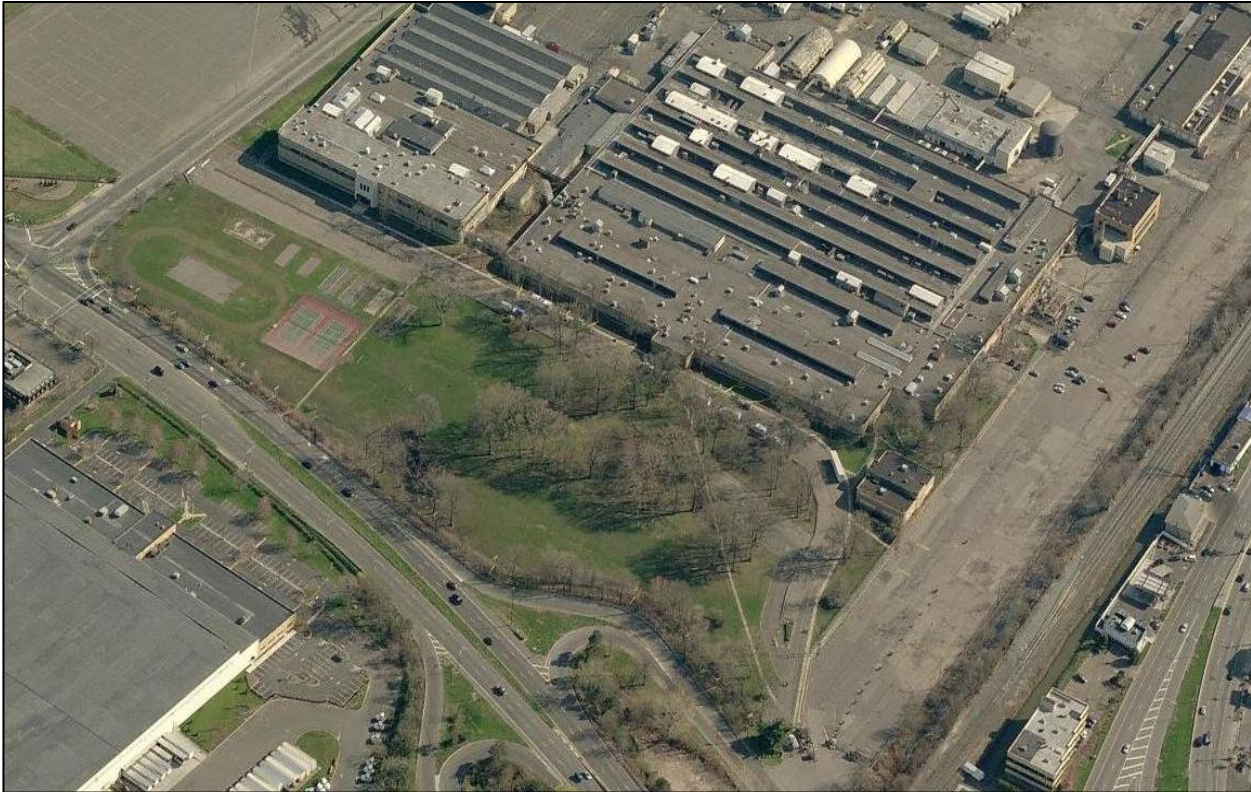


TETERBORO/INDUSTRIAL AVENUE REDEVELOPMENT PLAN



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As Adopted by NJMC Resolution No. 09-49 on May 27, 2009.

New Jersey Meadowlands Commission



**Teterboro/Industrial Avenue
Redevelopment Plan
New Jersey Meadowlands Commission
2009**

Joseph V. Doria, Jr., Chairperson
James A. Anzevino, Commissioner
Michael Gonnelli, Commissioner
Mia M. Macri, Commissioner
Eleanor S. Nissley, Commissioner
Arleen Walther, Commissioner

Robert R. Ceberio, Executive Director

It is certified that all copies of this document are in conformance with the one that was signed and sealed by Sara Sundell, New Jersey Professional Planner, License No. 5527

Sara J. Sundell, P.E., P.P.
Professional Planner No. 5527

New Jersey Meadowlands Commission

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I. REDEVELOPMENT PLAN STATUTORY CRITERIA

A. Requisite Plan Information

The New Jersey Meadowlands Commission's (NJMC) enabling legislation authorizes the Commission to prepare and adopt redevelopment plans. N.J.S.A. 13:17-21 provides general guidelines for the elements of such a plan. The detailed criteria for the preparation of the redevelopment plan are set forth in N.J.A.C. 19:3-5.1 *et seq.* This section of the NJMC regulations states the framework for the identification of areas in need of redevelopment and provides the procedure to carry out and effectuate the redevelopment of an area.

As set forth in N.J.A.C. 19:3-5.8, redevelopment plans shall include the following information:

1. An outline for the development, rehabilitation, or redevelopment of the subject area, accounting for area-specific planning objectives relating to land uses, population density, improved traffic and public transportation improvements, public utilities, recreational and community facilities, and other public improvements;
2. The proposed land uses and building requirements in the redevelopment area; and
3. The relationship of the redevelopment plan to the NJMC Master Plan.

