the following loading requirements.

1. The portion of the redevelopment area west of the rail corridor shall require at least two loading spaces and one additional loading space for each 25,000 square feet of aggregate non-residential gross floor area above 50,000 square feet (at 75,000 sf of non-residential GFA a third loading space is required). A loading space shall not be required for the easterly portion of the site provided that any uses other than multifamily or public parking use of the property shall require one loading space for every 25,000 square feet of non-residential gross floor area.
2. Loading spaces shall be minimally 10 feet in width by 25 feet in length with a minimum overhead clearance of 12 feet.
3. Loading spaces and any loading bays shall be provided at the side or rear of buildings and shall be screened from public view with walls, solid fencing and/or landscaping not less than 6 feet high as determined to be appropriate by the approving authority. Loading spaces and areas shall have a minimum setback of 15 feet from the redevelopment area boundary to allow for suitable screening.

I. Streetscape, Landscaping and Public Spaces.

1. Streetscape Requirements.
 - a. The tract shall have a unified streetscape with lighting fixtures and paving materials and patterns subject to the Borough Engineer and applicable Borough streetscape standards.
 - b. Street trees shall be installed along public street rights-of-way and driveways in regularly spaced intervals not less than 40 feet on center.
 - c. Street trees shall be planted with a minimum 3 to 3 ½ inch caliper.
 - d. Individual tree wells minimally 4 feet by 4 feet shall be protected with grates and/or low curbs or fencing creating planting beds to prevent tree damage caused by pedestrians.

- e. Benches and trash and recycling receptacles shall be required along public sidewalks subject to the approving authority.

2. Landscaping Requirements.

- a. The landscape plan for the redevelopment area shall be prepared by a qualified licensed professional.
- b. Landscaping shall include a combination of trees, shrubs, ground cover, perennials, grasses and/or annuals to provide year-round seasonal interest and soften the rigid building lines and hardscaping.
- c. Irrigation systems shall be installed to support landscaping plantings.
- d. Trees shall be planted in intervals of not less than 40 feet on center around internal pedestrian walkways.
- e. Landscape beds shall be preferred over extensive lawn areas, though such lawn areas may be appropriate for limited communal or public passive open space.

3. Public Space Requirements.

- a. Public plazas and open spaces shall be required elements of the comprehensive redevelopment plan for the site, the locations and sizes of which shall be subject to the approving authority. Appropriate locations for such features include the corner of Kinderkamack Road and Grand Avenue, the space between the westerly mixed-use building and the train station/stop and the southern portion of the redevelopment area west of the railroad corridor.
- b. There shall be at least one iconic sculptural water, fire and/or lighting feature located in a public space on the westerly portion of the redevelopment area and visible from the train line creating an attraction for passerby.
- c. Seating in the form of benches, walls or sculptural elements is required in regular intervals along communal and public spaces and walkways, as determined to be feasible.
- d. Public spaces shall be composed of a combination of landscape and hardscape materials subject to the approving authority.

J. Outdoor Dining.

- a. Any proposed outdoor dining area within a public sidewalk shall require a plan for each tenant or use to initially be submitted to the Borough Zoning Official for review and approval, and pending approval may thereafter be continued in accordance with the plan.

- b. Outdoor dining areas shall be permitted in public and private sidewalks provided that a straight, unobstructed walkway of minimally 4 feet in width is maintained.



- c. Restaurants, cafes and similar type eating and drinking establishments shall each be permitted a maximum outdoor seating not to exceed 25% of the number of permitted indoor dining seats. Outdoor dining of 25% or less of indoor seating shall not require additional parking.
- d. Outdoor dining areas shall not extend beyond the width of the storefront of the principal use and shall be bound by planters, fencing or similar decorative features not less than 3 feet in height and shall not include stanchions, ropes, retractable belts or similar devices.



- e. Outdoor dining areas may be covered by umbrellas and/or awnings with a minimum clearance height of 7 feet which shall not extend beyond the boundary of the outdoor dining area.
- f. Approved outdoor dining areas may contain heating elements to allow for extended periods of outdoor seating subject to review and approval of the applicable Borough official(s), as may be required.

