

MASTER PLAN

VILLAGE OF RIDGEFIELD PARK



2022

**VILLAGE OF
RIDGEFIELD PARK**

MASTER PLAN

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ADOPTED BY THE VILLAGE OF RIDGEFIELD PARK

PLANNING BOARD

ON

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The original of this document is signed and sealed in accordance with N.J.S.A. 45:14A-12

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THE VISION

The Village of Ridgefield Park is a small suburban community established in the early colonial days but built up in the early 1900s. The Village incorporates 1.92 square miles of land and has a population of 12,934. Ridgefield Park is bordered by Overpeck Creek to the East and South and the Hackensack River to the West, the Borough of Bogota to the north. The New Jersey Turnpike and Route 80 traverse the Village as does Route 46.

The Master Plan is a document prepared by the Village Planning Board that sets the direction for the future of the Village. This future will manifest itself in terms of the physical and environmental quality of life together with the social fabric and diversity of the population.

The Village is small enough so that most everyone knows everyone else and yet large enough to have a self-sustaining downtown retail corridor, a corporate park and plenty of social groups and myriad activities. It has senior housing, a community center, the Village Library and vibrant school system as well as a large County Park in the Challenger Road section of the Village.

This document is intended to preserve the positive qualities of the Village while charting a course to improve specific areas to more efficiently contribute to the quality of life for the Village population and workforce.

MAKING THE VILLAGE A BETTER PLACE TO LIVE

PRESERVING RESIDENTIAL NEIGHBORHOODS AND CHARACTER



The existing residential neighborhoods consist of single and two-family homes on modest sized lots. The majority of the homes were constructed in the 1920s and 1930s. The overall housing conditions are excellent due to the continued maintenance of the homes as well as the level of investment that supports the continued health of the residential neighborhoods.

ENHANCING DOWNTOWN

The Main Street corridor is an established retail area with a wide variety of shops and services. Main Street has a grocery store, hardware store, the Village Hall, Palermo's Bakery, a bicycle shop, numerous restaurants, specialty food stores and eateries and personal service establishments. Keeping Main Street viable and attracting more retail uses as well as residents to the downtown area is an important objective of the Master Plan.



Encouraging a continuation of the mix of good sized, moderately priced apartments will contribute to the downtown vibe while maintaining the historic architectural theme along the street. Street hardware, pedestrian focus and infusion of arts and culture into the downtown will ensure its success for future generations.



FULFILLING CHALLENGER CORPORATE PARK



The Village has sold several land parcels in the Corporate Park. The redevelopment plan for these properties encourages a wide range of uses including residential, office and commercial development. The Village has the opportunity to shape the continued development of the park through site design and creative land use practices. Samsung has its North American headquarters in the park which also contains a Hilton Garden Inn hotel and an AMC movie theatre. A new 550 unit residential project has recently been approved in this redevelopment district.



SKYMARK REVISITED



This property has conceptual approval for a mixed use, new town style development in conformance with the redevelopment plan for this property. A significant infrastructure investment is required to support the redevelopment plan. Recent events have resulted in a rethinking of the viability of the redevelopment plan. Despite the Village's objections, the State of New Jersey, N.J. Transit,

exercised its eminent domain powers and seized the redevelopment area from the Village.



The Master Plan should study the impact of the proposed transit bus garage and the effect it may have on the overall tax base of the Village as well as the effects of the loss of largest income producing property in the town.

The most recent concept is to provide sufficient land area for a new New Jersey Transit bus garage and maintenance facility and to provide sufficient area for warehouse distribution space. However, N.J. Transit has indicated it will need the bus facility and warehouse area for its bus garage. The concept would include a significant habitat buffer area to protect the bald eagle nesting site along the Overpeck Creek.

Parks and recreational facilities provide the needed respite of a hard-working community. The Village has always had fundamentally great park lands and open spaces. But several areas of the



municipality such as the waterfront areas have not been utilized in the past for parkland and open space. There is an opportunity now as the water quality improves and older commercial and industrial uses decline to recapture some of the waterfront for public access and enjoyment.

PUBLIC AND COMMUNITY ORGANIZATION INPUT



This Plan envisions an open forum on the goals, objectives and future growth of the Village. Various open forums, a web site and community interaction on the direction of the Master Plan are part of the planning process. Public engagement with the Village organizations, interest groups and the general public will help shape the Plan. The pandemic did thwart this overall process.

LIVABILITY, SERVICES, QUALITY OF LIFE

Overall, the plan must provide a framework for enhancing the livability and quality of life for residents and employees in the Village. Providing private and public services that make life easier and safer is essential. Promoting art and cultural activities as well as leisure interests such as parks, open spaces, gathering venues and recreation makes a complete Village. Planning for a range of land uses, as well as residential from single family to multi-family for all income levels results in a diverse and culturally rich community.

LIVING IN A POST CORONAVIRUS WORLD

In early 2020, a pandemic encompassed the world, a flu-like virus to which, at first, there was no vaccine, no antibiotic treatment nor even an effective and available testing procedure. The result was a restrictive set of guidelines that kept people in their homes, closed businesses and schools, markedly increased unemployment and created turmoil in the cultural mores of our society.

Several vaccines have been developed and administered to a modest portion of the 7.75 billion people in this world including 331 million in the U.S. The master plan issue presented by this pandemic is how it might change how we live, interact, and work in the future under various vaccine scenarios. For instance, many more people are doing their grocery and other shopping

from home by delivery. Employees are working from home and having meetings via electronic means and computer apps. The use of mass transit has been affected as Covid concerns increased. Travel has been severely curtailed. Clothing, household items, even automobiles are purchased on-line.

How we spend our free time has also changed. Restaurants and movie theatres have closed or created outdoor dining spaces. Some restaurants rely on “take out” to survive. Streaming movie services like “Netflix” have flourished as families are confined to their homes and movie theatres, playhouses, concert venues and Broadway are shuttered. Just now, in late 2021, these venues are beginning to reopen.

The educational system has been completely transformed to allow teaching at home for both teachers and students via computer streaming and posting of assignments and work products. Colleges have also been substantially affected in this way, raising the discussion about the physical advantages of the campus environment and tuition costs.

When antiviral treatment and vaccines are fully administered, then it is likely that our culture will mostly return to some degree of normal. But some of the changes in behavior due to the virus may be not so easily forgotten. For instance, grocery shopping and provisioning had begun to evolve into home delivery and outside food preparation in an era where people worked longer work weeks and had little time for food shopping. This trend may continue bringing with it more delivery businesses, less food shopping in the store and a need for greater food storage and delivery options for single and multi-family buildings.

In addition, movie streaming services, take-out meals and on-line college courses were already making inroads to the conventional standards of our culture. How these forces will alter planning for the future of the Village could be a critical issue. Some suggested areas of discussion might include:

Residential

- Greater home access to food and purveyor services, (storage and parking reqs.) particularly in multi-family development projects.
- Larger residential spaces to accommodate “work at home” and “learn at home” environments. More space for entertainment and recreation as both turn towards home based activity
- Living closer to retail services and siting services within walking distance in neighborhoods. Plan for neighborhoods that are “self-sustaining” with goods and services within close proximity to the residential areas they serve.
- Less demand for physical school space as learning from home becomes more common and more demand for student personal computers and learning studios at home. College aged children stay at home to attend college on-line to a greater degree. However, the value of human interaction, particularly within the public-school environment, may return the schools to pre-covid conditions.

Retail /Commercial

- The reduction in small shops as the “big box” and on-line sales dominate the retail markets. The viability of the Main Street retail complex could be at risk. Can planning help them find a niche in the market demand spectrum?

- Decreasing the capacity of restaurants and gathering places as “social distancing” laws continue to exist. Do small independent restaurants survive the economic downturn and emerge on the other side of the pandemic whole? Or are the “chain” restaurants the only ones left to weather the pandemic storm?
- Providing more drive-up everything so people don’t crowd retail stores. How does this effect the continuity of the downtown area?

Office

- Decreased demand for public transportation as work from home increases; less demand for office space and greater square feet of office space per employee is realized.
- Reduced demand for office parking as employees stagger their work week, working partially from home and office meetings become almost universally virtual.
- As existing office parks may struggle, what other uses would be compatible with office space on the upper floors particularly institutional and residential uses.
- In the short term, the demand for new office construction takes a hiatus while the markets sort themselves out in a long-term depressed market. Do “shared office” spaces begin to dominate the office market?

Industrial / Distribution

- More warehouse space for storage of medical equipment and supplies on a regional basis.
- More manufacturing space for “made in the US” products and “contract manufacturers” who manufacture products for larger corporations in various industries, i.e. Pharmaceuticals.
- Greater demand for distribution (“fulfillment”) centers to meet the growing demand of on-line sales.
- Greater demand for transportation service depots i.e., trucking, delivery services, rail distribution in response to e-commerce growth.

Education, Culture and Open Space

Although at home schooling has its advantages, we may speculate that the public-school systems will return to the conventional format. However, new schools may emerge that utilize all the electronic advantages that have been developed offering an alternative to the public and charter school approaches. This is not likely to lower the demand for increased school capacity and physical plant construction but perhaps make the facilities more flexible to respond to social demands.

Cultural facility demand will spike as the population clamors for face-to-face moments rather than “zoom” or “Face Book”. The economics of cultural events will compel the public sector to provide these services which will coincide with a greater demand for art, theatre and library services.

The demand for open space will also increase significantly as people look for more recreational space within multi-family development and more expansive recreational and passive open space areas to avoid crowding conditions. For Ridgefield Park, the

riverfronts may be the best opportunity to increase the amount of the open space and the quality of life in addition to neighborhood parks.

FOUNDATION FOR FUTURE PLANNING

RIDGEFIELD PARK THROUGH HISTORY

Ridgefield Park was formed as a village on June 15, 1892, within Ridgefield Township, based on the results of a referendum passed on June 6, 1892. Overpeck Township was formed on March 23, 1897, to be coextensive with Ridgefield Park Village, and was created within Ridgefield Township for the purpose of administering a Board of Education. Portions of the Village gained in both 1921 and 1926 were taken from Bogota and Teaneck. On May 31, 1938, Overpeck Township became Ridgefield Park Township.



The majority of the Village's residential development took place in the early 1900s. It became a town where blue-collar families could live and work. They worked in the industrial areas along the east side of the Village along Overpeck Creek. Lincoln Paper was one major employer in the area together with smaller manufacturing facilities along Bergen Turnpike and Industrial Avenue along the Hackensack River.

The Hackensack River provided some degree of river commerce particularly to the oil industry. The rail line traversing north and south through the Village provided freight rail service as well as a commuter rail station at the foot of Mt. Vernon Street. Passenger rail service ended in the 1960s but Norfolk Southern and the Susquehanna Railroads continue to run freight rail service through the town. These railroads also have maintenance and storage yards here.

Notable people from Ridgefield Park include, Ossie Nelson (Ossie and Harriot TV show), Joan M. Clark (Ambassador to Malta), John Huchra (astronomer), Johnny Messner (bandleader), Leonard W. Hatton Jr. (FBI and 911 hero), Harrison "Hatch" Rosedahl (All-American High-School Athlete), Robert "Bud" Lewis (Enola Gay co-pilot) and Greg Olson (Civilian Space Flight Participant on the Entrepreneur).

MASTER PLAN HISTORY

The last full Master Plan was prepared in 2000. That plan included recommendations for land use, recreation and open space, community facilities and historic preservation. Reexaminations of the Master Plan were conducted in 2004 and in 2009. A revised land use plan was adopted by the Planning Board in 2010.