B. Specific Plan Requirements

1. Site Description

The redevelopment area is located in the western section of the Borough of Teterboro, and is generally bounded by the NJ Transit Pascack Valley railroad right-of-way to the west, New Jersey State Highway U.S. Route 46 to the north, Industrial Avenue to the east, and Malcolm Avenue to the south. Three properties comprise the redevelopment area: Block 202, Lot 2; Block 202, a portion of Lot 3; and Block 202, Lot 4. All of these properties are under the zoning jurisdiction of the NJMC. The lots comprising the redevelopment area total approximately 63.2 acres.

Situated at the southern portion of the redevelopment area, Block 202, Lot 2 is a 7.46-acre rectangular site and the former location of the Sumitomo building. The 58,000 square foot Sumitomo building was demolished and only the concrete foundation remains. The property is accessed from Malcolm Avenue. The site requires extensive environmental remediation and is listed in the Known Contaminated Sites in New Jersey (KCS-NJ) report by the New Jersey Department of Environmental Protection (NJDEP).

The smallest of the three parcels in the redevelopment area, a 0.73-acre portion of Block 202, Lot 3, is located at the rear, or western, portion of the Quest Diagnostics facility and is parallel to the NJ Transit Pascack Valley railroad right-of-way. This parcel is intended to connect Lots 2 and 4, providing for access and utility connections.

Commonly referred to as the Honeywell property, Block 202, Lot 4 is a 54.94 acre parcel, which contains an 875,000 square foot industrial complex. The existing buildings in the complex include the main building, storage and maintenance shop buildings, a power plant, and security stations. Sections of these buildings are in the process of being demolished. There is an extensive parking area situated along the west side of the property. Honeywell, the former property owner, has relocated its operations off-site and has vacated the premises. Block 202, Lot 4 is accessible from Industrial Avenue and U.S. Route 46 via Green Street. Extensive environmental remediation of this site is also required. This property is currently listed on the Known Contaminated Sites in New Jersey (KCS-NJ) report by the NJDEP.

The surrounding area consists of industrial and commercial land uses. Teterboro Airport, a 900-acre general aviation facility owned by the Port Authority of New York and New Jersey (PANYNJ) is situated to the south and east of the redevelopment area. New Jersey State Highways Route 17 and U.S. Route 46 are located to the west and north of the site and provide well-situated access to and from the area. NJ Transit's Teterboro Train Station is located at the northwestern corner of the redevelopment area along the NJ Transit's Pascack Valley Line.

2. Plan Relationship to Local Objectives

The Hackensack Meadowlands District's 1972 Official Zoning Map designated the subject area as Light Industrial and Distribution B. The purpose of this zone was to accommodate a wide range of industrial, distribution and commercial uses that generate a minimum of detrimental environmental effects. Examples of permitted land uses in this zone

include: automobile rental facilities, business support services, institutional uses, research and development facilities, and wholesale establishments.

The updated NJMC Master Plan, adopted on January 8, 2004, designated twenty planning areas in the District. The Teterboro/Industrial Avenue Redevelopment Area is in the planning area designated as “Airport.” The Master Plan suggested that the airport acts as the focal point and that surrounding land uses complement the airport. Land uses would need to be cognizant of height limitations and established noise controls as set forth by the Federal Aviation Administration (FAA).

Properties in the Borough of Teterboro within the Hackensack Meadowlands District (HMD) are within the Light Industrial B zone with the exception of the Aviation Facilities zone and Vincent Place Redevelopment Area. Identifying sites for housing that are not in close proximity to the airport runways and/or its flight paths has posed a challenge to the Borough. The Vincent Place Redevelopment Plan’s objective has been to provide a balance between planning for the development of sufficient housing and protecting the public health, safety and welfare. On November 24, 2008, the Commission adopted Resolution No. 08-126 determining that the subject properties are unsuitable for residential use, based upon a site suitability review recommendation dated November 18, 2008, prepared by the Site Suitability Review Team.

The properties identified in this redevelopment plan are located at Teterboro’s front door and pose both a challenge and an opportunity. The redevelopment goal in this area would be the encouragement of a mix of hotel, retail, office, commercial, and industrial land uses that would complement Teterboro Airport, the residential area to the south at Vincent Place, and the commercial and industrial uses along Routes 17 and 46. Redevelopment would enhance the environmental quality through the clean-up of heavily contaminated parcels and would increase the productive uses within the area.

3. Traffic Improvements

The study area is afforded access from two major roadways, Route 17 and U.S. Route 46. Route 17 is a north-south roadway that runs along the western boundary of the District. Access to the study area from Route 17 is provided via Malcolm Avenue. The New Jersey Department of Transportation (NJDOT) and NJ Transit recently completed a signal timing preemption project for transit trains at the intersection of Route 17 and Malcolm Avenue. Currently, the NJDOT is constructing an additional lane along Route 17 in each direction at its intersections with Williams Avenue, Franklin Avenue, Union Avenue, and Highland Cross.

Route 46 is an east-west roadway that runs along the northern boundary of the District. Route 46 provides access into the study area via the Green Street exit and Industrial Avenue exit. The Route 46 traffic circle in Little Ferry, approximately two miles east of the redevelopment area, is scheduled for major improvements.

The local streets surrounding the study area include Green Street, Malcolm Avenue, and Industrial Avenue. Green Street is a two-lane local roadway, adjacent to NJ Transit's Teterboro Rail Station, and runs parallel to Route 17. Green Street eventually merges with a ramp to Route 46 East. Industrial Avenue is a two-lane local roadway that provides for through traffic between Route 46 and Railroad Street. Malcolm Avenue is a two-lane local roadway and serves as an entry roadway providing access from Route 17 to Teterboro Airport.

