

REDEVELOPMENT IN THE HACKENSACK  
MEADOWLANDS DISTRICT

REDEVELOPMENT PLAN FOR THE  
VINCENT PLACE TRACT IN  
TETERBORO, NEW JERSEY

As adopted by the Hackensack Meadowlands  
Development Commission at a public meeting  
on April 23, 1997 Resolution # 97-29

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## REDEVELOPMENT PLAN STATUTORY CRITERIA

### **A. REQUISITE PLAN INFORMATION**

Upon a finding that an area is a renewal area, or is in need of redevelopment, or rehabilitation, NJSA 13:17-21(a) states that, "The Commission is authorized to prepare and adopt redevelopment plans for areas in the district determined by the Commission to be renewal areas".

While the HMDC enabling legislation authorizes the Commission to "prepare and adopt redevelopment plans", it is important to note that it does not require the HMDC to do so. NJSA 40A:12A-7 of the Local Redevelopment and Housing Law (LRHL) specifically states that, "No redevelopment project shall be undertaken or carried out except in accordance with a redevelopment plan ... upon ... finding that the specifically delineated project area is located in an area in need of redevelopment or in an area of rehabilitation, or in both..." The HMDC is not governed by the LRHL, but has determined to look to this law for general guidance purposes only. It must be recognized, that given the unique nature and statutory power given to the HMDC, not all of the LRHL criteria are relevant to the formulation of a redevelopment plan, and the criteria must be adapted to the HMDC's goals and objectives.

The LRHL specifically states the information to be included in the redevelopment plan, where it states that, "The redevelopment plan shall include an outline for the planning, development, redevelopment, or rehabilitation of the project area sufficient to indicate: (The sections that are not applicable to the HMDC have been deleted.)

- 1) Its relationship to HMDC 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) An identification of any property within the redevelopment area which is proposed to be acquired in accordance with the redevelopment plan;
- 4) Any significant relationship of the redevelopment plan to:



a) 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.).

b) The redevelopment plan shall describe its relationship to pertinent HMDC development. This redevelopment plan shall supersede applicable provisions of these development regulations. The HMDC zoning maps, published subsequent to the adoption of this redevelopment plan shall indicate the HMDC redevelopment area to which this development plan applies.

#### B. PROVISION OF SPECIFIC PLAN REQUIREMENTS AS THEY RELATE TO THE VINCENT PLACE AREA IN TETERBORO

This redevelopment plan is proposed for Block 201, Lots 10, 11, 12, and 13 formerly known as Block 7, Lots 6, 6A, 7, 7A and 7B. Lot 7C is the Vincent Place Right Of Way. Lots 7A and 7B were combined and consolidated into Lot 12. The lots are all contiguous and located in Teterboro.

##### 1. PLAN RELATIONSHIP TO LOCAL OBJECTIVES

a. The 1972 HMDC Master Plan and Zone Plan designate the project area as a Light Industrial B Zone, which has its stated purpose as, "To accommodate a wide range of industrial, distribution, commercial and business uses that generate a minimum of detrimental environmental effects. Developers of the land shall have the option of developing the land as a Planned Unit development in accordance with N.J.A.C. 19:4-4.144. Permitted uses included establishments for scientific research and development, manufacturing, processing, processing and fabricating facilities, accessory office and warehouse facilities.

While it is difficult, without a specific written reference, to define the exact objective behind the designation of any land use permitted in a certain area via a document that is 25 years old, and be entirely confident as to that determination, certain assumptions can be drawn. The original HMDC Master Plan was developed with the idea that all uses in the area will be of an

industrial nature or of consequence to airport usage. Light Industrial "B" is well suited for the character of the area surrounding the airport. Nevertheless, the site did contain a residential structure in the past. The extent to which Teterboro has developed, compels us to consider locating residential usage in areas other than the present location of housing, which is directly under and in close proximity to the flight path of Teterboro Airport. This site, although adjacent to the airport, is more removed from the runways or flight path. A high degree of open space (40 % minimum), and environmental sensitivity was placed in the regulations as requirements for these special use developments.

The area to the West, outside of the Meadowlands District, was and is, developed in a light manufacturing land use pattern. With the exception of the West Riser Ditch and Berry's Creek area to the west of the site, the subject area was not environmentally sensitive and was thus designated for development. The land uses permitted, however, were those of a light industrial pattern, reflecting the land use pattern which was called for on the adjacent lands in the HMD. The objective of the designated land use pattern, therefore, appears to be one of transition between the commercial uses, and the light industrial pattern. It appears to be a reasonable designation given the existing land area and expectations for the local development at that time.