DEMOGRAPHICS

The basic elements of the Master Plan include understanding the demographic profile of the community, including the population trends and projections, housing characteristics and employment status of the Village. Table 1 provides the historic population growth in the Village from 1900 to 2018. This table shows that the Village was principally developed in the period of 1910 to 1930. Recent decades have shown periods of minimal growth offset by several declines in the overall population. The total Village population is still down approximately 6.6% from the high in 1970 and the population is less than 3% higher than the population in 1960.

Table 1
Historic Population Trends

Year	Population	Change	Percent
1900	1,987		
1910	4,512	2,525	127.1%
1920	8,575	4,064	90.0%
1930	10,764	2,189	25.5%
1940	11,277	513	4.8%
1950	11,993	716	6.3%
1960	12,701	708	5.9%
1970	13,990	1,289	10.1%
1980	12,738	-1,252	-8.9%
1990	12,454	-284	-2.2%
2000	12,873	419	3.4%
2010	12,729	-144	-1.1%
2018	12,934 (1)	205	1.6%

(1) Estimated U.S. Census Bureau

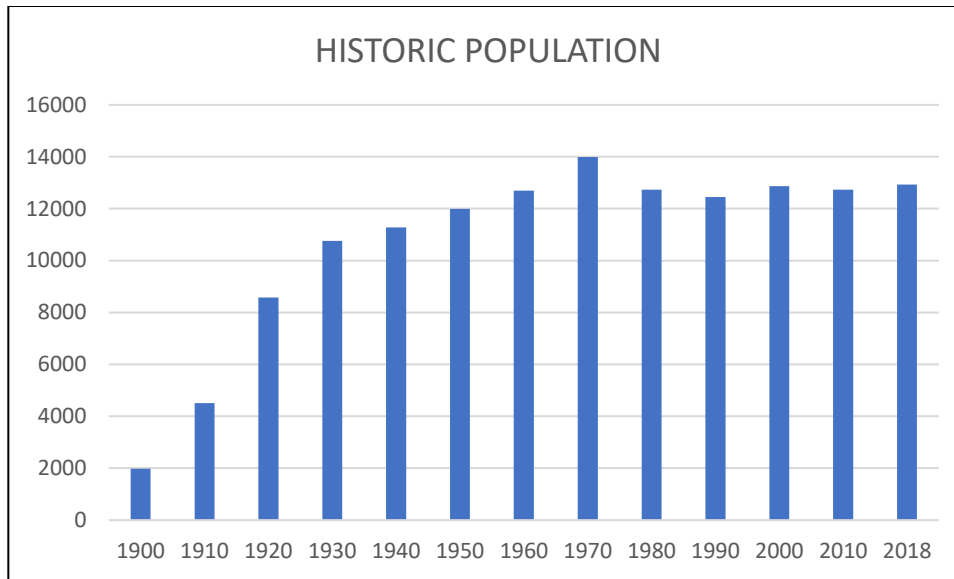


Figure 1

Table 2 shows the profile of the Village population by gender and age between the years 2000 to 2010. The data shows a significant trend upwards in senior (55+) population in the decade and a general decline in younger population, especially under age 10.

Table 2

Profile of Population 2000 and 2010

Age/ Sex	2000	2010	Change	Percent
Male	6,150	6,168	18	0.3%
Female	6,723	6,561	-162	-2.4%
Under 5	755	672	-83	-11.0%
5-9	818	755	-63	-7.7%
10-19	1,571	1,677	106	6.7%
20-34	2,701	2,532	-169	-8.4%
35-54	4,126	3,949	-177	-4.3%
55-64	1,247	1,556	309	24.8%
65-74	952	865	-87	-9.1%
75+	703	723	20	2.8%

Source: U.S. Census Bureau

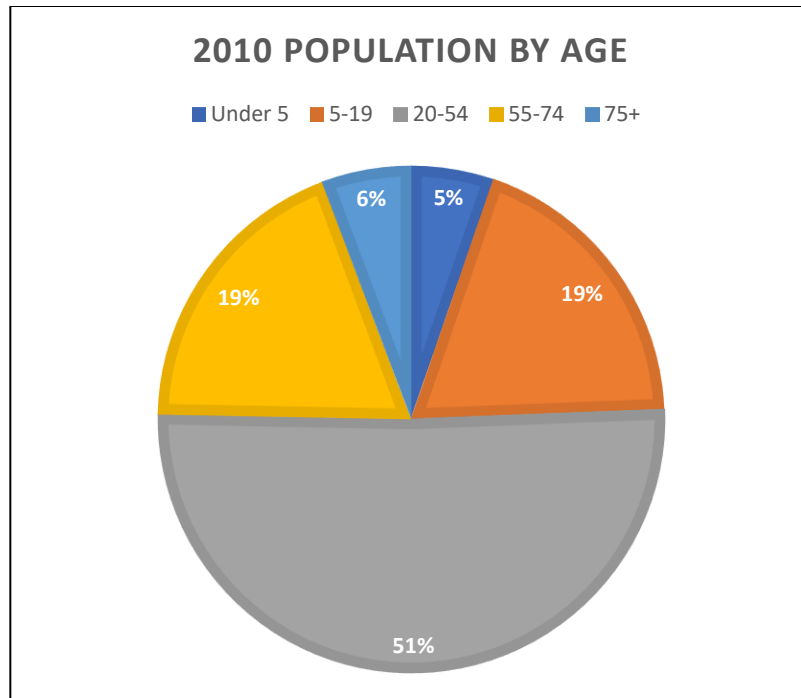


Figure 2

Table 3 provides the population projections tabulated by the regional planning authority to the year 2045. It projects a population increase of 5,014 in the next 30 years. Much of this increase would need to come from redevelopment areas within the Village, as there is little other buildable land and the existing residential areas consist of primarily small lots with single or two-family homes. It should be noted that this projection far outpaces any actual growth that the Village has seen in the past 60 years and is not considered to be realistic by the Village Planning Board. Furthermore, New Jersey Transit's acquisition of the "Skymark" redevelopment area eliminates approximately 1,500 planned residential units. This change in the redevelopment plan for that area could negate more than half of the projected population increase.

Table 3

Municipal Population Projections

Year	Population	Change	Annual Percent
2015	12,946		
2045	17,960	5,014	+1.1%

Source: North Jersey Planning Authority, 2017

Ethnic diversity is an important component of the Village's population. The data in Table 4 shows the level of diversity among the various ethnic groups that comprise the people living within the municipality.

Table 4

2010 Ethnic Diversity

Type	Population	Percent
Total	12,729	100
White	8,613	68
Hispanic	2,074	16
Asian	1,461	11
Black	581	5

Source: U.S. Census Bureau 2010

The demographic data can be used to show indices of housing need through the analysis of household and family formation. Table 5, below, indicates that in 2010, there were 4,851 households in the Village with 3,272 family households. Households with one parent and one child total 414 or 8.5% of all households.

Table 5
2010 Household Profile

Total Households	4,851
1 Person Households	1,346
Family Households	3,272
Male HH/ No Child	161
Male HH/ w Child	86
Female HH/No Child	345
Female HH/w Child	328

Source: U.S. Census Bureau

Table 6 provides details on the size of households by ownership status (own/rent). Of the total households, 566 households have 5 or 6 persons which is indicative of large family sizes or extended families.

Table 6
2010 Household Characteristics

	Owner Occupied	Renter Occupied	Total
Total Households	2,661	2,190	4,851
1 Person Household	517	829	1,346
2 Person Household	722	625	1,347
3 Person Household	517	356	873
4 Person Household	492	227	719
5 Person Household	249	110	359
6 Person Household	164	43	207

Source: U.S. Census Bureau

Table 7 lists family income data within the Village and shows that the median income for families in the Village is \$76,618 with per capita income of \$30,893. The per capita income is the 11th lowest in Bergen County with Fairview the lowest at \$22,477 and Alpine the highest at \$107,604. In 2017, 223 families were projected to be below the poverty level of approximately \$24,600 for a family of 4 persons.

Table 7 /2010 Family Income Characteristics

Less Than \$10,000	33
\$10,000 to \$14,999	52
\$15,000 to \$34,999	372
\$35,000 to \$74,999	635
\$75,000 to \$149,999	1,198
\$150,000 +	509
Families Below Poverty Level (2017)	223
Median Family Income	\$83,189
Per Capita Income	\$30,893

Source: U.S. Census Bureau

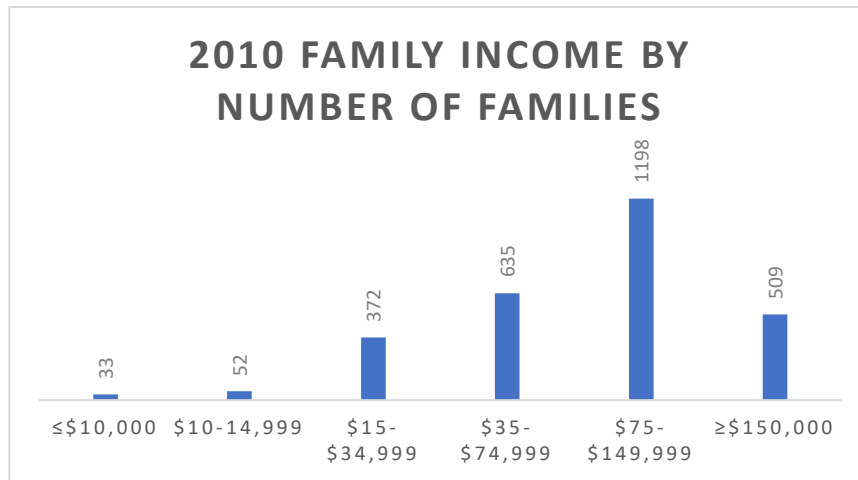


Figure 3

Table 8 shows residential sales data for 2019 for the Village and selected municipalities in Bergen County. Ridgefield Park has the seventh lowest average residential sales price; only higher than Little Ferry, Bogota, Hackensack, Elmwood Park, Carlstadt and Garfield. This is a reflection of the modest housing sizes and age of the housing stock in the Village.

Table 8 / 2019 Average Residential Sales Price Per Municipality

Bergen County	\$608,678
Ridgefield Park	\$363,253
Hackensack	\$262,830
Little Ferry	\$328,748
Elmwood Park	\$360,925
Bogota	\$349,426
Carlstadt	\$351,183
Garfield	\$351,322

(Source: New Jersey Dept. of Treasury)

Table 9 shows the age of the housing stock by ownership status. Just under 50% of the Village's housing was constructed prior to 1939 and 73% of the Village's housing was constructed prior to 1960. A comparison with the absence of new housing construction subsequent to 2010 suggests a correlation between the age of the housing stock, the median family income and residential sales data.

Table 9

Age of the Housing Stock

Year Structure Built	Occupied Units	Percent
2014 or later	0	0
2010 to 2013	3	0.06%
2000 to 2009	131	2.8%
1980 to 1999	243	5.2%
1960 to 1979	897	19.1%
1940 – 1959	1,134	24.1%
1939 or earlier	2,295	48.8%
Total	4,703	

Source: U.S. Census Bureau

Table 10 provides an indication of housing in need of rehabilitation and poor housing conditions. The primary factor in this table is the number of occupants per room which is an indication of overcrowded conditions in 164 housing units in the Village.

Table 10
Condition of the Housing Stock

Criteria	Number of Units	Percentage
Lack of Complete Plumbing	0	0
Lack of Complete Kitchen	0	0
Lack of Telephone Service	61	1.3
Lack of Adequate Heat	42	0.9
Occupants per Room Greater than 1.0	164	3.5

Source: U.S. Census Bureau

Table 11 shows that Ridgefield Park has a total of 8,588 resident persons employed. Over 50% are employed in the management, business, sales and office sectors of the economy. Only 583 persons are employed in production or transportation jobs which follows the general trend in the County of declining manufacturing jobs.