4. Public Utilities

Within the Borough of Teterboro, United Water New Jersey provides potable water and Public Service Electric and Gas provides both gas and electricity. The Bergen County Utilities Authority provides sanitary sewerage treatment to the area.

5. Recreation Facilities

Teterboro Woods, located just south of Teterboro's municipal boundary in Moonachie, consists of 258 acres of natural wetlands owned by the PANYNJ. Located in the Environmental Conservation zone on the NJMC's Official Zoning Map, it is comprised of two separate parcels located southeast and southwest of Teterboro Airport. Teterboro Woods is an excellent example of high quality woodland that is uncommon in the District.

According to the Borough of Teterboro's 1994 Master Plan, the Borough maintains a passive recreation area on Green Street for the area's industrial workers. In addition, the Borough's small population was also to be accommodated by this facility.

6. Community Services

The Borough's small number of residents has encouraged cooperative agreements with adjoining municipalities to share both police and fire protection and emergency medical services. At this time, police services in Teterboro are provided by the Boroughs of Little Ferry and Moonachie.

Fire protection, 911 service, and emergency medical technicians are provided by the Borough of Hasbrouck Heights.

7. Land Use

The following general land use assumptions were contemplated in the selection of the mixed-use development option for the area:

- a. Within the limits outlined in this plan, development shall be permitted only to the extent that existing utility, transportation, and municipal infrastructure can support it or to the extent that the developer is willing to provide improvements that will support it.
- b. Buffers shall be provided adjacent to wetlands and/or environmentally sensitive areas, in accordance with NJMC and New Jersey Department of Environmental Protection (NJDEP) regulations.
- c. It is the sole responsibility of the developer to perform due diligence in determining if there is any contamination remaining from a former use of any site or from any other activity that may have occurred on a site. The developer shall perform any environmental clean-up deemed necessary, pursuant to the approved methodology of the NJDEP.

8. Identification of Property to be Acquired

NJMC does not intend to acquire any of the properties within the redevelopment area. However, the NJMC notes that any property in the redevelopment area may be subject to acquisition in the future in order to meet the goals of implementing this redevelopment plan.

9. Significant Relationship to NJMC Master Plan and Development Regulations

If adopted, this redevelopment plan will supersede the existing zoning regulations and/or prior redevelopment plan applicable to the redevelopment area according to a rule adopted by the NJMC on May 18, 1995. Any development standard not specifically addressed within this redevelopment plan will be subject to the NJMC District Zoning Regulations for appropriate review and regulatory criteria.

II. POTENTIAL IMPLEMENTATION STRATEGIES

A. Powers Of The Redevelopment Agency

The following is a description of possible techniques, authorized by N.J.S.A. 13:17-21, that the NJMC may utilize to implement this redevelopment plan:

1. The Commission is authorized to prepare and adopt redevelopment plans for areas in the District determined by the Commission to be renewal areas.
2. In undertaking projects pursuant to any redevelopment plan, the NJMC may:
 - a. Acquire, by condemnation, or otherwise, real or personal property, or any interest therein, including such property as it may deem necessary or proper, although temporarily not required for such purposes, in a renewal area and in any area within the District designated by it as necessary for relocation of residents, industry or commerce displaced from a renewal area;
 - b. By contract or contracts with public agencies or redevelopers or by its own employees or consultants plan, replan, construct, reconstruct, operate, maintain and repair any redevelopment or other project or any part thereof;
 - c. Clear or reclaim any area so acquired and install, construct or reconstruct projects therein necessary to prepare such area for development;
 - d. Dispose of real property so acquired by sale, lease or exchange for the uses and purposes specified in the redevelopment plan, to any person or public agency;
 - e. Make and adopt plans for carrying out a program of voluntary repair and rehabilitation of buildings and improvements, and for the enforcement of codes and laws relating to the use of land, the use and occupancy of buildings and improvements and to the control over the pollution of water and air and the disposal of solid waste;

- f. Prepare and adopt from time to time a workable program, representing an official plan of action for effectively dealing with the problem of urban renewal areas within the District and for the establishment and preservation of well-planned communities with well-organized residential neighborhoods of decent homes and suitable living environment for adequate family life; for utilizing appropriate private and public resources to eliminate and prevent the spread of blight and deterioration; to encourage needed conservation or rehabilitation; to provide for the redevelopment of renewal areas; or to undertake such of the aforesaid activities or other feasible activities as may be suitably employed to achieve the objectives of such a program;
- g. Relocate, arrange or contract with public or private agencies for the relocation of residents, industry or commerce displaced from the renewal area; and
- h. Study the recommendations of any planning board for redevelopment of any area and make its own investigations as to current trends and in need factors in the District, or any area thereof.

B. NJMC Involvement

The NJMC has wide ranging powers to effectuate a redevelopment plan, ranging from the rezoning of property for private development, up to and including condemnation, ownership, and public development of the tract. The authority of the NJMC in undertaking redevelopment projects is enumerated under N.J.S.A. 13:17-1 *et seq.*

III. REDEVELOPMENT PLAN

A. Selection Of Recommended Land Use

Based upon an examination of the options for development of the former Honeywell and Sumitomo sites, it is recommended that the redevelopment plan be prepared to allow for a range of uses. Creating a mixed-use plan would take advantage of the site's location adjacent to Teterboro Airport, Routes 17 and 46, and NJ Transit's Teterboro Rail Station. This land use option offers the opportunity for a variety of uses such as office, retail, commercial, industrial, and passive and active recreation, resulting in a comprehensive and inclusive mixed-use design. The land use plan shall take into consideration additional commuter parking spaces needed to increase usage and access to the adjacent rail station. An important objective of providing transportation alternatives for the region can be met through this development.