- g. The Borough shall make a determination as to whether any bollards or other safety device is required around the perimeter of the dining area exposed to vehicular traffic.

K. Lighting.

1. Exterior tract lighting shall not exceed a lighting intensity of 3,500 Kelvin, except as may otherwise be required to ensure public safety. Maximum lighting intensity at redevelopment tract boundary lines shall not exceed 1.0 footcandle.
2. Internal parking structure lighting sources shall not be directly visible from outside of the structure.
3. All lighting fixtures shall have sufficient shielding features to minimize glare to surrounding uses and roadways and excess light pollution.
4. Exterior lighting fixtures shall have a maximum mounting height not to exceed 15 feet, excluding those located on the uppermost level of a parking deck or rooftop amenity space.

L. Signs.

1. Signs in the RA-1 Zone shall be regulated in accordance with Article X, Signs and Signage, of Chapter 416, Zoning, of the Borough of River Edge Code.
2. Freestanding or monument signs shall be prohibited except for directional or required traffic signs.

M. Fences and walls.

1. Fences and walls shall be prohibited between principal buildings and the Kinderkamack Road, Grand Avenue and Hackensack Avenue rights-of-way.
2. Fences and walls in side yards shall not exceed a maximum permitted height of 6 feet.

N. Utilities and Equipment.

1. All tract utilities shall be installed underground to the extent practicable.
2. The cost of any utility extensions, replacements, maintenance or other associated costs shall be at the expense of the selected redeveloper.

3. All ground and roof-mounted equipment shall be screened with landscaping, fencing, walls or other architectural features within 10 feet of the equipment as determined appropriate by the approving authority.
4. No equipment may be located in the front yard between a principal building and public street.
5. Solar energy systems, facilities and equipment.
 - a. All principal buildings, including parking structures, shall be designed and constructed as being solar-ready, whether or not solar panels or similar photovoltaic systems are initially intended to be installed.
 - b. Ground-mounted solar panels shall be prohibited.
 - c. Roof-mounted solar panels shall be permitted provided that all components of a roof-mounted solar energy system shall not extend more than five feet above a flat roof or eighteen inches above a pitched roof not to extend beyond the roof peak.
 - d. Solar canopies shall be permitted above the uppermost level of the parking structure not to exceed a height of 15 feet above the highest floor level with a minimum clearance of 9 feet.

O. Garbage and Recycling.

1. On-site garbage and recycling shall be managed by a third party waste service to be arranged by the redeveloper.
2. For all principal buildings, there shall be a minimum of one solid waste storage and pick-up location either within or outside of the building in steel or other approved fully enclosed containers.
3. Outdoor refuse areas shall be visually screened with a constructed enclosure composed of materials consistent with the principal building.
4. Refuse areas shall be prohibited in front yard areas between principal buildings and public streets.

3.10 TRAIN STATION & PUBLIC FACILITIES

The selected redeveloper shall coordinate with NJ Transit in providing an updated train stop/station in the general vicinity of the existing station platform. At a minimum, a new handicap accessible platform shall be installed with lighting, landscaping, seating and overhead covering providing protection from the elements. In addition, covered bicycle parking shall also be provided. It may be determined that the construction of a new train station building is appropriate such as once existed on the westerly portion of the property. The new train stop/station would provide an opportunity to display historic photos and artifacts of the New Bride Landing Area, including advertising for the nearby Bergen County Historical site.

3.11 AFFORDABLE HOUSING REQUIREMENT

A goal of this Redevelopment Plan is to satisfy a portion of the Borough's affordable housing obligations. The RA-1 District shall be subject to a mandatory affordable housing set-aside in accordance with the Borough's Housing Element and Fair Share Plan and applicable Council on Affordable Housing ("COAH") or other prevailing regulations. The residential portion of the development shall require a minimum affordable housing set-aside of 20% of the total units. At least 13% of the required affordable housing units shall be designated for very-low income households.