Table 11
Population Employed by Occupation (16+ years old)

Occupation	Ridgefield Park		Bergen County	
	Total	Percent	Total	Percent
Total Employed	8,588	100	599,502	100

Management, Business, Science, Arts	2,943	34.3	226,908	37.8
Sales, Office Occupations	1,880	21.9	115,227	19.2
Service Occupations	1,064	12.4	63,980	10.7
Education, Legal, Media	703	8.2	61,047	10.2
Construction, Maintenance	642	7.5	29,806	5.0
Production, Transportation	585	6.8	37,751	6.3
Computer, Engineering	400	4.7	31,136	5.2
Healthcare	371	4.3	33,647	5.6

Source: U.S. Census Bureau

Table 12 projects the future employment within the Village by the regional planning authority to the year 2045. From 2015 to 2045 the Village is projected to increase its employment base by 6,291 jobs or 3.2%. This is a reflection of the proposed redevelopment in the Challenger Road area which was assumed to be office and commercial development. The remaining vacant parcels have been proposed for residential development which would lower the employment projection.

Table 12
Municipal Employment Projections

Year	Jobs	Change	Annual Percent
2015	3,919		
2045	10,210	6,291	+3.2

Source: North Jersey Planning Authority, 2017

THE PLAN SETTING

The Overall Setting

The Village has a wide range of residential structures from single family to multi-family uses. It has senior housing and special needs housing. The development patterns within the residential areas include single and two-family homes on individual lots with wide range of sizes and

architectural styles. This is the result of the housing development in the 1920s through the 1950s that encouraged each unique style and sizes of homes that represented housing trends of the time.



The single family and two-family development is quite stable within the Village and is mixed within each neighborhood. Several unique residential environments exist within the Village. For instance, there are areas where the lot sizes are small, from 4,000 square foot lots with 40 feet of street frontage to areas where lot sizes reach 13,000 square feet with 75 feet of frontage. The larger lot areas are exhibited, for instance, along Euclid Avenue where many older stately homes are located on the street with a

landscaped center island set against the more densely populated small lot sizes of, for example, the Arthur and Edwin Street development.

Several multi-family buildings are also scattered amongst the single and two-family areas that were the result of the building of the community at an earlier time. Some of the multi-family buildings are 4 to 5 stories in height and of masonry construction with little or no off-street parking. These buildings have become a unique element of the development pattern in the Village and “fit in” to the overall community fabric.

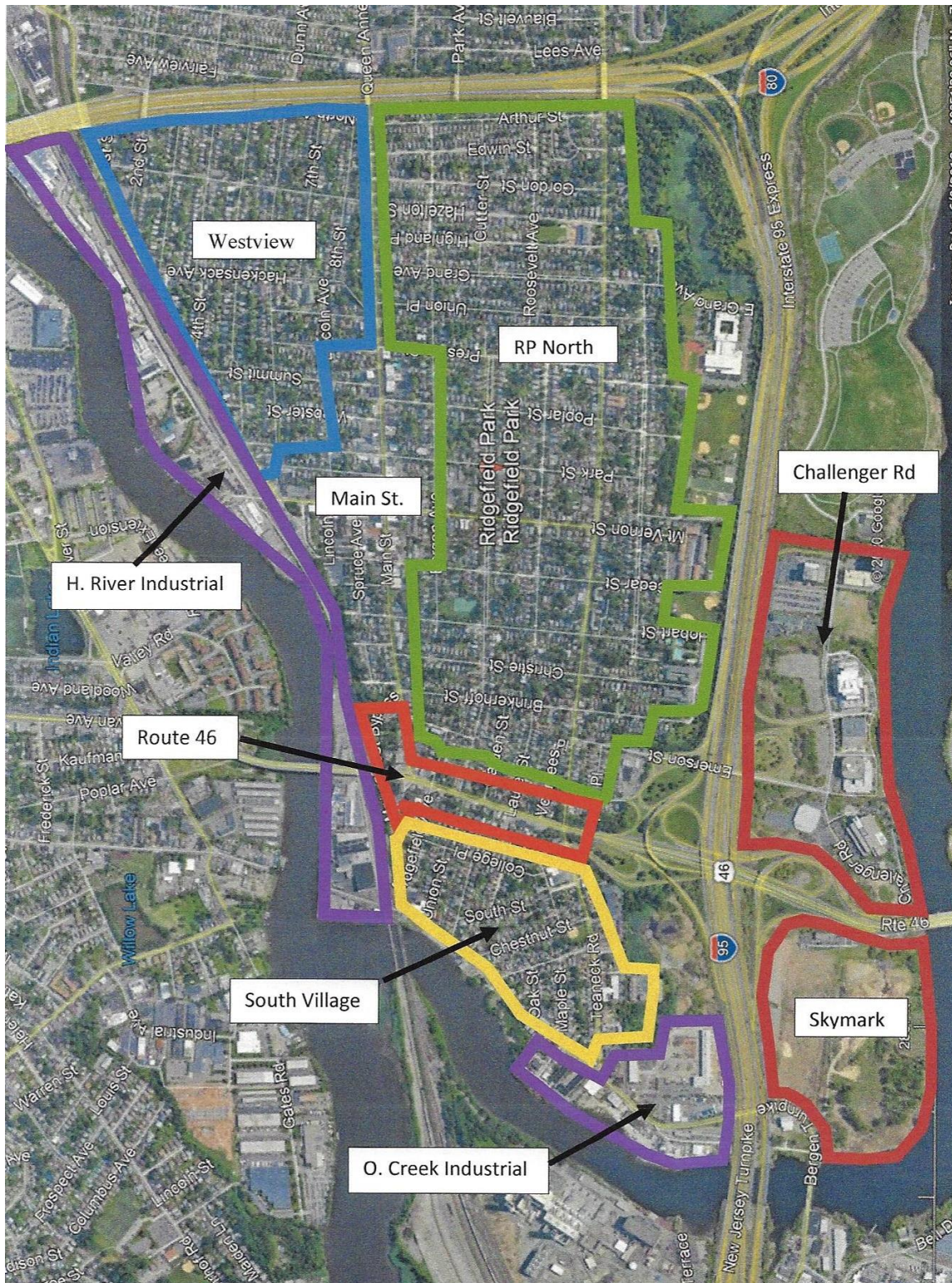


NEIGHBORHOOD COMPOSITION

Every town has its specific and unique neighborhoods. Each neighborhood can differ in size, population, composition, land use and culture. Neighborhoods have specific gathering places, whether it is a park, a local deli or shop or downtown restaurant. Neighborhoods are walkable. Neighborhoods need to be nurtured and encouraged to evolve with each new generation.



Figure 4



NEIGHBORHOOD AREAS

Ridgefield Park North

This is the principal residential neighborhood area around the center of the Village. It extends from just north of Route 46 to the northern border with Bogota and generally from Teaneck

Road west to Main Street. This area includes Bergen and Euclid Avenues that contain a good number of the early 20th century stately homes. It contains several older multi-family buildings that are scattered throughout this area. The neighborhood retail demands are met at Main Street and Teaneck Road. Churches are also distributed throughout this neighborhood.

Westview

The Westview neighborhood lies along the west side of the Village from Railroad Avenue east to the Main Street area and from the Bogota border south to Route 46. This area is dominated by one and two-family homes together with several mid-rise multi-family buildings. The two appear to mix together well as this area is fully developed. Neighborhood retail services are provided on Main Street North and on Central Avenue.

South Village / Overpeck

This neighborhood lies south of Route 46 to the Bergen Turnpike area and from Ridgefield Avenue east to Route 95. It is fully developed with one and two-family homes dominating the land use pattern. Several multi-family projects exist in the southern Teaneck Road area and at the Ridgefield Avenue / Bergen Turnpike intersection. A significant garden apartment project exists on the south side of Bergen Turnpike adjacent to Overpeck Creek near the industrial area. Retail services are provided on Ridgefield Avenue and Teaneck Road, but the Ridgefield Avenue commercial area has declined in the past few years.

Downtown

The Main Street and Mt. Vernon Street corridors comprise the downtown area of the Village. The downtown exhibits a historic element from the inception of the Village with quaint one and two-story retail shops, some with apartments above the shops. Main Street is narrow with parking on both sides of the street slowing traffic down to allow, to some extent, a view of the businesses. There is no “Main Street Bypass”.



The downtown area is sized to serve the existing population and surrounding residential neighborhoods. It contains a community grocery store (IGA), pharmacy (CVS), an independent hardware store (old style), a statewide famous bakery (Palermo), a local bicycle shop, a Dunkin Donuts store, several restaurants from quick service to sit down and a 7-11 convenience store.

The Village Hall is located on Main Street as are the multi-story senior housing developments. The Village Post Office is also on Main Street as well as a taxi service, pediatric medical office, an architectural office and law offices. Redevelopment of several of the buildings is in process with reestablished retail and apartments soon to open and be occupied.

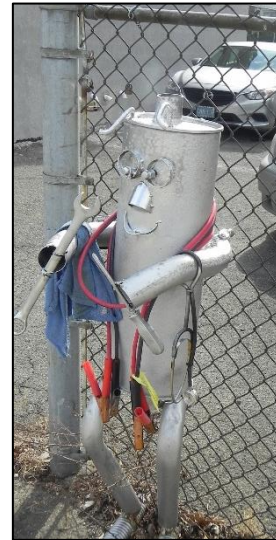


Mt. Vernon Street exhibits a mix of office, industrial and commercial uses with a significant area of vacant property as you make your way from Main Street west to the Hackensack River. Mt. Vernon Street should be assessed for its potential to add to the existing retail shops on Main Street and to also provide additional housing opportunities to support the Main Street area.

Railroad Ave./ Industrial Ave. / Bergen Turnpike Industrial Areas

Commercial and industrial development has taken place along the Hackensack River and Overpeck Creek waterfront areas. Industrial Avenue along the Hackensack River contains several older industrial uses including an auto salvage yard, oil depot (recently approved for solid waste vehicle storage) and contractors' storage. Star Candle is located here as is the Village's Department of Public Works garage and yard. Industrial Avenue is exceptionally narrow in both physical roadway and right-of-way width.

The Village had studied the adoption of an overlay zone in the area of Industrial Avenue north of Mt. Vernon Street which would allow residential development in addition to light industrial and warehouse development. The overlay zone was not adopted due to land use and access issues and concerns. In addition, any development must evaluate the impact of the railroad activity on the project. Freight trains have the tendency to block Mt Vernon Street access to Railroad Avenue which effects the accessibility of the properties along the Hackensack River.



The area south of Mt. Vernon Street along the Hackensack River consists of the Marble Facility and the Susquehanna Railroad maintenance facility which continues to the Route 46 bridge. South of the bridge are larger industrial buildings with access to Bergen Turnpike to the south.

Another industrial district is the Overpeck Creek area which essentially runs between the Creek and Bergen Turnpike from the railroad on the west to the New Jersey Turnpike on the east. It consists of a mix of multi-family residential and industrial uses and several older

homes. This industrial area crosses to the north side of Bergen Turnpike east of Teaneck Road

where several industrial uses including the United Rental facility dominate the land use in this area.

Route 46 / Winant Avenue Area

The Route 46 / Winant Avenue corridor is the only highway related commercial strip within the Village. It consists of a multitude of uses including gas service stations, repair garages and several offices as well as single and two-family residential uses, particularly on the north side of the roadway.

The highway corridor is zoned “Highway Office and Residential” (C-3) which permits offices and single and two-family residential uses. The zoning is a reflection of the existing mixed-use development pattern along this roadway. The highway is a four-lane road through this section of the Village with two traffic signals. The gasoline service stations at the west end of the highway were recently changed to eliminate auto repair in favor of convenience store uses.