For reasons expressed in the Preliminary Investigation Report on Vincent Place, the subject area has remained substantially unchanged. While there are many reasons for this, it is clear that the appropriateness of the currently permitted land uses and their relationship to local objectives should be reexamined.

The public objectives of providing for a balanced environment between population, adequate housing and insuring orderly development, and providing for and protecting public health, safety and welfare have not changed. These objectives have not been totally satisfied in the past judging by the obvious inadequacy in the provision of housing. Teterboro can only account for nine dwelling units in the entire municipality. These



units are within seven structures, once used by the Bendix Corporation as housing for its traveling executives. Today, there are about eighteen people living in town. Therefore it is incumbent upon us to change the means by which these objectives can be realized.

The Commission therefore, proposes a new set of objectives for this area, commencing with the basic goal of achieving balance for the area. The new objectives recognize that a shortage of adequate housing exists in Teterboro. It also recognizes that there are very few sites in the borough which can accommodate housing and that only this site appears to be available. It is also the only available site which exhibits characteristics conducive to a medium density residential use. Finally, it is recognized that the adjacent land use patterns are industrial in nature and that the site will continue to be used for institutional purposes or as an industrial site. These objectives, and their relationship to potential redevelopment plans, are more fully detailed in the discussion of the possible land use which immediately follows this section.

b. Density of population- Resident population is being recommended at the present time. The site is the most suitable area for residential development between Industrial Avenue and Route 17. No other areas east of the airport are available to Teterboro.

c. Improved traffic and public transportation- Vehicular traffic should not cause any problem to the area. The number of trips projected from the site is negligible and is not anticipated to affect the traffic patterns of Industrial Avenue. Vincent Place is not anticipated to carry through traffic as it will in essence, be a cul de sac. No improvements to public transportation will occur as a result of this redevelopment plan as bus lines already operate in the immediate area, and NJ Transit does typically increase service in an area when the demand (in this case additional residents) increases. Improved pedestrian circulation provision should also be a requirement of any redevelopment plan and this plan proposes to add sidewalks as part of the implementation/development process from Industrial Avenue to the rear of the site where the Creek and

ditch are located.

d. Public Utilities- The provision of public utilities to the redevelopment area should not be a problem. Water, electric, gas, and telephone lines are present in the immediate area and within the site, and underground service will be supplied to the site. Sanitary service is present at this time.

e. Recreational and Community Facilities- Recreational and Community facilities are proposed in the project area since the redevelopment plan will be geared to a residential land use pattern.

## 2. PROPOSED LAND USE:

Upon evaluating the purposes for redevelopment of the Vincent Place site, HMDC took into consideration the wishes of the local government regarding the need to increase the borough's housing stock. At the onset HMDC determined that the continued use of the site as a maintenance yard for the borough was no longer an effective use for the area. The lack of adequate housing and the need to strengthened the population by fostering growth through the provision of additional housing units was the main area of concern. Our review therefore concentrated on one redevelopment option which we believe is consistent with the Master Plan and is "viable". The land use selected is medium density residential. The Commission deemed commercial, light and heavy industrial uses as inconsistent with the intent of the redevelopment objectives to improve land development and physical conditions in the immediate area. These uses have not contribute to this end although they are consistent with the current HMDC Master Plan.

The proposed land use was reviewed with the idea that the existing buildings will be removed, and the utility structures demolished and rebuilt to fit a more residential character. It is our opinion that current residential zoning criteria (low density zoning regulations) as to desired structures, lot coverage, parking, bulk requirements, and open space are not appropriate for the type of residential development desired at this site. The medium density residential zone as proposed in this Redevelopment Plan, is not included in the present Master Plan and zoning regulations.



a. Medium Density Residential- Use Description,  
lot Configuration

Use Description- The proposed residential land use would be a variation on the residential uses generally in existence in the Meadowlands. Residential development will be allowed within certain densities to ensure a population of residents large enough to allow for the minimum governmental functions.

The site will include all necessary appurtenances and accessory facilities to accommodate its residents. The open space ratio shall be such that the major portion of the site remains open for recreational and community facilities. Traffic generation, building bulk, and intensity of site development would be factors utilized to insure an appropriate use for the area.