3.12 ENVIRONMENTAL CONSTRAINTS

The redeveloper shall demonstrate compliance with all outside agency approvals with respect to 100-year floodplains and wetland areas impacting the site.

3.13 SITE PLAN APPLICATION

The selected redeveloper will be required to enter into a Redevelopment Agreement with the Borough. No application for development or redevelopment of property subject to this Redevelopment Plan may be filed with the Planning Board until the applicant has been designated by the Borough as the redeveloper and the applicant has entered into a Redevelopment Agreement with the Borough.

IV. CONSISTENCY TO OTHER PLANS

This Section of the Redevelopment Plan describes the relationship to the master plans of adjacent communities and Bergen County as well as the report's relationship to the State Development and Redevelopment Plan.

4.1 RIVER EDGE MASTER PLAN

The 1984 River Edge Master Plan recognizes the redevelopment potential of the New Bridge Landing Station Area and surrounding properties given the location along NJ Transit's Pascack Valley train line and regional roadway access. While the Plan doesn't specifically discuss mixed-use or transit-oriented development, the Plan includes a number of land use goals and objectives which apply to this Redevelopment Plan as follows:

- A. *In appropriate locations, study and define a mixture of housing types...*

This redevelopment Plan provides a multifamily residential component with a required affordable housing set-aside providing an alternative to the existing garden apartments located in the Borough.

- B. *Maintain and upgrade existing commercial areas to provide a complete range of office, retail and ancillary developments.*

The redevelopment area is located within the C-2 Commercial Zone and is considered to be severely underutilized.

- C. *Improve, where necessary, the aesthetic character of the existing commercial developments by employing zoning controls an encouraging building maintenance.*

This Redevelopment Plan provides the use and development controls to achieve the mixed-use transit-oriented development prescribed herein which is anticipated to serve as a focal point of the community.

- D. *Encourage the consolidation of underutilized blocks in the commercial areas in order to provide improved forms of commercial development.*

This Redevelopment Plan has been prepared in response to the recognition of the underutilized conditions of the Redevelopment Area.

In addition, this Redevelopment Plan is a component of the Borough's Housing Element and Fair Share Plan intended to address a portion of the Borough's Third Round Affordable Housing Obligations.

4.2 PLANS OF ADJACENT MUNICIPALITIES

The Borough of River Edge is centrally located in Bergen County bordering five other municipalities including the Borough of New Milford, Township of Teaneck, Borough of Oradell, Borough of Paramus and City of Hackensack. The New Bridge Landing Station Redevelopment Area is located in the southernmost area of River Edge and abuts the

border of Hackensack. Hackensack in its various planning efforts has demonstrated a commitment to mixed-use redevelopment activities immediately south of the subject area including the Continental Towers site and former Bergen County Police Headquarters property which is currently under construction for a 6-story building and over 300 residential units. As such, this Redevelopment Plan is unlikely to have an impact on any of the adjacent municipalities. The Plan will complement the surrounding redevelopment activity occurring in Hackensack though it should be stressed that the Borough of River Edge reserves its right to maintain its sovereign land use planning and development regulations and does not intend to aspire to the densities and building heights being approved in Hackensack, including those in close proximity to the Borough.

4.3 BERGEN COUNTY MASTER PLAN

In 2018, Bergen County initiated the creation of a new master plan. As noted by the County, this plan was to be developed with an “eye toward ensuring a more coordinated, consistent approach to our resources and assets, and encouraging sound regional planning principles.” Upon its completion and ultimate adoption, the County anticipates that its Master Plan will serve as a guidance tool for future development, redevelopment, and preservation efforts throughout the area, as well as provide municipalities with a regional framework for their local planning processes.

The County notes that this new effort is reflective of its past efforts to develop a vision for its regional planning activities. In 2010, the Department of Planning conducted a visioning process to help inform its master plan. With respect to redevelopment, the 2010 Vision Plan notes future growth throughout the County will primarily occur through redevelopment and infill development while acknowledging the benefits of mixed-use transit-oriented development.

In consideration of the above, this Redevelopment Plan is consistent to the County’s master planning efforts.