Skymark / Challenger Road South

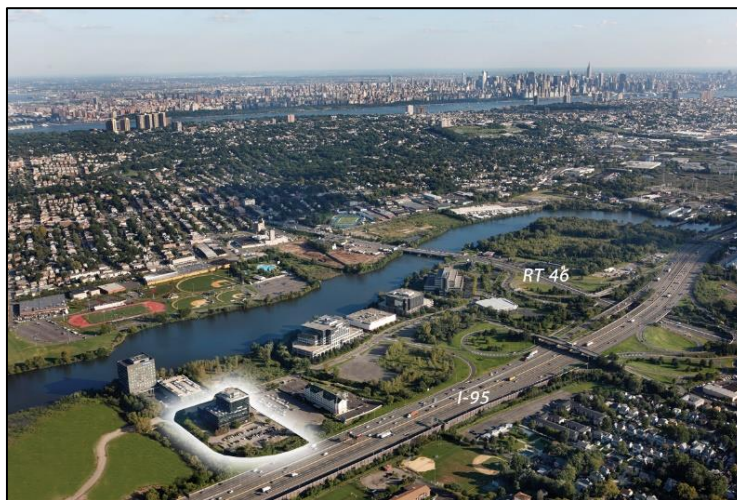
This redevelopment area was initially planned to be one of the keystones to the Village’s future development and growth. With over 50 acres and an adopted redevelopment plan for a mixed use residential, retail, office, hotel new neighborhood this area had the potential to add a significant amount of development to the Village’s growth. However, recent activities by New Jersey Transit indicates that most if not all of the property will be utilized as a new bus garage and maintenance center by New Jersey Transit. This will require a preparation of a new redevelopment plan that will recognize the transit garage and maintenance facility as a permitted use in the redevelopment area.



Challenger Road North

This area consists of “Class A” office development with a movie theatre within the office park. Recent development includes a hotel. The redevelopment plan for this area was amended in 2019 to include the development of multi-family residential uses. One project of 550 units has been approved by the Planning Board and an additional 1,000 units are possible.

The office park will change its character if all the residential projects are developed. Retail services are non-existent in the area as are restaurants and convenience shops. Overpeck County Park is adjacent to the office park just to the north. Bus service is available from



New Jersey Transit which might be enhanced with increased residential development and the nearby planned bus maintenance facility.

The redevelopment potential also exists for the movie theatre located on the east side of Challenger Road. The long term effects the pandemic will have on the office space and theatre in the office park are yet to be determined.



Connections from Challenger Road to the County Park and to the Challenger Road South (formerly Skymark Boulevard) will provide another access route to Challenge Road. The Master Plan will need to reconcile the residential development with the effort to enhance downtown Main Street and how the social and cultural connections can be achieved.

PARKS AND OPEN SPACE



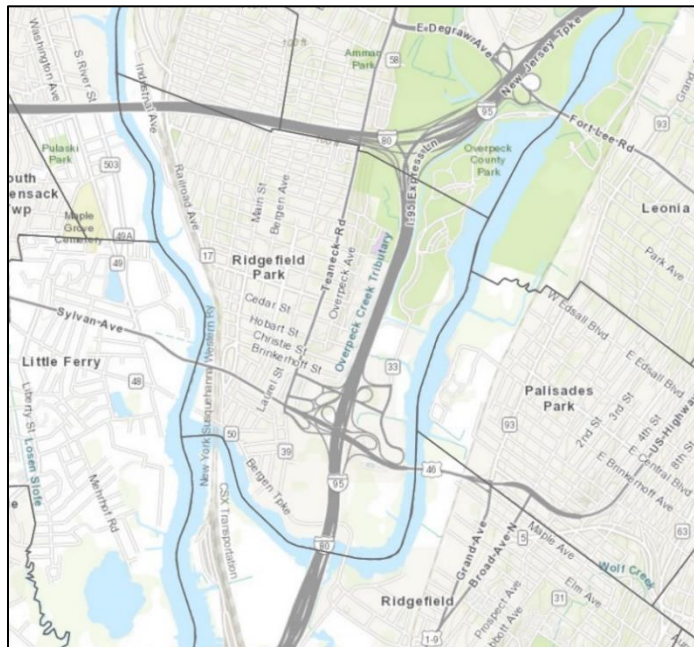
The parks within the Village range from larger County Parks (Overpeck) to smaller area and recreational parks in and around the Village. Parks are scattered around the residential area of town with larger recreational areas in the high school area. The Plan will address new open space areas and accessibility to existing park and recreation lands. Some of these include:

- The Hackensack Waterfront in conjunction with the Industrial Avenue Redevelopment and the Village's Storm Water Plans at the foot of Mount Vernon Street.
- The Overpeck Creek Waterfront from the railroad on Bergen Turnpike north to the New Jersey Turnpike area.
- The Overpeck Creek Waterfront within the Skymark Redevelopment Area and north of Route 46 in the Challenger Road area as a connector to the Overpeck County Park.

GETTING AROUND THE VILLAGE / TRANSPORTATION SYSTEMS

The Village is a suburban community with close proximity to New York City. As such, it has major vehicle transportation highways that traverse its community. Historically, Route 46 was the principal east-west state route through the Village. Route 80 and the New Jersey Turnpike followed providing routes through the Village with limited accessibility to these road systems.

The Village is also fortunate to have several intermunicipal County Roads that provide regional traffic and access. These include:



Teaneck Road – traverses the east side of the Village from north to south from Teaneck to Bergen Turnpike.

Ridgefield Avenue /Bergen Turnpike – runs from Route 46, then along the southern terminus of the Village adjacent to Overpeck Creek from the Railroad to Hendricks Causeway in Ridgefield.

Railroad Avenue /Mount Vernon Street – traverses the west side of the Village from north to south from Bogota to Teaneck Road in the Village.

Challenger Road – through the corporate office park from Route 46 to the Overpeck County Park.

For transit services, bus service is provided in the Village through the following routes:

- Along Teaneck Road – Routes 157 and 167 which also provide service to Challenger Road and Bergen Turnpike to the Lincoln Tunnel
- Along Main Street – Routes 83, 155 and 168 which provides service to the George Washington Bridge and Lincoln Tunnel.
- Along Route 46 – Routes 151,161 and 165 which provides service to the George Washington Bridge Terminal and to Hudson County.

An investigation of vehicular traffic capacity in specific locations is recommended. Increasing the emphasis on mass transit and alternate transportation systems where possible is the focus of this Plan. This should include any projection on the restoration of passenger rail transit in or near the Village.

The Plan will also place its transportation emphasis on intra-municipal travel, that is, travel within the Village boundaries. It should concentrate on pedestrian and non-vehicular means of travel and selected traffic improvements in relation to neighborhood hubs, the downtown, employment centers and recreational access.

LAND USE OBJECTIVES

Plan objectives provide the nucleus of the comprehensive approach to understanding the existing land use and the vision of future land use in the Village. The objectives are constantly evolving as society evolves and the needs and desires of the populace change. The intent is to provide a basis for sustaining the qualities of the Village that make it desirable and improving the land use decisions that will make it grow in unison with those qualities.

Overall Objectives

1. Keep the small-town environment with a balance of residential, commercial, industrial and open space land uses that make the Village a viable and desirable community.
2. Preserve the existing scale and developed community appearance of the Village within the existing built area of the town. Look to expand the scale of the Village in the areas on the East Side of the New Jersey Turnpike in the Skymark and Challenger Road areas of the Village.
3. Connect the old and new Village neighborhoods via social interaction, recreation and cultural facilities and events and through educational efforts to achieve a unique and diverse “one community” base.
4. Promote the economic base of the Village by encouraging mixed use development in the Challenger Road area and particularly near the Main Street town center.
5. Use the redevelopment, rehabilitation and overlay zoning process to encourage and create opportunities to redevelop specific areas of the Village.
6. Expand the Main Street downtown area to promote additional retail, commercial and residential development that will support the downtown area.
7. Recognize that the population trends of an aging community need special attention for housing, mobility, services and open space that will support an “aging in place” environment.

Residential

1. Maintain and preserve the single and two-family areas in the Village. These areas are the mainstay of the town where families of varying social composition and incomes reside. This area is predominately in the R-1 and R-2 zoning districts. They were mostly developed in the period before 1950 and are of varying architectural styles and house sizes.
2. Look for opportunities to provide additional housing in proximity to the Main Street downtown area. This would essentially be in the form of multi-family housing including over new retail uses.
3. Work towards the preservation of the unique architectural diversity of the residential areas particularly the streetscape environment of Overpeck, Grand and Euclid Avenues.
4. Continue to provide appropriate multi-family development in appropriate locations, particularly in the Main Street and Challenger Road areas of the Village.

5. Assess how to integrate the proposed housing on Challenger Road into the fabric of the Village setting. The alternative is to create an “old town” and “new town” approach to these areas separated by the Overpeck Creek.
6. Develop a plan that supports specific housing for an aging population in the Village with emphasis toward housing in proximity to the downtown retail center and Village Park system

Commercial / Retail

1. Preserve the character of the existing downtown area while promoting additional retail and commercial opportunities to the downtown area.
2. Look at redevelopment or rehabilitation techniques that could provide additional multi-family housing on Main Street or its environs.
3. Support the continuation of the retail area success through proper site design, amenities, promoting cultural events and activities and establishing the downtown area “Sense of Place” .
4. Review the demand for parking in the downtown area and recommend any off-street parking areas that could support retail business.
5. Consider the expansion of the downtown area west from Main Street to the Hackensack River. This area is currently zoned for retail and commercial development but has not blossomed particularly along the north side of Mt. Vernon Street.
6. Promote the neighborhood retail hubs as an integral component of the quality-of-life assets and seek to expand these areas where necessary.
7. Review the Route 46 corridor retail area for a specific approach to zoning that will encourage the redevelopment of this area.

Industrial

1. Support the continued evolution of existing manufacturing facilities in the industrial areas to adaptive reuse opportunities including light assembly uses, warehouse storage and incubator type industries.
2. Consider whether to provide for a greater manufacturing presence in light of the pandemic and the potential change in domestic manufacturing demand and supply, particularly fulfillment centers, and “just in time” “last mile” facilities for the e-commerce industry.
3. Study the Bergen Turnpike area with the goal of the preparation of a redevelopment plan for this mixed-use area along Overpeck Creek.
4. Review the industrial zones in the Village to ensure that the permitted uses reflect current and anticipated market changes and trends.

Open Space

1. Establish a pedestrian network to connect neighborhoods and the downtown Village
2. Plan a waterfront corridor to support resiliency in the Hackensack River and Overpeck Creek areas. Connect the waterfront open space corridor to the County Park system at Challenger Road.
3. Prepare a pedestrian and bicycle plan for downtown with gathering places and cultural events.
4. Protect sensitive environment and habitat areas such as the eagle nest area and the northeast area of the Village.
5. Create “places” for people to gather and congregate, both public and private spaces as enhancement to neighborhoods and to the downtown area of the Village.

Cultural

1. Enhance the identity and character of the Village through public art and cultural activities to retain and attract residents and visitors.
2. Use cultural activities and the arts to foster social cohesion and cultural understanding and as a catalyst for social engagement.
3. Encourage public art throughout the Village as to stimulate communication and interaction with a goal of societal improvement including broad based community involvement.

NEW JERSEY FUTURE STUDY

New Jersey Future conducted a study of the Village in September of 2020 concerning the planning for communities for an aging population. Their recommendations are incorporated throughout this document. They were instrumental in providing a forum for discussion of issues relating to the Village including housing opportunities, pedestrian and mobility planning and social and cultural programs. The downtown area was of primary interest and of the greatest opportunity to achieve a community that nourishes its aging population. New Jersey Future provided the framework for further action through zoning amendments as well as design recommendations and financial programs that will benefit the Village in years to come. A copy of this study is on file with the Village Clerk.