The variety of recommended land uses is designed to complement the goals, objectives, and policy statements described in the NJMC Master Plan. The land uses in the redevelopment plan meet the goal of encouraging business opportunity and economic growth. Clean-up of on-site contamination will provide a substantial benefit resulting in new construction and tax ratables. A positive synergy would be created by developing facilities desirable to private and corporate aircraft companies associated with Teterboro Airport. The mixed-use zone will generate economic energy and promote job creation in the region.

Challenges of the recommended land uses include:

- Environmental clean-up necessary to achieve acceptable standards for redevelopment;
- FAA building height limitations adjacent to Teterboro Airport;
- Coordination of a comprehensive, viable development;
- Internal vehicular and pedestrian circulation and safety; and
- Shared parking with NJ Transit's Teterboro Rail Station.

B. Redevelopment Standards

1. Definitions

All words not described in this redevelopment plan shall have the definitions as listed in the adopted NJMC District Zoning Regulations, or in absence of such, in the dictionary.

- a. "Buildable square footage" means the sum of the areas of all floors of a building measured from the faces of the exterior walls.
- b. "Commuter parking" means parking designated for transit commuters and/or patrons utilizing mass transit.
- c. "Data center" means a building dedicated to the storage, processing, management and dissemination of data in servers and/or associated computer equipment.
- d. "Flex space" means a low rise structure with high ceilings containing an open floor plan that can be modified to accommodate individual needs of its tenants. Individual areas can be leased for uses such as personal services, and retail and office or showroom space in combination with warehouse, research and distribution facilities and other light industrial uses. The structure may contain general loading accommodations.
- e. "Mixed-use development" means a grouping of compatible land uses, including but not limited to commercial, retail, office, light industrial/flex space, hotel, and related activities and public spaces accommodated by an assemblage of structures designed to encourage sustainable development that balances economic vitality with environmental responsibility.
- f. "Training center" means a specialized instructional establishment that provides on-site training of business, commercial, and/or trade skills.
- g. "Vocational center" means a facility for the instruction of specific skills, which meets the state and/or federal requirements to be accredited as such.

2. Other Standards Not Discussed Herein

The standards contained within this redevelopment plan shall supersede existing regulations as contained in N.J.A.C. 19:4-1 *et seq.* and N.J.A.C. 19:5-1 *et seq.* Existing NJMC regulations shall be consulted for any site requirements or standards not specifically set forth herein.

IV. LAND USE STANDARDS

A. Purpose

The purpose of the Teterboro/Industrial Avenue Redevelopment Plan is to accommodate a mixed-use development that includes land uses such as retail, office, hotel, commercial, and industrial, as well as provisions for open space, site amenities, and streetscapes, within the context of an integrated design, while encouraging unified redevelopment of the site. The location, orientation, and relationship of parking, hardscape and softscape design, and pedestrian circulation will enhance and contribute to the built environment. A pedestrian-friendly setting shall be established in the design of the development. Local residents, workers, and visitors to the area will have a beneficial relationship through a variety of linkages that are established within the Teterboro/Industrial Avenue Redevelopment Area. By allowing for a range of development options incorporating well-designed internal circulation, the Teterboro/Industrial Avenue Redevelopment Plan is intended to accommodate commuter parking in the vicinity of the rail station through shared or joint-use parking facilities. Area businesses and rail users will equally share the advantage of accessibility to numerous uses via a single destination.

B. Land Uses

1. Permitted Uses

- a. Automobile rental facility;
- b. Banks, including drive-through facilities;
- c. Banquet and catering facilities;
- d. Business support services;
- e. Commercial off-street parking;
- f. Commuter parking;
- g. Cultural facilities;
- h. Data centers;
- i. Day care facilities;
- j. Disaster recovery facilities;
- k. Essential public services;
- l. Flex space;
- m. Health centers, including wellness centers;
- n. Hotels and motels, including conference facilities;
- o. Institutional uses;
- p. Light industry;
- q. Offices;

- r. Passenger rail terminal;
- s. Personal services;
- t. Public utility uses, light;
- u. Research and development facilities;
- v. Restaurants carry out;
- w. Restaurants, sit down;
- x. Retail, including drive-through facilities;
- y. Self-storage facilities;
- z. Taxi and limousine services;
- aa. Training centers;
- bb. Vocational centers;
- cc. Warehouse and distribution facilities, which may include accessory retail sales of products stored therein; and
- dd. Wholesale establishments.

2. Special Exception Uses

- a. Commercial recreation, indoor;
- b. Restaurants, carry out with drive-through facilities;
- c. Restaurants, fast food with drive-through facilities; and
- d. Theaters.

3. Use Limitations

- a. All operations, activities and storage shall be conducted within completely enclosed buildings, unless otherwise specified herein. The following outdoor operations, activities, and storage shall be permitted when conforming to all other requirements:
 - i. Fuel service stations shall be permitted as an accessory use only in connection with a principal retail use, with the following conditions:
 - (1) The principal retail use associated with a fuel service station shall not be less than 100,000 buildable square feet;
 - (2) Sufficient paved maneuvering and parking space for bulk-fuel vehicle transfer and equipment shall be provided; and
 - (3) Adequate queuing areas for patron vehicles shall be provided.