4.4 NEW JERSEY STRATEGIC PLAN

As established by NJSA 52:18A-200(f), the purpose of the 2001 State Development and Redevelopment Plan (SDRP) is to:

“Coordinate planning activities and establish Statewide planning objectives in the following areas: land use, housing, economic development, transportation, natural resource conservation, agriculture and farmland retention, recreation, urban and suburban redevelopment, historic preservation, public facilities and services, and intergovernmental coordination.”

As such, the SDRP establishes a number of goals and strategies related to a number of different topics, including economic redevelopment. One such goal is to revitalize existing urban centers by directing growth and development to those areas. Specifically, the SDRP seeks to revitalize the State’s cities and towns by protecting, preserving, and developing the valuable human and economic assets in cities, town, and other urban areas.

As indicated by the SDRP’s Policy Map, the New Bridge Landing Station Redevelopment Area is located within the PA-1 Metropolitan Planning Area, wherein development and redevelopment is intended to be directed.

Specifically, the intent of this Planning Area is to:

- ❖ Provide for much of the state’s future redevelopment;
- ❖ Revitalize cities and towns;
- ❖ Promote growth in compact forms;
- ❖ Stabilize older suburbs;
- ❖ Redesign areas of sprawl; and;
- ❖ Protect the character of existing stable communities.

Accordingly, this Redevelopment Plan furthers several of the intents of PA-1. It is designed to encourage redevelopment and growth in a compact form, while also protecting the character of the existing community.

In October of 2011, the Draft State Strategic Plan (SSP) was developed as an update to the current State Development and Redevelopment Plan (SDRP). The intent of the SSP is to increase focus on polices aimed to foster job growth, support effective regional planning, and preserve the State’s critical resources. The four overarching goals that serve as the blueprint of the Plan are summarized as follows:

<p>Goal 1: Targeted Economic Growth.</p> <p>Enhance opportunities for attraction and growth of industries of statewide and regional importance;</p>	<p>Goal 3: Preservation and Enhancement of Critical State Resources.</p> <p>Ensure that strategies for growth include preservation of the State’s critical natural, agricultural, scenic, recreation, and historic resources.</p>
<p>Goal 2: Effective Planning for Vibrant Regions.</p> <p>Guide and inform regional planning so that each region of the State can experience appropriate growth according to the desires and assets of that region;</p>	<p>Goal 4: Tactical Alignment of Government.</p> <p>Enable effective resource allocation, coordination, cooperation, and communication amongst governmental agencies on local, regional, and state levels.</p>

Unlike the existing SDRP, the SSP does not contain any mapping. Thus far in its draft form, the SSP appears to have a greater emphasis on the State’s overall economic framework and provide information and goals for New Jersey’s various industry clusters.

The Draft Final Plan was approved by the State Planning commission on November 14, 2011 by Resolution No. 2011-08. However, it has not yet been formally adopted by the State.

In consideration of the above, this Redevelopment Plan is consistent with the Draft SSP. It targets economic growth and advocates for effective growth.

V. GENERAL PROVISIONS

5.1 ZONING MAP AND ORDINANCE

This Redevelopment Plan shall supersede all use, area and bulk provisions of the Chapter 416, Zoning, and Chapter 350, Site Plan Review, of the Borough of River Edge Code regulating development on this site, unless otherwise specified. In all situations where development regulations are not specifically addressed herein, the Borough of River Edge's land development regulations shall remain in effect. Final adoption of this Redevelopment Plan by the Mayor and Council shall be considered an amendment of the Borough of River Edge Zoning Map.

5.2 REDEVELOPER SELECTION

The Borough of River Edge shall select the redeveloper(s) to develop a comprehensive redevelopment plan for the entirety of the Redevelopment Area. Parcels within the Redevelopment Area may not be developed individually or in combinations that do not constitute the whole area.

5.3 SITE PLAN REVIEW

Any site plan for the construction of improvements within the Redevelopment Area shall be submitted to the Planning Board in accordance with the Borough of River Edge site plan requirements.