THE PLAN FOR LAND USE AND REDEVELOPMENT

SINGLE AND TWO FAMILY RESIDENTIAL

The most important objective of any Master Plan is keeping its residential areas in good order and protected from major changes. It is the most significant zoned land area in most municipalities and the Village is no different. The major land use classification in the Village is the one and two-family zone.

The Land Use Plan recommends that this zone be retained in its size and scope and will discuss several issues related to the residential areas. It is somewhat unique that the previous master plan and the current zone plan incorporate both single and two-family development into the same expansive zone. This could promote a trend towards a dominant two-family residential zone. Yet the zoning appears to have been effective maintaining the single-family residential character with a number of two-family homes distributed throughout the area. No change to this residential district is recommended at this time.

Recent building permits show that no building permits have been issued since 2009 for new two-family homes or conversions from a one to a two-family home. Therefore, this may not be an issue at this time. One issue that has been raised is the expansion of the small upstairs apartment and the subsequent increase in rent or displacement of small households to larger ones. The result is the reduction in moderately priced housing and increase in more expensive units that can affect housing for the bottom of the middle-income group. The transition to larger apartments is a relatively new development that needs to be monitored. The continuance of small lot individual and two-family structures will continue to provide the dominant source of family housing in the Village.

MULTI-FAMILY HOUSING

The Village has a wide variety of multi-family housing distributed throughout the residential areas. Some have been built in the earlier stages of the Village's development and are found in the single and two-family zones. These individual buildings of four to six stories typically have no off-street parking but appear to fit into the fabric of the neighborhoods. Later multi-family housing consists of two to three story structures along the edges of the community e.g., along Route 80 and on Overpeck Creek. Multi-family structures also are evident at the periphery of the Main Street business district with the Lombardi Towers at the north end being a seven-story senior project with a similar building across Main Street. An additional four-story multi-family structure exists at Main and Preston Streets. At the south end of Main Street is a five-story apartment building adjacent to the Post Office and a three-story apartment building at Main Street and Hobart Street.



The Master Plan recommends a continual effort to investigate possible locations for multi-family housing at the ends of the Main Street and Mt Vernon Street business district, but not at the cost of altering existing block and neighborhood character. Such housing should be sensitive to building heights in the business / historic district and the provision of sufficient off-street parking. The focus should be to locate new multi-family construction within proximity to the downtown area and away from exclusive single and two-family

districts as well as away from outlying commercial and industrial areas. The exceptions include

the Challenger Road Redevelopment Areas and Route 46/Winant Avenue which will require separate analysis.

One of the strong recommendations of the Plan is to foster and continue to encourage multi-family residential construction in the Main Street and Mt. Vernon Street retail areas. The Plan focuses this effort through apartments above the shops. Apartments above the shops have the advantage of providing housing directly within the downtown and also providing economic benefits to commercial landowners in the downtown area.

The Plan recommends a diversity of unit sizes and types (studio, one bedroom, two-bedroom) but does not recommend family housing in the downtown area due to the lack of on-site open space and recreation and the scarcity of off-street parking. However, smaller apartment units are encouraged by the Plan to allow for smaller households and more reasonable market rents.

The Plan also does recommend a maximum building height of four-stories (currently allowed) and a consideration that apartments may be permitted on the first-floor rear of retail buildings but not on the street front on Main or Mt Vernon Streets. The current zoning for apartments above the retail uses is a conditional use and the specific conditions should be proposed for this use in the zoning ordinance including guidelines for apartment sizes.

HOUSING FOR AGING POPULATION

There is no question that the population of Ridgefield Park is aging. That is evident by the population data above and through the New Jersey Future analysis of population trends. New Jersey Future's study offered a comprehensive set of strategies for delivering a variety of housing choices for the Village's senior population group. The study is attached as an addendum to the Land Use Plan and several of the strategies are discussed here.

Within the single and two-family residential areas, the concepts of "shared housing" and "accessory apartments" were discussed. Shared housing is a concept to help the senior homeowner who has a larger home whose children have "left the nest". This extra space would be rented out to people who would then have adequate housing while the homeowner received an economic benefit. The objective is to have the homeowner remain in their home rather than having to decide to relocate because the home was too large and too expensive to maintain. Although the concept is viable, the implementation and administration issues of shared housing was thought to be too difficult and is not recommended at this time.

Accessory apartments are separate living units attached to the principal residential building or as a living unit in an accessory building. Accessory apartments are usually reserved for larger building lots where housing density is not substantially increased. In the Village, the typical residential lot ranges from 5,000 square feet to 7,000 square feet. If this strategy is implemented, it should only be on the larger lots where only a single family occupies the principal structure. This housing option has some merit, but further study is necessary to determine the zoning specifications that would allow accessory apartments and whether the neighborhood character would be compromised or enhanced. This housing alternative should not be addressed through the use variance process.



Senior apartments in proximity to the Main Street / Mt. Vernon Street downtown are advantageous as a senior housing option. As discussed above, apartments on Main Street supply a ready consumer base to the downtown while providing seniors with goods and services within walkable distances. The size of apartment units would necessarily be on the smaller size with studios, one and two-bedroom units that would be marketable to the Village's seniors.

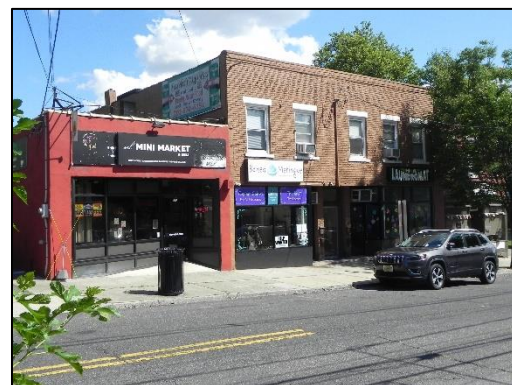
A new redevelopment area has been discussed in the area of Cedar Ave, Spruce Street and Lincoln Ave. west of Main Street and south of Mt. Vernon Street. This area consists of single-family homes, multi-family apartments, commercial and industrial uses. It also contains the "veterans housing" duplexes on Lincoln Ave. and perhaps the "Elks Club" property on Cedar and Spruce Streets. The redevelopment plan would incentivize this area to provide more multi-family housing where walkability to the downtown shops and services would be possible together with a small park in this area. It would also provide new housing where the Village's seniors can relocate. The redevelopment plan would be permissive i.e., no properties would be subject to condemnation. The redevelopment would take place over time as properties became available. This Plan recommends that the redevelopment planning process begin now to provide for future senior housing



Finally, some discussion has commenced about the construction of a new multi-story dedicated senior housing building similar to the Lombardi Towers (7 stories). The Lombardi Towers is a subsidized senior housing development that was constructed in the 1970's. The Planning Board recommends that an investigation of funding, planning and possible site locations be conducted as part of the overall senior housing effort. An analysis of federal and state funding sources should also be conducted to help determine the economics of this approach.

RETAIL AND COMMERCIAL AREAS

Within each neighborhood are small convenience shops and service providers that serve the immediate residential areas. These small commercial areas are an essential part of the Village's neighborhoods. They exist along Central Ave., Ridgefield Ave and Teaneck Rd. As the demand for goods evolves several commercial buildings have converted to multi-family uses. Examples are found in each of the above neighborhood commercial areas. This conversion is encouraged by the Plan, but the nucleus of these neighborhood retail districts must be retained and protected. The Plan recommends the continuation of the small commercial areas,



with the addition of retail shops, but not an expansion of these areas that might compete with the Main St. downtown center.

The Route 46 / Winant Ave. commercial corridor is a mix of auto related businesses, offices and single and two-family residential uses. This is a heavily trafficked highway of four traffic lanes where turning maneuvers are sometime difficult. The corridor is not conducive to residential use, but the existing homes were built before the highway expansion to four lanes. The lot sizes and depths are not sufficient for large scale redevelopment. The west end of Winant Ave. in the Village is dominated by auto gasoline stations and service garages. One of the gas stations recently converted its repair garage to a convenience store.



There are several buildings along the south side of the highway that are vacant while most of the residential uses are along the north side of the highway. The area is zoned as commercial and permits limited commercial uses in addition to single and two-family homes. Despite these circumstances, this arrangement appears to have found a balance between the uses and the highway. The Plan recommends a further study of this area. A review of the zoning regulations and permitted uses may help to keep this area stable.

The downtown area of the Village is the heart of the town where its residents shop, meet, get services and in some cases live. It has a good representation of retail shops and service providers that make this the ideal small town central business district. It contains a food store, national pharmacy chain, a hardware store (not Home Depot or Lowes) and a variety of restaurants. Palermo's bakery is here, where famous wedding cakes are designed. Specialty shops are here serving pastries and selling running shoes and equipment. Even a taxi business and bicycle shop serve the community on Main Street. The Village Hall and local firehouse also are in the district.



The Master Plan's focus on the downtown is to retain its unique character and diversity. The mix of shops is healthy while shop and business turnover is not unusually high. The Village effort is to foster this environment and continue to grow the retail district, particularly west along Mt. Vernon Street to Railroad Ave. Zoning should ensure that the permitted uses keep up with the evolution of retailing and recognize changes in markets and demand for goods and services.

The downtown is also a historic district, and an objective of the Master Plan is to retain the Main Street historic character and scale. That character has building facades on the front property line and two-story structures with commercial uses on the first floor and apartments on the second floor. Several Main Street buildings were initially residential homes that were set back from the street. Later commercial additions pushed the facades to the street line. As redevelopment occurs in the downtown area, the façade setbacks should vary to allow for wider sidewalk areas, courtyards and small alcoves to sitting and gathering spaces. New restaurants should also be able to provide outdoor dining within spaces which do not impede pedestrian traffic on the sidewalk areas. The key is to incorporate new site design techniques and maintain the historic character of Main Street. This is particularly important if downtown redevelopment will result in four-story buildings with the upper floors as residential.



Residential apartments are encouraged in the downtown area as discussed above. The concentration of population in and around the downtown area has benefits to providing housing choices and to the economic sustainability of the retail uses. The zoning ordinance should



prescribe the type of apartment (number of bedrooms) and size of the units in order to achieve a diversity of units and occupants. This would also be in compliance with the Village's affordable housing requirements and the Village's Fair Share Housing Plan.

The New Jersey Future study identified a need to design more open spaces in the downtown area and to provide for a more pedestrian environment. Similarly, a public arts and culture study prepared by the Northern New Jersey Community Foundation focused

on the downtown area as a nucleus for cultural activities, performances and the display of art. "Opening up" the front yard spaces in downtown as well as identifying open space areas and spaces for performing art and creative arts is an objective of the land use plan. This will be further discussed in the Cultural Arts section of the Master Plan.

INDUSTRIAL AREAS

The primary industrial areas of the Village are located along the two waterways that traverse the municipality, the Hackensack River and Overpeck Creek. The Hackensack River industrial area runs north and south from Bergen Turnpike in the south to the Bogota border in the north. It contains a number of industrial uses such as Star Candle, Marble Company, the Susquehanna Railroad Yard and the Village DPW facility. Some of the properties could be in need of redevelopment including several contractors' storage yards, a junk yard, and older industrial structures. From the south to Mt. Vernon Street, Industrial Avenue is not a through public roadway. From Mt. Vernon Street to Bogota, Industrial Avenue is inadequate to accommodate industrial traffic. Finally, this entire industrial area is hampered by the Norfolk Southern and Susquehanna freight rail traffic which frequently blocks access to the industrial area from the Village.