- ii. Off-street parking of registered and operating vehicles.
- iii. Off-street loading within designated loading areas.
- iv. Accessory outdoor display areas shall be permitted only in connection with retail sales, when provided in accordance with the following:
 - (1) Such areas shall not exceed 20 percent of the associated ground floor retail area, with the total area included within the permitted floor area of the site; and
 - (2) Such areas shall be fenced and screened in accordance with N.J.A.C. 19:4-8.9, and shall not conflict with pedestrian or vehicular circulation.
- v. Accessory outdoor storage areas shall be permitted only in connection with a principal retail use and used solely for the staging of new products, in accordance with the following:
 - (1) Such areas shall not exceed 10 percent of the associated ground floor retail area, with the total area included within the permitted floor area of the site;
 - (2) Such areas shall be fenced and screened in accordance with N.J.A.C. 19:4-8.9, and shall not conflict with pedestrian or vehicular circulation; and
 - (3) Materials within accessory outdoor storage areas shall not exceed the height of the screening.
- b. With regard to affordable housing, the developer shall comply with the applicable requirements of the NJMC; the New Jersey Council on Affordable Housing (COAH); and P.L. 2008, Chapter 46, an act concerning affordable housing, revising and supplementing various parts of the statutory law, effective July 17, 2008, and any applicable laws of other agencies having jurisdiction.

C. Design Criteria

An overall goal of this redevelopment plan is to promote sufficient flexibility and encourage innovative and creative design through a comprehensive mixed-use plan. The redevelopment plan will serve as the basis of redevelopment within the Teterboro/Industrial Avenue Redevelopment Area.

Unless specifically addressed in this redevelopment plan, the design standards shall be in compliance with NJMC regulations as set forth in N.J.A.C. 19:4-8. Existing NJMC regulations shall be consulted for any site requirements or other standards not specifically set forth herein.

1. Site Layout

- a. Encourage land uses that serve to complement Teterboro Airport and support a mixed use development;
- b. Ensure ample provision of pedestrian areas and internal circulation routes including a 'North-South Connector Drive,' which shall run parallel to the NJ Transit Pascack Valley Line, and 'Mixed-Use Access Drives,' which traverse the interior of the redevelopment area;
- c. Promote high standards in site layout, design, and construction; and
- d. Focus on architectural details, signage, landscaping, lighting, and other site amenities.

2. Lot Area

- a. Minimum lot area: one (1) acre.

3. Redevelopment Alternatives

- a. Alternative A: A maximum of 890,000 buildable square feet shall be permitted within the redevelopment area, with the following limitations:
 - i. Hotel – A maximum of 110,000 buildable square feet.
 - ii. Office – A maximum of 100,000 buildable square feet.
 - iii. Retail/Restaurant – A maximum of 425,000 buildable

square feet.

- iv. Light industry, Warehouse and distribution facilities, Flex space – A maximum of 255,000 buildable square feet.
 - v. Cultural facilities, Day care facilities, Essential public services, Institutional uses, Passenger rail terminal, Personal services, Public utility uses, light, Research and development facilities, Taxi and limousine services, and Theaters – A maximum of 100,000 buildable square feet.
 - vi. Health centers, including wellness centers – A maximum of 200,000 buildable square feet.
 - vii. Training centers and Vocational centers – A maximum of 100,000 buildable square feet.
 - viii. Commercial recreation, indoor – A maximum of 50,000 buildable square feet.
 - ix. The maximum buildable area for both Office and Hotel uses may each be increased by up to an additional 25,000 buildable square feet, with any square footage added to those uses subtracted from the maximum buildable square footage allocated to the Retail/Restaurant use.
 - x. The floor area of parking garages and the area devoted to commuter parking shall not be included in the overall total buildable square footage; however, the floor area of commercial off-street parking garages shall be included in the overall total buildable square footage.
- b. Alternative B: A maximum of 1,000,000 buildable square feet of the following permitted uses, with any accessory uses included in the square footage limitation:
- i. Light industry;
 - ii. Warehouse and distribution facilities;
 - iii. Flex space;

- iv. Retail/Restaurant (not to exceed 10,000 buildable square feet); and
- v. Essential public services, Passenger rail terminal, Public utility uses, light, Research and development facilities, Taxi and limousine services, Training centers, and Vocational centers.
- vi. The area devoted to commuter parking shall not be included in the overall total buildable square footage.
- c. Development within the redevelopment area may be in accordance with one, but not both, of the above Alternatives A and B.

4. Bulk Regulations

- a. Setbacks
 - i. Minimum front yard: 25 feet;
 - ii. Minimum side and rear yards: 10 feet;
 - iii. The yard adjacent to the NJ Transit Pascack Valley railroad right-of-way shall be considered a side yard;
 - iv. Staggered building setbacks are desirable;
- b. Maximum lot coverage: 75 percent;
- c. Minimum open space, per N.J.A.C. 19:4-8.8 *et seq.*: 20 percent, of which up to one quarter of the total open space area may be dedicated as land-banked parking areas and/or shared parking areas, as per NJMC land-banked parking and shared parking requirements at N.J.A.C. 19:4-8.2 *et seq.*; and
- d. Minimum lowest floor elevations for structures within designated 100-year flood zones shall be established one foot above the applicable 100-year base flood elevations determined from the Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Maps (FIRM).

5. Height Limitations

The maximum building height of all structures shall be as allowed by the FAA and as serviceable by local fire apparatus. In no event shall any building have greater than eight (8) stories.