Configuration- There are a limited number of ways that residential use could be configured on the subject site. An analysis of such uses currently in the HMD indicates that the majority of users utilize a much larger number of acres than exist at the site. This would result in a total yield, using the existing street as is in terms of size and location, and with an average lot development of 25% of total lot area, the total number of units could be 5 to 8 units per acre.

3. IDENTIFICATION OF PROPERTY TO BE ACQUIRED

The extent of property acquisition is limited to the property presently owned by the Borough of Teterboro. This property is presently used as a public works garage and maintenance yard for the Borough of Teterboro. It is made up of four lots along Vincent Place. Located across from Teterboro Airport, and fronting on Industrial Avenue, the property comprises Block 201, Lot 10, 11, 12, and 13.



4. SIGNIFICANT RELATIONSHIPS TO MASTER PLANS AND DEVELOPMENT REGULATIONS

a) Master plans of contiguous municipalities, County in which the municipality is located, and State Development and Redevelopment Plan;

The relationship of this project to the master plans of contiguous municipalities is consistent with the relationship of the project to the Teterboro master Plan. The Master Plans of Hasbrouck Heights, Woodridge and Moonachie present a similar development pattern for the area surrounding the site. Other than Hasbrouck Heights, the adjacent communities are not in close proximity to the subject tract. All three master plans call for adjacent properties outside the HMDC jurisdiction to be developed in an industrial (manufacturing) land use pattern. The land use pattern proposed in the HMDC redevelopment plan would be different from those plans, although residential use exists in all three municipalities in the vicinity of the site and within industrial and highway commercial zones. Hasbrouck Heights exhibits a mixture of housing and highway commercial uses adjacent to Route 17; Woodridge incorporates a two family zone within a light industrial zone just South of the site, below Hasbrouck Heights, and Moonachie has a residential zone across from the airport on the southerly side of Moonachie Avenue in the flight pattern of Teterboro Airport.

The HMDC is also exempt from the provisions of the State Development and Redevelopment Plan. The Commission fully supports its goals and objectives, however, and believes that the redevelopment of underutilized industrial land for residential use in a designated Metropolitan Planning Area such as Teterboro is in full accordance with, and will advance, the State Plan's objectives of developing communities of place.

b) Relationship to HMDC regulations:

The redevelopment plan will be directly related to pertinent development regulations of the HMDC, including subdivision and site improvement requirements. It is important to note that on May 18, 1995, the Commission adopted a rule which

establishes that the adoption of a redevelopment plan supersedes zoning regulations currently in place. This plan, if adopted, therefore, would take precedence over the existing zoning regulations applied to the redevelopment site.

#### IMPLEMENTATION STRATEGIES

##### A. POWERS OF REDEVELOPMENT AGENCY (HMDC)

In conjunction with the proposed land use discussion above, the following is a description of various possible techniques, authorized by NJSA 13:17-21 that the HMDC can utilize to implement the redevelopment plan:

a. The commission is authorized to prepare and adopt redevelopment plans for areas in the district determined by the commission to be renewal areas;

b. In undertaking projects pursuant to any redevelopment plan, the commission may:

(1) 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;

(2) Clear or reclaim any area so acquired and install, construct or reconstruct projects therein necessary to prepare such area for development;

(3) Relocate or arrange or contract with public or private agencies for the relocation of residents, industry or commerce displaced from the renewal area;

(4) 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;

(5) Study the recommendations of any planning board for redevelopment of any area and make its own investigations as to current trends and blighting factors in the district, or any area thereof;

(6) 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;



(7) 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;

(8) 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 development or 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.

#### B. HMDC INVOLVEMENT

As is readily evident, the HMDC has wide ranging powers to effectuate a redevelopment plan advancing any of the redevelopment alternatives described, ranging from a simple rezoning of the property for private development, up to and including actual condemnation, ownership, and public development of the tract. The following is a brief description of each applicable power and the corresponding extent of HMDC involvement:

##### 1. Zoning

In accordance with the above stated powers, the HMDC can designate an appropriate land use pattern, adopt applicable redevelopment standards and allow the redevelopment goals to be achieved through private sector development. The subdivision or consolidation of lots would be left to private actions. Redevelopment standards would supersede zoning and could encourage greater intensity of use while still "regulating" the anticipated development.