The Plan for this area is to provide the infrastructure to enable the industrial area properties to their full potential. The accessibility issue is critical if the prospect of distribution and delivery operations are feasible. In any case, the properties may not be sufficient in size to support fulfillment operations. One approach to this area is to encourage small businesses that need office and warehouse or manufacturing space. It could be "incubator" type space for new businesses needing to expand beyond the home office and garage spaces. This approach should be coordinated with the neighboring industrial properties to the north in Bogota, which are planned for industrial development along Railroad Avenue.

With the pandemic showing that remote workplace environments are efficient and with the flight to suburb locations for business and the work force, this relatively small industrial area may be ideal as a small business, lower density industrial location. This Plan suggests a more flexible approach to development in this industrial zone including the opportunity for a myriad of trade,



entrepreneurs, craftspeople and artist studios and workspaces that can stimulate a relationship with the lower end of the Mt. Vernon St. retail area. In addition, this area may be well suited for the smaller e-commerce delivery functions that are going to grow significantly throughout the next decade.

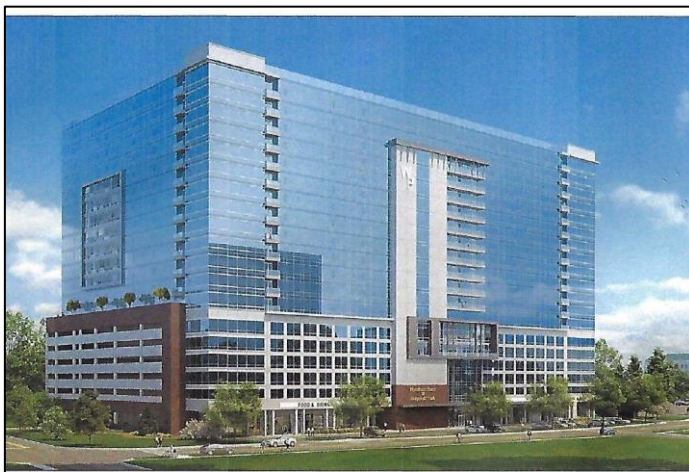
The second industrial area runs from the Bergen Turnpike/Railroad Avenue intersection in the west to the New Jersey Turnpike overpass to the east. Because of the complex mix of uses in this area from residential to heavy trucking/industrial, it is recommended that the area be subject to a redevelopment study to determine the appropriate mix of uses together with the existing development pattern. This is a challenging area also due to the potential connection of this area to the Challenger Road North area with the construction of the proposed Challenger Road extension to Bergen Turnpike.

CHALLENGER ROAD NORTH

The existing office park north of Route 46 will possibly be going through evolutionary changes. The existing office space will be adapting to the new post-pandemic environment of less demand for office space and smarter and healthier office buildings. Are there alternative uses in the office buildings that would be compatible with the uses in the park and with a smaller office presence? Similarly, hotel occupancy may be depressed until business travel returns to normal. The movie theatre may look to reuse its property in the near future. These factors will lead to a greater discussion about land use in the office park.



Several options should be discussed in the Plan which could be translated into the existing redevelopment plan for the Challenger Road. One is the encouragement of medical campuses that contain medical offices, testing and diagnostic services, medical technology, related residential services (assisted living, long term care) and medical administrative offices.



The vacant properties in the Challenger Road area were sold by the Village to private entities. They appear to be destined for multi-family residential development. One 550-unit project (19

stories) has been approved by the Planning Board. These are permitted uses in the redevelopment area and they will alter the nature of the office park and demand a myriad of goods and services.

With the onset of this development, it will be important to coordinate the existing commercial uses with the new residential development in order to maintain Challenger Road as a cohesive

and yet diverse development area. This can be accomplished through the design process of unified streetscape design, access improvements, an adequate pedestrian network and open space corridor along Overpeck Creek which will enable access along the water to Overpeck Park to the north. The residential development projects will have some retail and service shops to support the residential population. More may be needed, and the Plan proposes that the Gasho site at the south end of Challenger Road North be used for this purpose. It is also recommended that no further residential development be incorporated into the redevelopment plan and that the redevelopment plan be reexamined to implement these recommendations.

If the residential projects are not constructed, it is recommended that the redevelopment plan be revised to take advantage of the e-commerce growth that will demand warehousing, distribution and logistics facilities. These uses are compatible with the existing office park uses and can be accommodated by the infrastructure improvements in conjunction with the extension of Challenger Road to Bergen Turnpike and access to the New Jersey Turnpike. The Plan does recommend that the Challenger Road Redevelopment Plan be amended to include this classification of uses in the event residential development is not viable.

It is also recommended that any further study of this area include an analysis of the interconnection between Challenger Road North and the Village downtown district. The Plan does not encourage any significant retail or commercial development in the Challenger Road area due to the possible affect it could have on the Main Street area. This study should also investigate the long-term impacts of the residential development on the school system and access to schools and shops from Challenger Road North. The existing redevelopment plan for properties that were previously owned by the Village (Block 24.01 Lot 1, Block 24.03 Lot 4, Block 24.04 Lot 1 and Block 24.05 Lot 1) is still in effect and is readopted as part of this Master Plan (see appendix I).

CHALLENGER ROAD SOUTH

The area of Challenger Road South (formerly Skymark) will, in all likelihood, become the location of a new bus maintenance facility for New Jersey Transit. There is no clear indication of how much of the 55-acre total land area Transit may need for the facility although it is presumed that New Jersey Transit will occupy and/or direct the development of the entire site. It is possible that the land area adjacent to the New Jersey Turnpike will be acquired to supply easy access to the roadway network. The redevelopment plan should be revised to reflect the bus facility and a 20 acre site which can be developed for warehouse distribution use. Full development of the tract will require the full scope of roadway improvements incorporated into the Skymark redevelopment including an overpass of Route 46 connecting north and south Challenger Road and new connection to Bergen Turnpike in the south. This Plan will also include the eagles nest protection area delineated in the previous redevelopment plans. In the interim, the existing redevelopment plan for this area is readopted into this Master Plan (see appendix II).

OPEN SPACE

In a town that is mostly fully developed (with the exception of Challenger Rd) the opportunity to increase the open spaces is critical for the quality of life. The pandemic also renewed our senses about the advantages of parks and open spaces where we could escape the threat of contagion. From a land use perspective, the existing open space areas should be preserved and protected. The major effort to increase open space areas should focus on the extensive waterfront areas

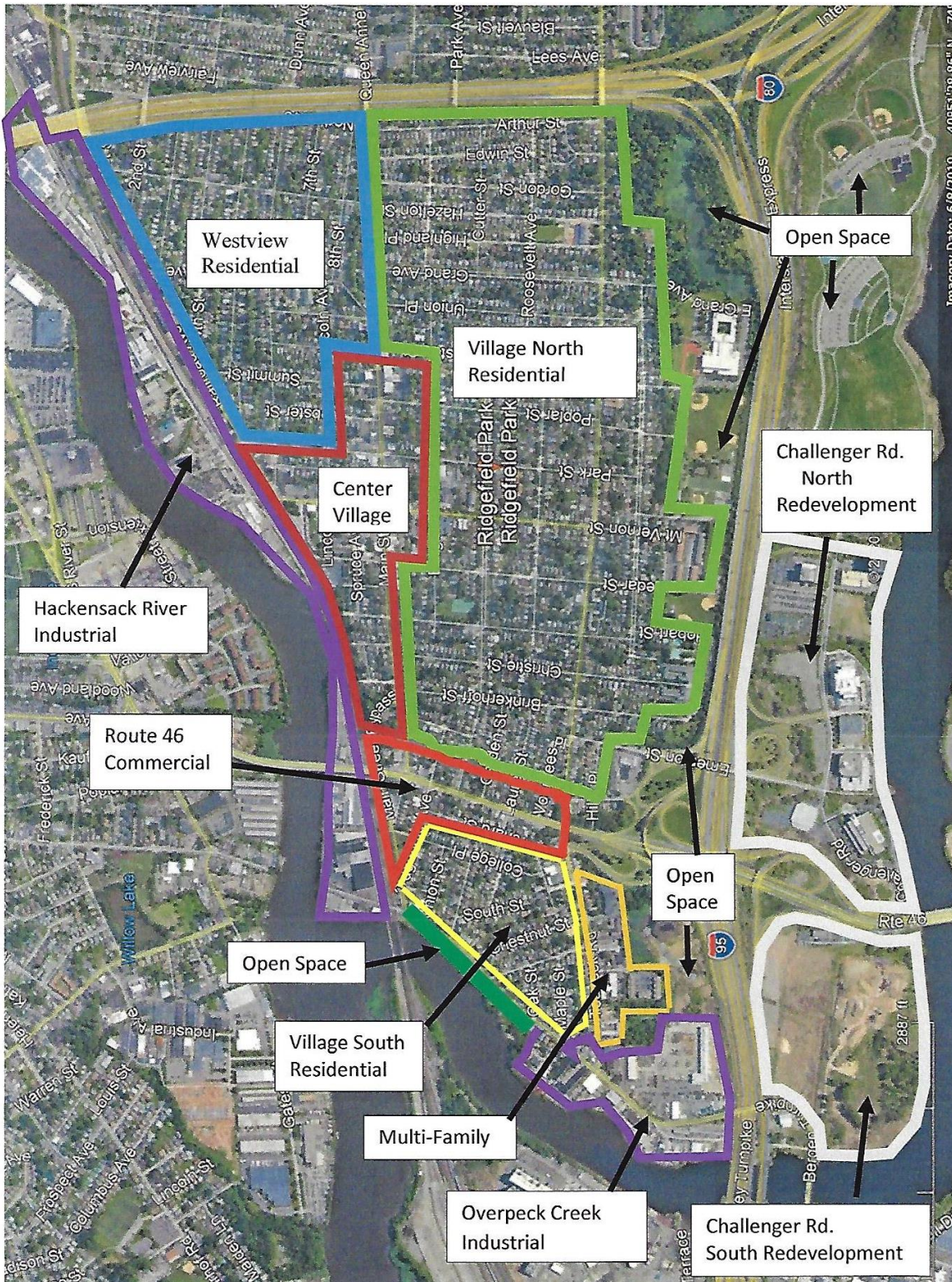
along the Hackensack River and Overpeck Creek. On the Hackensack River, a waterfront easement of 25 to 50 feet should be planned to accommodate passive and active recreational use. The zoning ordinance can implement this area as a requirement under development review. If properties become available due to public action (e.g., acquisition of the junk yard for storm water management), these sites can be added to the open space inventory. An expansion of the existing waterfront park at the Village DPW site is also recommended short of relocating the DPW facility to a new location. The overall concept is a bike / walking path from the Bogota border on the Hackensack River to the County's Overpeck Park at the east side of the Village.

Along Overpeck Creek, the existing park on Bergen Turnpike provides the start of an open space system which could include the properties to the west to the railroad. This section of parkland may need to include the redevelopment of industrial sites along the Creek on Bergen Turnpike and Old Bergen Turnpike. The Bergen Turnpike overpass of the New Jersey Turnpike will also need to be addressed as well as the transition from Bergen Turnpike around the eagle's nest preservation area and under Route 46.

Within the Village proper, no vacant land appears to be available for additional open space. The existing parks are well positioned to serve neighborhood populations. These include:

- The Park at Main Street and the Main Street bypass near Route 46 (Brewster Park)
- The Park and tennis courts at Bergen Ave., Hobart St. and Euclid Ave. (Fellowship Park)
- The Park at Station Plaza (Frank White Park)
- The Park at Lincoln and Grove Streets (Vogt Park)
- The Park at the DPW facility along the Hackensack River
- The Park at 2nd Street and Central Ave.
- The Park at Chestnut St. and Teaneck Rd.
- The Park along the south side of Bergen Turnpike and Overpeck Creek (McGowan Park)

One area of discussion for additional open space is land owned by the Village churches and to what degree small parks can be constructed on the sites. This should be investigated further as a cooperative effort between the Village and the religious organizations and is discussed further in the open space plan.