6. Design Standards

a. Sustainable Design

Within the redevelopment area, an important goal of the NJMC is to encourage developers to incorporate sustainable design. Employing green building methods from the onset of the project provides environmental, economic, and social benefits. Benefits of building with sustainable methods include the reduction in energy cost and waste.

The Commission adopted on November 24, 2008, *Guidelines for Green Development and Redevelopment, Part 1 – Low Impact Development* which provides a reference of permissible low impact design techniques. Additionally, the NJMC continues to promote sustainable green building practices in the Meadowlands District in accordance with N.J.A.C. 19:4-6.6 *et seq.*

b. General Standards

- i. Buildings with a linear dimension of more than 300 feet should have a façade plane whose horizontal dimension is broken into segments through the use of a vertical element. A physical and/or visual break should be provided minimally every 150 linear feet. Related architectural elements that preclude a continuous uninterrupted facade may be utilized to achieve a break in the linear dimension of the building walls in place of a physical offset.
- ii. Retail buildings with expansive blank front façade walls are prohibited. Appropriate façade treatments should be imposed to ensure that such buildings are integrated with the rest of the redevelopment area.
- iii. Cornices, awnings, canopies, flagpoles, signage and other ornamental features should be encouraged as a means to enhance the visual environment. Projection

features from buildings shall not be closer than 6 feet to the 'North-South Connector Drive' or the 'Mixed-Use Access Drives.' A minimum vertical clearance of 8.5 feet shall be provided.

- iv. Mechanical and electrical equipment shall be screened from public view with architecturally integrated materials and vegetative material where appropriate.
- v. The use of street furniture such as benches, tables, trash receptacles, etc., shall be encouraged throughout the development, provided the materials used are consistent with the overall concept of the building design.

7. Façade Treatment

- a. Buildings shall be enhanced with elements that are scaled to the average person, including, but not limited to, the following: doorways, railings, and seating.
- b. Design emphasis shall be placed on primary building entrances. They shall be vertical in character, particularly when there is a need to provide contrast with a long lineal building footprint, and details, such as columns and framing, shall be utilized to reinforce verticality.
- c. Front street façade elevations of all parking decks shall include architectural treatments that complement the adjacent building facades.

8. Landscape/Open Space

- a. Comprehensive Landscape Plan

Prior to the submission of a zoning certificate application for a proposed structure, a Comprehensive Landscape and Open Space Plan shall be submitted for the overall redevelopment area.

- b. Landscape Features

A hierarchy of landscape features shall be established for the site. The main entrance road, the 'North-South Connector Drive' and the

‘Mixed-Use Access Drive’ shall include shade trees on at least one side of the roadway. Spacing between trees shall be a maximum of 75 feet unless another vertical element, such as a light fixture, is located between the trees, in which case a maximum of 90 feet shall be permitted, unless otherwise approved by the NJMC.

c. General Landscaping

- i. Landscaping shall be part of a comprehensive integrated plan for the entire site, with various elements that comprise the site design.
- ii. Landscaping may include plant materials such as trees, shrubs, ground cover, perennials, annuals and other materials such as rocks, water, sculpture, berms, art, walls, walks, fences and paving materials.
- iii. Landscaping shall be provided within parking areas and around the perimeter of the site.
- iv. Landscaping shall be provided to promote a desirable visual environment, to accentuate building design, define entranceways, screen loading areas, and to mitigate adverse visual impacts.
- v. Plants and other landscaping materials shall be selected in terms of aesthetic and functional considerations. The selection of plants in terms of susceptibility to disease and insect damage, wind and ice damage, habitat (sun and shade tolerance), soil conditions, growth rate, longevity; root pattern, maintenance requirements, etc., shall be considered. Consideration shall be given to highlighting site entrances and unique areas with special landscaping treatment. Perennial flowerbed displays are encouraged.
- vi. Shade trees shall be required along the roadway frontage as per N.J.A.C. 19:4-8.9(d)2, unless otherwise approved by the NJMC. In the event that FAA regulations prohibit the planting of trees in certain parking or other pavement areas, those spaces and pavement areas shall be omitted from the required tree count calculation. Written correspondence from the

FAA shall be provided and shall include a description of the specific area encumbered.

- vii. Trees shall be planted so as not to interfere with utilities, roadways, sidewalks, street and site lights, or signage.
- viii. Tree type may vary depending on the overall effect desired. Depending upon the length of the frontage, more than one variety of shade trees shall be provided to create biodiversity and reduce the problems associated with a monoculture planting. Trees of similar form, height, and character, along the roadway shall be used to promote uniformity and allow for a smooth visual transition between species.
- ix. The overall total number of trees to be provided shall be based on a rate of one (1) tree per 3,000 sf of pavement area or one (1) tree per 10 parking spaces, whichever is greater. All trees planted site-wide, including along driveways and public roadways, shall be counted towards such requirement. In order to effectively provide for certain site features, and in consideration of certain design objectives (signage, lighting, etc.), the tree distribution, placement, spacing and density may vary throughout the site provided the overall number of trees required is met within the entire project, and so long as no area shall be at a density rate of less than 50% of the required number of trees (i.e., one tree per 6,000 sf of pavement area or one tree per 20 parking spaces). The required tree count based on parking spaces is for open on-grade parking, and there are no additional trees required for structured or covered parking. In the event that FAA regulations prohibit the planting of trees in certain parking or other pavement areas, those spaces and pavement areas shall be omitted from the required tree count calculation.

d. Conformance with Applicable Requirements

All landscaping shall be subject to FAA requirements. In case of conflicts between NJMC and FAA rules, FAA regulations shall govern.

e. Open Space

Open space opportunities shall be provided within the redevelopment area. These opportunities shall range from pedestrian plazas and walkways to landscaped areas and active and passive recreation areas. These areas shall be designed as safe, attractive, and naturally sustainable open space environments.