##### 2. Financial Support

The HMDC could also reduce the development costs of a project in the redevelopment area by offering financial incentives.

a) In house financial incentives- specific "zoning process" type incentives that the HMDC could undertake on its own without the need for financial institution involvement would include application fee reduction and or elimination, streamlining of the permit process, the undertaking of required environmental studies, the prior obtaining of DEP permits, completion of requisite traffic studies, a reduction of public infrastructure requirements or construction thereof, or other integral site development concerns. The undertaking of some of these, such as environmental or traffic issues, could necessitate the hiring of outside consultants. These "up front" costs would, hopefully, result in a faster utilization of the site by a private developer as the land could be purchased basically "developable".

b) Other financial incentives the HMDC could undertake would involve financial institutions or the resources of the State of New Jersey. The HMDC could also offer assistance on obtaining grant and loan guarantees from such programs as Community Development Block Grant. The pursuit of these state/federal programs could require considerable administrative resources by the HMDC.

### 3. HMDC as Developer

The above delineation of powers also includes a provision allowing the HMDC to act as the actual developer of the tract. Such an undertaking would first involve the HMDC acquisition of the property. The necessary property purchase funds would then have to be obtained either through the floating of bonds, or obtaining of loans from such agencies as the EDA. Design professionals would then prepare site and building plans and obtain all necessary permits. A contractor would be hired to construct the approved structures. The HMDC would probably want to hire a construction manager to oversee the construction. During this process the HMDC would have to develop a marketing plan to "rent up" the building and an operational budget, cash flow plan would be necessary.

The HMDC would also have to make a decision as to retaining ownership of the properties and becoming a landlord, or liquidating the properties after completion of the buildings. Obviously development



along these lines would represent the ultimate involvement of the HMDC in the redevelopment project.

#### 4. Joint Venture or Sale with Redeveloper

Another option the HMDC has is to enter into a joint venture with a private developer at any time during this process. The statute allows many different kinds of arrangements between the HMDC and a private developer towards the redevelopment of a tract designated as a renewal area. The HMDC could purchase the property in accordance with the options discussed above, and allow a private developer to handle all plan preparation, permit approval and construction. Or it could enter into any kind of phased or structured arrangement with a private entity it deems to be in its interest and in accordance with the above statute provisions. The marketing, and property sale/retention scenarios discussed above would also be involved in this strategy.

### RECOMMENDATIONS

#### 1. LAND USE

##### INTENT

It is the recommendation of this redevelopment plan to establish standards which will promote the development of housing in the area designated as In Need of Redevelopment. Given the shortage of sites where housing can be built in the Hackensack Meadowlands District and within Teterboro in particular, the subject tract is located in one of the most suitable sites for residential use. As in much of the District, residential use is highly concentrated. This is primarily due to the cost of development for housing in the Meadowlands and the need to provide housing to residents in the most densely populated region of the country.

Highway access to the New Jersey Turnpike is via Route 46, and Interstate 80 is in close proximity to the redevelopment area. Route 17 is also easily accessible.

The following standards have been developed to accommodate a certain density on the lots without compromising the size of the livable area within the structures. The lay out of the site is required to be designed to allow for defensible spaces. It is also required to be designed to maximize the open space and create a park like setting for the residents.



The need to shield the site from noise pollution as well as CO emissions resulted in the requirement of berms and buffers surrounding much of the tract. Internal circulation is required to be designed so as to minimize the intrusion of vehicular traffic within the bulk of the site. It is required to be kept to the fringe areas so as to maximize green spaces within the center of the site. Open areas and green spaces are required to be buffered from vehicular traffic and parking spaces by the structures themselves, thereby isolating and enhancing the relative serenity of the open spaces.

## REDEVELOPMENT STANDARDS

### DEFINITIONS

All words not described in this redevelopment plan shall have the definitions as noted in adopted HMDC District Zoning Regulations unless otherwise noted.

Medium Density Residential: means any area containing conforming residential uses in accordance with stipulated densities.

### OTHER STANDARDS NOT DISCUSSED HEREIN

The redevelopment standards contained within this plan shall supersede existing regulations as contained in N.J.A.C. 19:4-1 et. seq. With respect to any site requirements or other standards not specifically set forth herein, existing regulations shall be consulted for guidance purposes.