MASTER PLAN / LAND USE PLAN

Figure 5

LAND USE PLAN FOCUS – VILLAGE CENTER NORTH

The detailed land use plan for the northern portion of the Village Center is shown on the following page. It details the area from Mt. Vernon Street north along Main Street.

The principal focus of the detailed plan is the Central Business District (CBD). This area supports the full array of retail and service uses that provide the large majority of commercial activity to the Village's population. The transition areas, including the Multi-Family District and the Mixed-Use District are intended to support the CBD through the development of residential uses that will feed the CBD's economic viability.

The Multi-Family District contains much of the existing residential development at the north end of the Main Street commercial area. There are several sites included in this district that would be capable of multi-family housing construction. Additional housing may also support upgrading the commercial uses on Main Street in this area of the CBD.

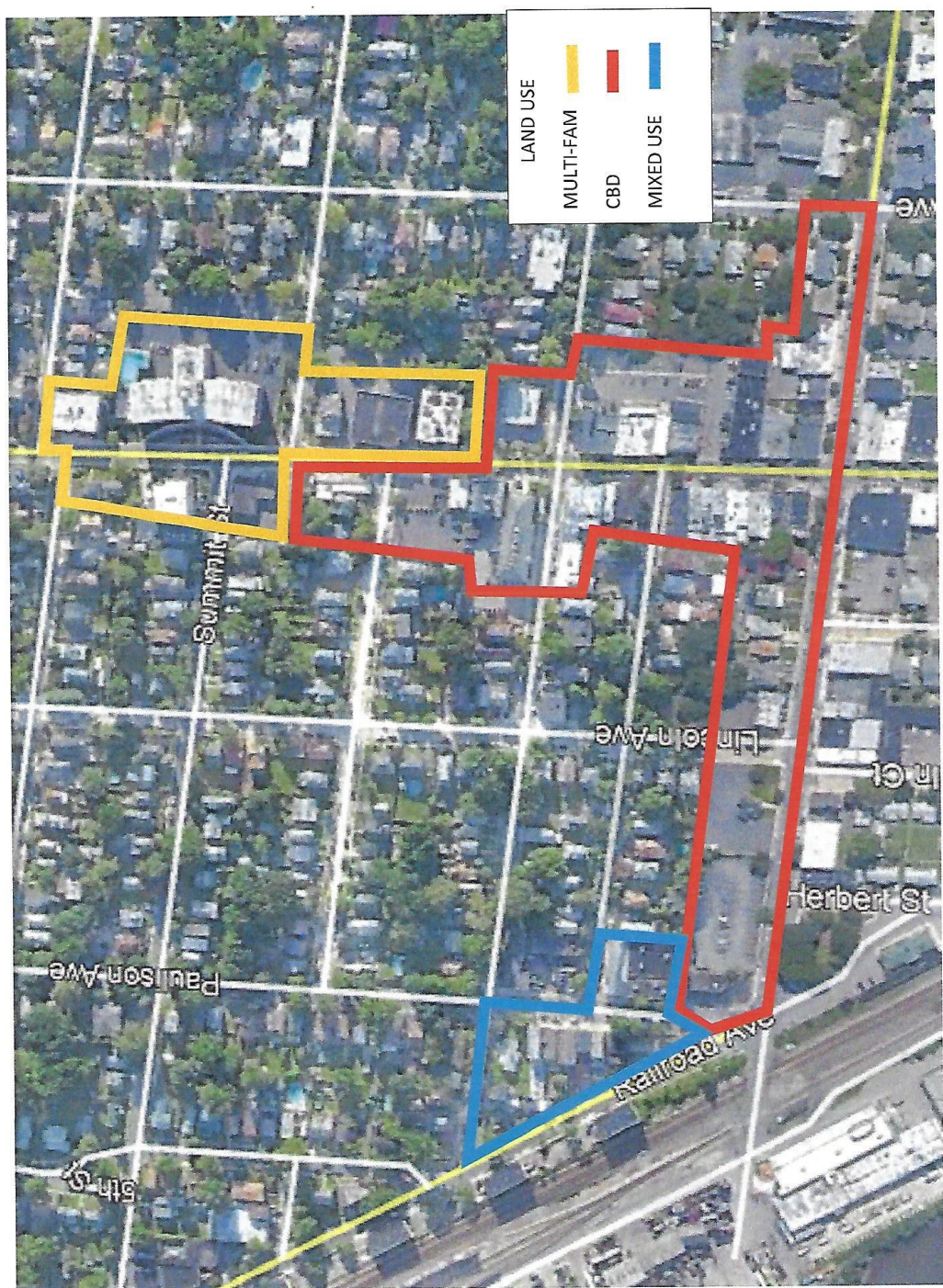
The Mixed-Use District at the western edge of the CBD on Mt. Vernon Street along Railroad Avenue and Paulison Avenue. The area includes single-family and multi-family homes as well as commercial and industrial uses. The land use plan objective is to stimulate the redevelopment of this area that can also support the adjacent CBD.

LAND USE PLAN FOCUS – VILLAGE CENTER SOUTH

The detailed land use plan for the southern portion of the Village Center is shown on the following page. It details the center from Mt. Vernon Street south to Brinkerhoff Street. The district also extends from Main Street west to the railroad. The Center includes the principal Main Street commercial district on Main and Mt. Vernon Streets. A continuation of retail and service uses are intended here.

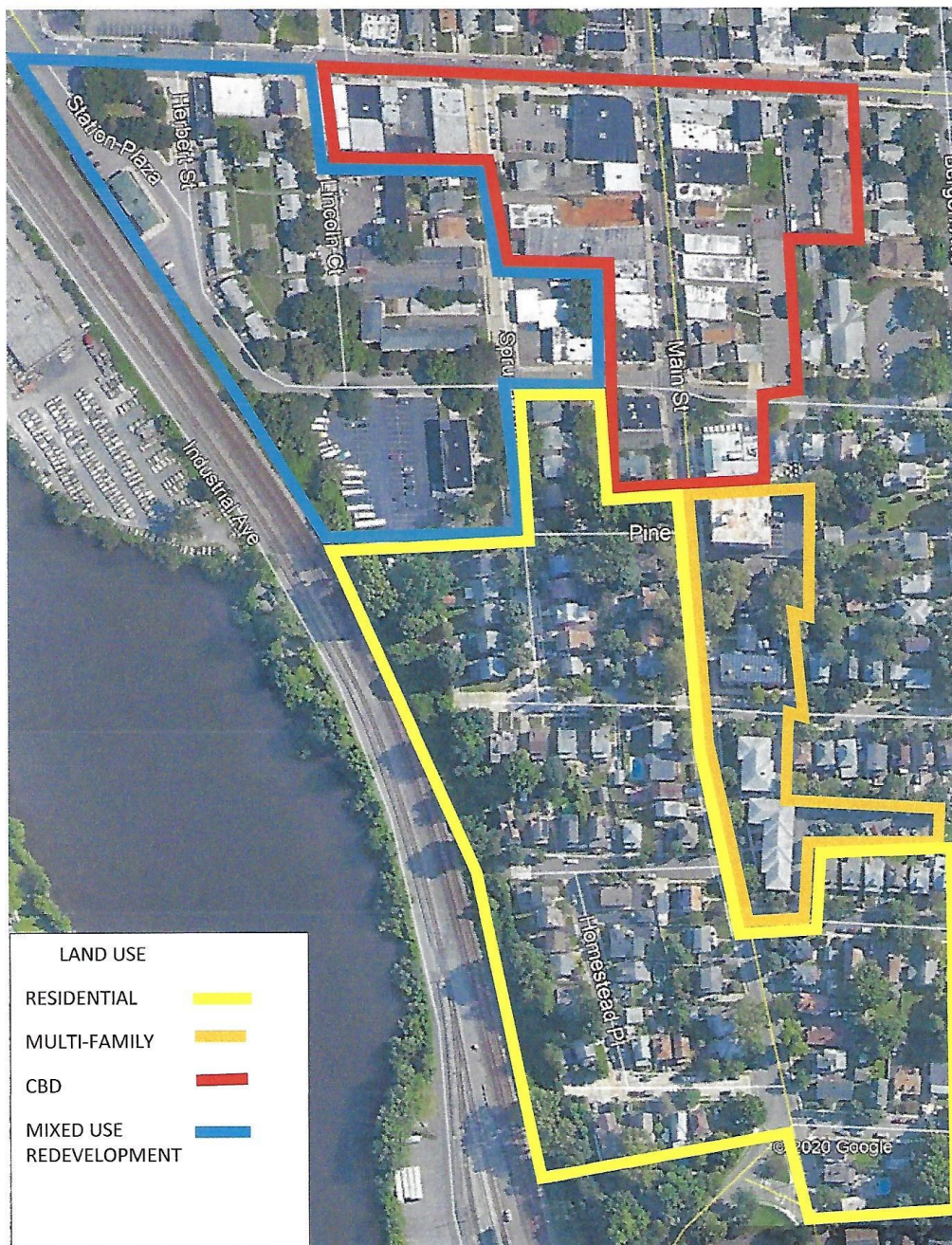
An area to the south of the Post Office on the east side of Main Street is designated as a multi-family residential area which includes several existing multi-family uses. The continued development of this area for multi-family uses supports the downtown area. The balance of the Village Center South from Pine Street to Brinkerhoff Street continues to be designated as a single and two-family area as it is today while this area is also within close proximity to the downtown retail area.

The area is incorporated within Spruce Street, Pine Street, Station Plaza and Mt. Vernon Street has been designated for Mixed Use Redevelopment. This area includes single family, multi-family and veterans housing, commercial and industrial uses and the Elks Club. The area is designed to provide the primary growth opportunities in the downtown CBD area. This area is within easy walking distance to Mt. Vernon and Main Streets. It also has sufficient area that can also provide the cultural and open space/recreational space discussed in this plan within proximity to the center of the Village. This district will include retail development along Mt. Vernon Street and a diversity of residential uses that can feed into the downtown including townhomes and apartments (both market and affordable). The Elks Club property is unique and will require special review to determine its highest and best use potential.