9. Lighting

- a. The use of creative lighting schemes to highlight building façades and related areas of the site shall be encouraged. Exterior lighting generating glare and unnecessary night-glow impacts shall be prohibited.
- b. When feasible, light poles shall be integrated into landscaped islands.
- c. The maximum height of a light pole shall be in accordance with NJMC regulations and shall not exceed the height allowed by the FAA.

10. Circulation, Parking and Loading

A comprehensive traffic impact study shall be required in accordance with NJMC regulations. The developer shall be responsible for mitigating transportation impacts in accordance with NJMC regulations.

- a. Design Principles for Redevelopment Area Access Drives
 - i. Drives shall serve as essential elements in the definition of the visual and spatial character of the redevelopment area and shall exhibit a high quality environment.
 - ii. Drives shall be designed to safely accommodate pedestrians, and vehicular traffic. Where appropriate, designated bicycle lanes shall be included.

- iii. All sidewalks in the redevelopment area shall be a minimum of six feet wide.

b. Parking and Loading Requirements

- i. The following shall be the minimum parking and loading requirements per use:

Permitted Use	Minimum Parking Requirement	Minimum Loading Requirement
Banquet and Catering	One space per four persons based on maximum occupancy as determined by the NJ UCC	One loading space; 12 feet by 30 feet
Data Center	One space per 1,000 sq. ft. of floor area	One loading space; 12 feet by 60 feet
Training Facility	One space per employee; and one space per student based on maximum occupancy as determined by the NJ UCC	One loading space; 12 feet by 30 feet
Vocational Center	One space per employee; and one space per student based on maximum occupancy as determined by the NJ UCC	One loading space; 12 feet by 30 feet

c. Retail Parking

Where practical, parking shall be provided on all traditional retail access drives, specifically those drives located adjacent to smaller retail buildings. All parking along retail access drives shall include curb extensions. Parking dimensions shall conform to NJMC regulations.

d. Shared Parking

Mixed-use development has been recognized to improve efficiency with respect to the utilization of parking spaces. Several of the land uses in this redevelopment plan may be able to share parking depending on their peak hours of operation. The efficiencies created through a blend of land uses tend to reduce automobile dependency below that which is precipitated by a single-use, stand-alone development. As a result, a shared parking study, in accordance with NJMC regulations, may be submitted for this redevelopment area.

Any land-banked parking areas created as per NJMC land-banked parking and shared parking requirements at N.J.A.C. 10:4-8.2 *et seq.*, shall be permitted to be converted to usable parking in accordance with the approved site plan when determined by the developer that such parking is needed, upon notice to the NJMC and without further study.

e. Shared Loading Areas

Shared loading areas shall be permitted for multiple uses not exceeding 10,000 square feet each, provided that each designated shared loading area shall serve uses that are adjacent to the loading area and shall not serve a total area greater than 30,000 square feet.

f. Parking Structures

- i. Access to parking structures shall not occur through the primary frontage or façade of a building.
- ii. Parking structures shall be enclosed by buildings containing active ground floor uses to the maximum extent practicable. Walls that are not enclosed with actively used buildings shall be architecturally treated to appear so. Consideration shall be given to allow for openings for natural ventilation and light as well as non-traditional exterior facade treatments.
- iii. Top floors of uncovered parking structures shall be finished to visually screen parked cars, headlights, and other utilitarian elements from adjacent properties. The top or finished level of the parking deck, including any lighting, shall be subject to approval by the FAA.

g. Pedestrian Circulation

A pedestrian circulation plan shall be submitted detailing pedestrian routes throughout the redevelopment area. Pedestrian routes between uses shall be separated from vehicular and truck traffic where appropriate. Sidewalks shall use complementary materials and design elements. Where necessary, pedestrian protection devices, such as bollards or buffer vegetation shall be provided. Clear and identifiable pedestrian pathways to mass transit locations shall be provided.

h. **Traffic Calming**

Whenever feasible, appropriate traffic calming measures shall be implemented to assist in facilitating pedestrian and vehicular movement. Such measures shall include, but are not limited to, the following:

- i. Provide crosswalks at all intersections connecting pedestrian routes, using materials that differentiate the pavement; and
- ii. Use of speed tables and curb bump outs to calm traffic as necessary.

11. Drainage

Drainage plans, including a maintenance provision, shall be prepared in accordance with NJMC regulations. All drainage ways shall be properly maintained and planted, and designed in accordance with the *NJMC Green Guidelines for Development and Redevelopment*, where appropriate. Permanent standing water is prohibited.

12. Utilities

The developer is responsible for providing and obtaining all applicable permits and easements where necessary for the installation of all required utilities. To the extent practicable, utilities shall be located underground.