## USE STANDARDS

### PERMITTED USES

1. Medium Density Residential

### ACCESSORY USES

1. Recreational facilities and equipment
2. Off Street Parking
3. Maintenance facilities
4. Utility and storage facilities
5. Parks and Playgrounds
6. Group day care center
7. Swimming clubs, swimming pools and recreational facilities incidental thereto
8. Outdoor seating areas

## MEDIUM DENSITY RESIDENTIAL BULK STANDARDS

### **Minimum Lot size and density requirements**

The lot size and density requirements for this redevelopment tract are:

1. Minimum lot size: 2 acres
2. Density: 5 to 8 units per acre
3. Minimum lot width: 200 feet
4. Minimum lot depth: 200 feet

### **Bulk Regulations**

1. Maximum Lot coverage: 25 percent
2. Minimum open space: 75 percent
3. Minimum Front Yard: For yards fronting Industrial Avenue- one foot for every two feet of the height of the structures, but in no case less than 25'. All setback requirements shall be measured from the property line.
4. Minimum Rear yard- 40'
5. Minimum Side Yard- 50' combined, if one side of the yard is to be used for vehicular traffic and parking; 10' minimum, if it is not to be so used.
6. Minimum Lot Frontage- 200'
7. Maximum Building Height- 35', measured from final grade
8. Impervious Surface- Includes roof, parking and driveway areas, and shall not exceed 25% of the lot, excluding pedestrian sidewalks.
9. Minimum Final Finished Floor Elevations for structures within designated 100 year flood zones shall be established one foot above the applicable 100 year base elevations determined by the Federal Emergency Management's Agency (FEMA) Flood Insurance Rate Maps (FIRM).

### USE LIMITATIONS

Outdoor Storage, other than licensed and registered vehicles within designated and approved parking facilities, and designated and approved areas for temporary recycling/waste storage, shall not be permitted.

## CIRCULATION

All access onto the site shall be from Industrial Avenue. Both right and left hand turn egress onto Industrial Avenue as well as left and right hand turns entering into the traffic flow of industrial Avenue are permitted. One major driveway providing these turns is permitted and must be designed so as to ensure adequate visibility. Maintenance responsibilities, and the creation of this access way are the responsibility of the site's Homeowners Association, Cooperative or local Housing Authority. This access way shall not be considered a public right of way for zoning purpose and shall be utilized for lot area and lot coverage calculations. This access way shall be so designed that proper turning radii for emergency vehicle access to the entire site is provided, as well as for adequate access to the pump station in the rear of the site.

On site pedestrian circulation shall be provided on site and shall be separated from vehicular traffic.

## PARKING

### 1. Minimum parking requirements:

Each dwelling unit shall have two (2) parking spaces. One parking space shall be included within the unit's garage. The second parking space shall be the driveway leading to the unit's garage.

### 2. Other accessory facilities parking

Accessory facilities parking shall be permitted subject to the following conditions:

1. All such parking shall be arranged in an orderly fashion in allocated spaces as indicted on an HMDC approved plan.

2. Accessory parking areas shall be improved with a durable, dustless surface.

## LANDSCAPE

1. Buffers- There shall be a minimum, 15' heavily landscaped-shade tree and evergreen- bermed buffer along Industrial Avenue. There shall be a minimum 8', curbed, shade tree landscaped strip along all side and rear property lines and access ways.



2. All utility connections and parking areas shall be screened from public right of ways in accordance with the requirements contained in the HMDC District Zoning Regulations.

#### BUILDING FACADE

All facades visible from public rights of way shall be of finished, decorative material. Such walls cannot be of singular material or color. Architectural techniques shall be utilized to project variations in material, height and color. Glass windows are recommended to be installed on these facades.

#### UTILITY CONNECTIONS

1. All utility connections/transformers shall be located within the units' garages , or totally screened from view, and integrated within the main structures where possible. The developer is to contact appropriate utility providers prior to plan submittal to the HMDC and submit appropriate documentation as to any inability of said supplier to provide transformers/connections outside of the front yard area.

2. All Utilities shall be underground.

3. All utility connections (gas/oil, water, electric, telephone, sanitary sewer, etc.) shall be in place before a Certificate of Occupancy is issued.

#### PUBLIC IMPROVEMENTS

The development shall include provisions for installation of curbing and street trees within the Industrial Avenue right of way.

#### DRAINAGE

All storm water runoff shall be directed to storm water drainage facilities for eventual subsurface or stream disposal. All drainage ways shall be properly maintained and planted.

#### 2. IMPLEMENTATION

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 HMDC at this time. The HMDC will act solely as a reviewing agency and is not proposing to obtain lands, or serve in joint venture with any private or public developer. The HMDC will, of course, assist developers in

seeking any funding for public improvements within or adjacent to the Redevelopment Tract.