5.4 AMENDMENTS TO THE REDEVELOPMENT PLAN

This Redevelopment Plan may be amended from time to time as provided by the LRHL.

5.5 SEVERABILITY

Should any section, paragraph, division, subdivision, clause or provision of this Redevelopment Plan be adjudged by the Courts to be invalid, such adjudication shall only apply to the section, paragraph, division, subdivision, clause or provision so judged, and the remainder of this Redevelopment Plan shall be deemed valid and effective.

5.6 DEVIATIONS FROM REDEVELOPMENT PLAN REQUIREMENTS

The River Edge Land Use Board may, after a review of a site plan that is in one or more aspects inconsistent with this Redevelopment Plan, grant deviations from the strict application of the regulations contained herein in accordance with the provision of bulk variances in N.J.S.A. 40:55D-70c. Any modification that would require 'd' use variance relief pursuant to N.J.S.A. 40:55D-70(d) shall require the Redeveloper to seek an amendment by the Governing Body to the Redevelopment Plan.

VI. REDEVELOPMENT PLAN ACTIONS

6.1 REDEVELOPMENT AGREEMENT

Upon selection of a redeveloper for the site, the redeveloper will be required to enter into a redeveloper agreement with the Borough that stipulates the precise nature and extent of the improvements to be made in accordance with this Plan and as permitted therein.

6.2 RELOCATION

The LRHL requires redevelopment plans to make adequate provisions for temporary or permanent relocation of any resident in the project area. As there are no residential buildings in the redevelopment area, there is no need to make a provision for temporary or permanent relocation for any residents. However, in addition to the provision of required parking for the approved mix of uses, the envisioned parking structure must provide for a number of parking spaces available to train commuters to be negotiated with NJ Transit.

6.3 PROPERTIES TO BE ACQUIRED

THE LRHL requires that redevelopment plans identify any property within the redevelopment area which is proposed to be acquired in accordance with the redevelopment plan. As noted previously, the parcels contained within the redevelopment area are owned by either the Borough of River Edge or New Jersey Transit. This is a non-condemnation redevelopment plan which does not all for the acquisition of properties through the use of eminent domain.

6.4 PROCEDURAL ACTIONS

In accordance with the LRHL, the redevelopment process is outlined below.

- A. Planning Board Investigation. The statute provides that no area of a municipality shall be determined a redevelopment area unless the governing body “shall, by resolution, authorize the planning board to undertake a preliminary investigation to determine whether the proposed area is a redevelopment area according to criteria set forth in the applicable laws of the State of New Jersey.” The statute also states, “such determination shall be made after public notice and public hearing.”

The statute provides that no area of a municipality shall be determined a redevelopment area unless the governing body “shall, by resolution, authorize the planning board to undertake a preliminary investigation to determine whether the proposed area is a redevelopment area according to criteria set forth in the applicable laws of the State of New Jersey.” The statute also states, “such determination shall be made after public notice and public hearing.”

- B. Redevelopment Area Designation. Following the recommendation by the Planning Board, the governing body adopted a resolution designating the Property in Question as a non-condemnation redevelopment area.

- C. Redevelopment Plan Preparation. After introduction and prior to adoption of a redevelopment plan, the Planning Board reviews the Redevelopment Plan for consistency with the Master Plan. Following this review, the Planning Board issues recommendations to the governing body regarding the redevelopment plan.

The redevelopment plan is to be consistent with the master plan or designed to effectuate the Master Plan. The governing body can adopt a redevelopment plan that is inconsistent with the Master Plan by an affirmative majority of its full authorized membership. The reasons for such action must be set forth in the redevelopment plan.

- D. Planning Board Review. After introduction and prior to adoption of a redevelopment plan, the Planning Board reviews the Redevelopment Plan for consistency with the Master Plan. Following this review, the Planning Board issues recommendations to the governing body regarding the redevelopment plan.

The redevelopment plan is to be consistent with the master plan or designed to effectuate the Master Plan. The governing body can adopt a redevelopment plan that is inconsistent with the Master Plan by an affirmative majority of its full authorized membership. The reasons for such action must be set forth in the redevelopment plan.