13. Signs

- a. Prior to the submission of a zoning certificate application for a proposed structure, a Comprehensive Signage Plan complying with this section shall be submitted for the overall redevelopment area.
- b. For the purpose of signage, all development within the redevelopment area shall be treated as multi-tenanted structures or multi-structure developments, and be controlled by such standards and comprehensive sign plan requirements governing such developments.
- c. Except as otherwise set forth herein, signage requirements for the redevelopment area shall conform to the Highway

Commercial zone sign standards found in NJMC District Zoning Regulations under N.J.A.C. 19:4-8.14, Table 8-5, subject to FAA requirements.

- d. Signage in the redevelopment area shall be aesthetically pleasing. A balance shall be struck between the need to call attention to the overall site and the individual businesses and the need for a positive image of the entire redevelopment area. Signs shall be oriented to pedestrians and motorists, as appropriate.
- e. The comprehensive sign plan shall be consistent with the provisions of N.J.A.C. 19:4-8.14(i)(1) and (2). This plan recognizes that a diversity of tenants, including regional and national brand name retailers, is expected to populate the development at the site and that consistency among all signs therefore cannot be accomplished while meeting the identification requirements of such tenants.
- f. Signs shall not physically conflict with architectural elements and details that define the design of the building. Wall signs for buildings, as well as projecting signs, may also be located above the storefront, within the frieze of the cornice, on covered transoms, or on the pier that frames display windows or generally on flat, unadorned surfaces of the façade or in areas clearly suitable as sign locations.
- g. Freestanding signs are permitted upon the review and approval of the NJMC, provided the proposed freestanding signage advances the intent of the redevelopment plan to create a vibrant and successful development. Sign materials should be outlined within the comprehensive signage plan. Wall signs shall not be painted directly on the surface of masonry walls.
- h. Advertising signage on bus shelters shall be prohibited.
- i. The maximum allowable area shall be 300 square feet for any single freestanding sign and shall be 300 square feet for any single wall sign, roof sign or projecting sign. Size limitations shall not apply to roof signs that are not visible from the ground and the square footage of such signs shall not count towards the sign area permitted for a building.

- j. The maximum permitted area of a wall sign or projecting sign mounted on the main façade of a building shall be five percent of the area of the building's main façade. The NJMC may permit a maximum area of up to 10 percent of the area of the building's main facade if, in the opinion of the NJMC, such additional area shall assist in developing a more integrated sign plan or is needed for architectural proportion. Individually tenanted spaces shall be considered separate buildings for the purposes of this section. Nothing in this plan or in the NJMC District Zoning Regulations shall require that signage for a specific tenant be limited to that tenant's building. For the purposes of these calculations, no building shall have more than one main façade, however, if a building has more than one finished façade, the maximum permitted area of a wall sign or projecting sign mounted on such additional façade(s) shall be five percent of the area of such façade(s). The NJMC may permit a maximum area of up to 10 percent of the area of such additional façade(s) if, in the opinion of the NJMC, such additional area shall assist in developing a more integrated sign plan or is needed for architectural proportion.
- k. Identification and directional signs of up to fifteen (15) square feet shall be permitted at the rear of each building and shall not count towards the sign area permitted for the building.
- l. Freestanding architectural features that serve to identify the project shall be submitted as part of the comprehensive sign package but shall not be classified as signs for the purposes of this section and the NJMC District Zoning Regulations.
- m. Wall signs and projecting signs may not extend over the top of the parapet. The maximum height for roof signs visible from the ground, pole and ground signs shall be 30 feet.
- n. The minimum setback for any sign shall be five (5) feet from the property line or twenty (20) feet from the curb line, whichever is greater.

14. Site Amenities

The following site amenities are permitted:

- a. Kiosks to provide directional information;
- b. Features such as decorative tree grates, planters, sculptures, gazebos, pergolas, landscape elements, and other artistic displays (whether permanent or seasonal). These may be used to depict historical, cultural, and environmental resources in the area; and
- c. Amenities such as bike racks, outdoor seating, and bus shelters.

15. Environmental Performance Standards

All uses shall comply with the Category A environmental performance standards at N.J.A.C. 19:4-7. All water quality standards contained in N.J.A.C. 19:4-7.9 *et seq.* shall apply.

16. Riparian Rights

Riparian grants shall be secured for any land subject to the State's riparian interest pursuant to NJMC zoning regulations.

D. Additional Application Requirements

1. All projects shall prepare a Project Impact Assessment (PIA) in accordance with N.J.A.C. 19:4-10.1 *et seq.* The PIA shall provide information to allow the NJMC to assess the probable effects of a proposed project.
 - i. Any development proposed in phases shall assess the impacts for each individual phase and the project as a whole.
 - ii. For a development proposal that requires an improvement to mitigate an impact identified in a PIA, the developer shall enter into an agreement with the NJMC prior to the issuance of a zoning certificate for the project.

2. All projects shall prepare a Traffic Impact Assessment (TIA) in accordance with N.J.A.C. 19:4-7.10 *et seq.* The TIA shall assess the traffic and circulation impacts of a proposed development and identify improvements required.

V. SELECTED REDEVELOPMENT PLAN

A. Implementation Strategy

This redevelopment plan shall be the regulatory instrument for the Teterboro/Industrial Avenue Redevelopment Area, along with the NJMC District Zoning Regulations, where applicable, and shall supersede all redevelopment plans and prior zoning for parcels of land contained within this redevelopment area.

No actions, other than the adoption of this plan and review of applications submitted by the private sector to implement this plan, are proposed or contemplated by the NJMC at this time.

TETERBORO/ INDUSTRIAL AVENUE REDEVELOPMENT AREA
Borough of Teterboro, Bergen County, New Jersey