- E. Adoption of Ordinance to Implement Redevelopment Plan. The governing body adopts, by ordinance, the Redevelopment Plan after introduction of the ordinance and a public hearing.

The governing body can adopt a Redevelopment Plan with nonmaterial amendments or revisions, subject to an affirmative vote of the majority of the full authorized membership and shall record in its minutes the reasons for each amendment or revision.

6.5 INFRASTRUCTURE

In addition to the proposed actions outlined above, other actions may be taken to further the goals of this Plan. These may include but shall not be limited to:

- A. Provisions for infrastructure necessary to service new development (including any necessary off-tract improvement);
- B. Environmental remediation, if necessary;
- C. Vacation of easements and rights-of-way as may be necessary to effectuate redevelopment of the tract.

6.6 OTHER ACTIONS

The redevelopment agreement between the Borough and the selected redeveloper will contain the terms, conditions, specifications and description of required performance guarantees (such as performance bonds or other acceptable performance security). If any, pertaining to redeveloper's obligation to provide the necessary infrastructure and improvements, including the provision of water, sanitary sewer and stormwater sewer service as well as sidewalks, curbs, streetscape improvements, street lighting and on and off-site traffic controls and roadway improvements to the extent permitted under N.J.S.A. 40-55D-53, as amended.

VII. SUMMARY OF COMPLIANCE

In accordance with the LRHL (N.J.S.A. 40A:12A-1 et seq.), the following statements are intended to address compliance with respect to required components of a redevelopment plan.

7.1 REDEVELOPMENT PLAN COMPONENTS

- A. Its relationship to definite local objectives as to appropriate land uses, density of population, and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements.

The Redevelopment Plan contained herein has delineated a definite relationship to local objectives as to appropriate land uses, transportation and utilities, recreational and community facilities, and other public improvements.

- B. Proposed land uses and building requirements in the project area.

The Redevelopment Plan contained herein outlines the proposed land uses and building requirements for the Redevelopment Area.

- C. Adequate provision for the temporary and permanent relocation, as necessary, of residents in the project area, including an estimate of the extent to which decent, safe and sanitary dwelling units affordable to displaced residents will be available to them in the existing local housing market.

As noted, relocation, temporary or permanent, of residents and/or businesses displaced as a result of the implementation of this Redevelopment Plan is not required.

- D. An identification of any property within the redevelopment area which is proposed to be acquired in accordance with the redevelopment plan.

As noted herein, this non-condemnation redevelopment plan does not authorize the use of eminent domain to acquire property.

- E. Any significant relationship of the redevelopment to: the master plans of contiguous municipalities; the master plan of the county in which the municipality is located; and The State Development and Redevelopment Plan adopted pursuant to the "State Planning Act," P.L. 1985, c.398 (C.52:18A-196 et al.)

As noted herein, the New Bridge Landing Station Redevelopment Plan is consistent with and advances a number of the land use goals and policies of surrounding municipalities, Bergen County and State of New Jersey.

- F. As of the date of the adoption of the resolution finding the area to be in need of redevelopment, an inventory of all housing units affordable to low and moderate income households, as defined pursuant to Section 4 of P.L.1985, c.222 (C.52:27D-304), that are to be removed as a result of implementation of the redevelopment plan, whether as a result of subsidies or market conditions, listed by affordability level, number of bedrooms, and tenure.

No low- or moderate-income households are proposed to be removed with this Redevelopment Plan.

- G. A plan for the provision, through new construction or substantial rehabilitation of one comparable, affordable replacement housing unit for each affordable housing unit that has been occupied at any time within the last eighteen (18) months, that is subject to affordability controls and that is identified as to be removed as a result of implementation of the redevelopment plan.

No low- or moderate-income households are proposed to be removed with this Redevelopment Plan.

- H. Proposed locations for public electric vehicle charging infrastructure within the project area in a manner that appropriately connects with an essential public charging network.

The Plan is furthering this effort since electric vehicle charging stations are a permitted accessory use in this plan and will be subject to review and approval of the reviewing Board at the time of site plan application.