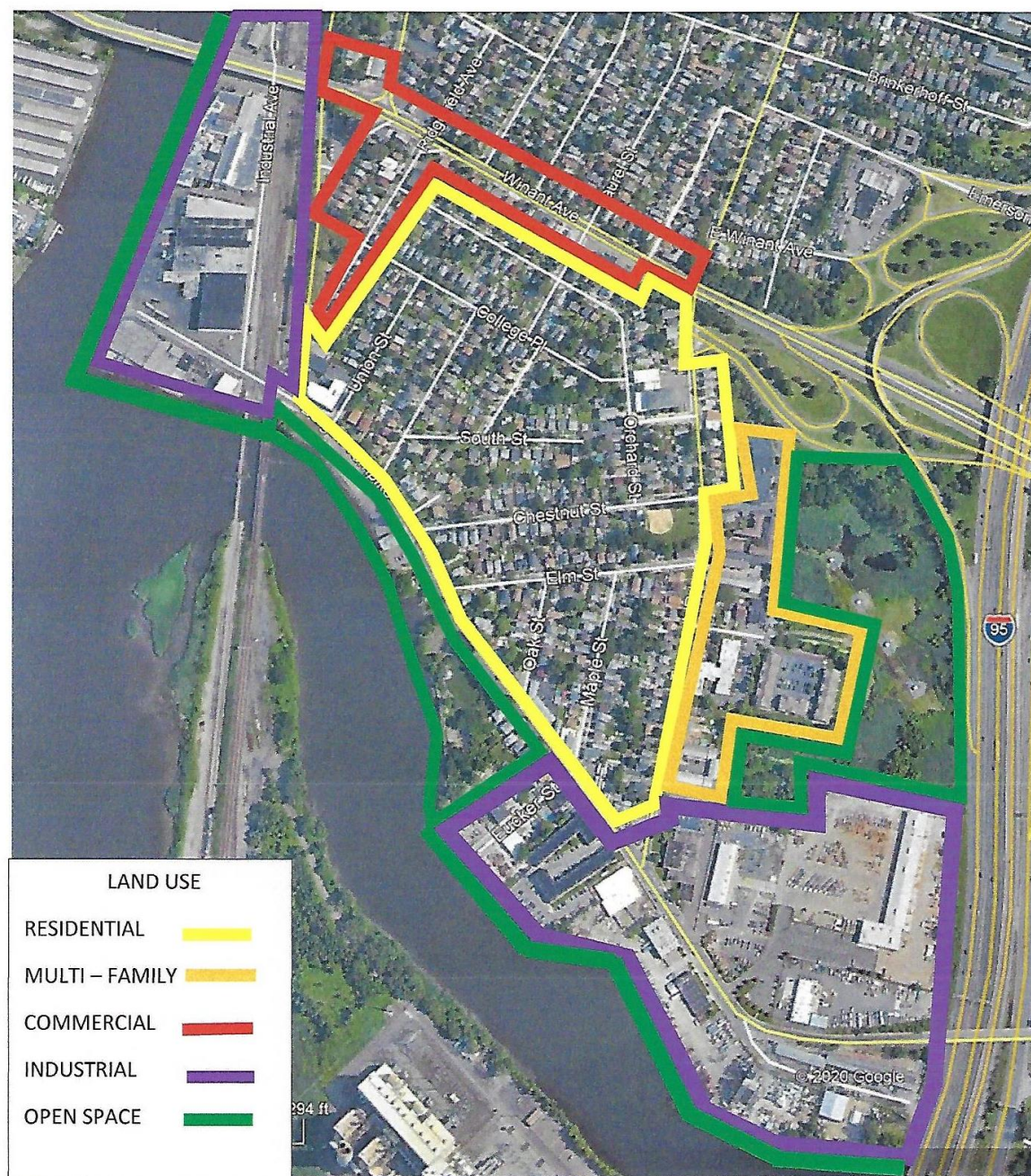
VILLAGE CENTER NORTH LAND USE PLAN

Figure 6



VILLAGE CENTER SOUTH LAND USE PLAN

Figure 7



SOUTH VILLAGE LAND USE PLAN

Figure 8

RESILIENCY PLANNING

A 2021 amendment to the New Jersey Municipal Land Use Law (NJSA 40:55D-1 et. seq.) requires the master plan to consider the effects of climate change. This new section states;

“(h) including, for any land use plan element adopted after the effective date of P.L.2021 , c.6, a climate change-related hazard vulnerability assessment which shall

- (i) analyze current and future threats to, and vulnerabilities of, the municipality associated with climate change-related natural hazards, including, but not limited to increased temperatures, drought, flooding, hurricanes, and sea-level rise;*
- (ii) include a build-out analysis of future residential, commercial, industrial, and other development in the municipality, and an assessment of the threats and vulnerabilities identified in subsubparagraph (i) of this subparagraph related to that development;*
- (iii) identify critical facilities, utilities, roadways, and other infrastructure that is necessary for evacuation purposes and for sustaining quality of life during a natural disaster, to be maintained at all times in an operational state;*
- (iv) analyze the potential impact of natural hazards on relevant components and elements of the master plan;*
- (v) provide strategies and design standards that may be implemented to reduce or avoid risks associated with natural hazards;*
- (vi) include a specific policy statement on the consistency, coordination, and integration of the climate-change related hazard vulnerability assessment with any existing or proposed natural hazard mitigation plan, floodplain management plan, comprehensive emergency management plan, emergency response plan, post-disaster recovery plan, or capital improvement plan; and*
- (vii) rely on the most recent natural hazard projections and best available science provided by the New Jersey Department of Environmental Protection”.*

The effect of the law is to have the Land Use Element of the Master Plan in particular, recognize and plan for the emergent effects of climate change and natural disasters. This is done by defining those areas of the Village that are susceptible to such natural events and mitigating the physical and social damages that come from them.

Defining Potential Hazards

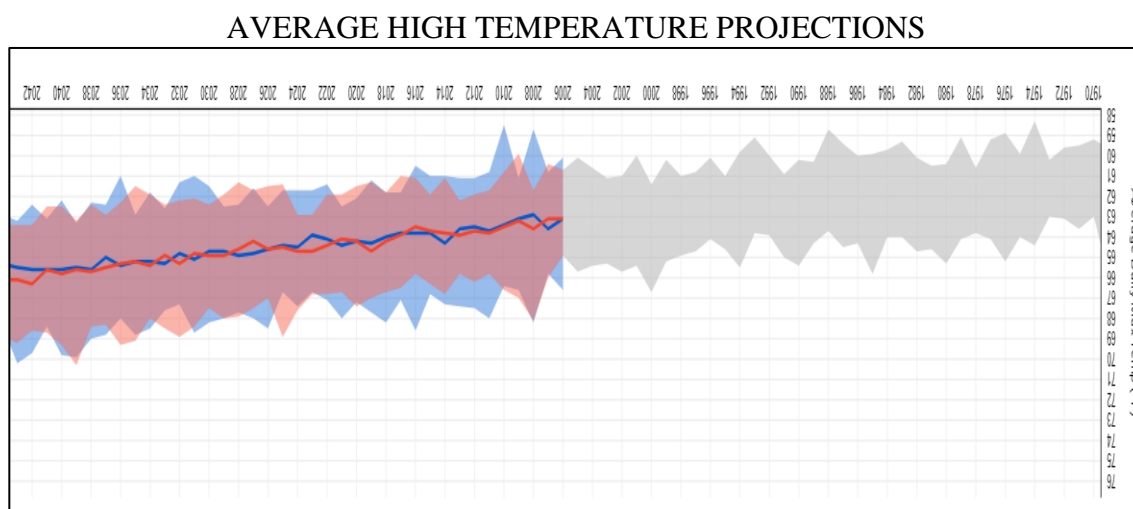
The recent legislation requires a discussion of the impacts of climate change within the Village of Ridgefield Park. The increase in global temperature and change in climate conditions impact flooding and water levels, which change the environmental conditions of certain land masses. Figure 9 indicates the average high temperature projection between 1970 and 2040. Within that time, the average high temperature is projected to rise by 7 degrees from 64 degrees to 70 degrees. This could have a profound effect on the sea level conditions in the Village.

These water level conditions are reflected though the increased storm water runoff and the effect of an increase in tidal flow as river tides increase over time. Figure 10 shows the waterbodies and wetlands in the Village which include the Hackensack River and Overpeck Creek. It should be noted that the flow of the Hackensack River is affected to some extent by the Oradell Dam and reservoir system upstream of the Village. It should also be noted that tidal flow into the Overpeck Creek is restricted by a tide gate at the New Jersey Turnpike bridge. Figures 11, 12

and 13 depict the current flood hazard areas in the Village and, the effect of flooding in the Village from Category 1 and 3 storms with a 2-foot sea level rise.

The flood level figures show that the south Village area is within the flood hazard area under present day conditions together with a smaller area to the west of the New Jersey Turnpike at the high school fields and parks. The category 1 storms show more significant flooding at the high school area. Finally, a category 3 storm (with sea level rise) shows significant flooding in the south Village, along the Hackensack River and more significantly in the Challenger Road corporate park area. This includes the Challenger Road south redevelopment area as well as a more expansive area west of the Turnpike in the high school area.

Figure 9



Source: U.S. Climate Resiliency Tool Kit

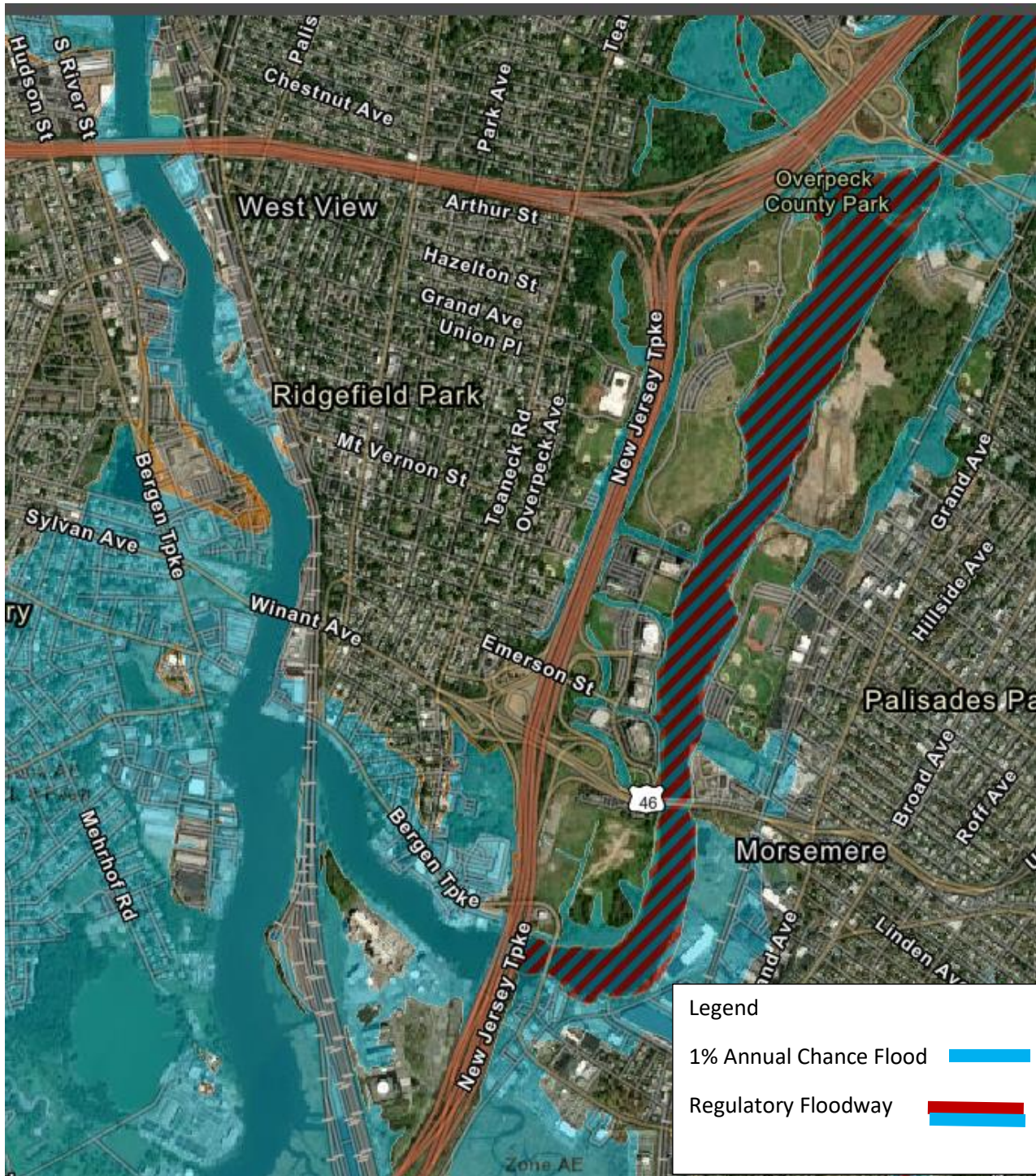
Figure 10

WATERBODIES, STREAMS AND WETLAND AREAS



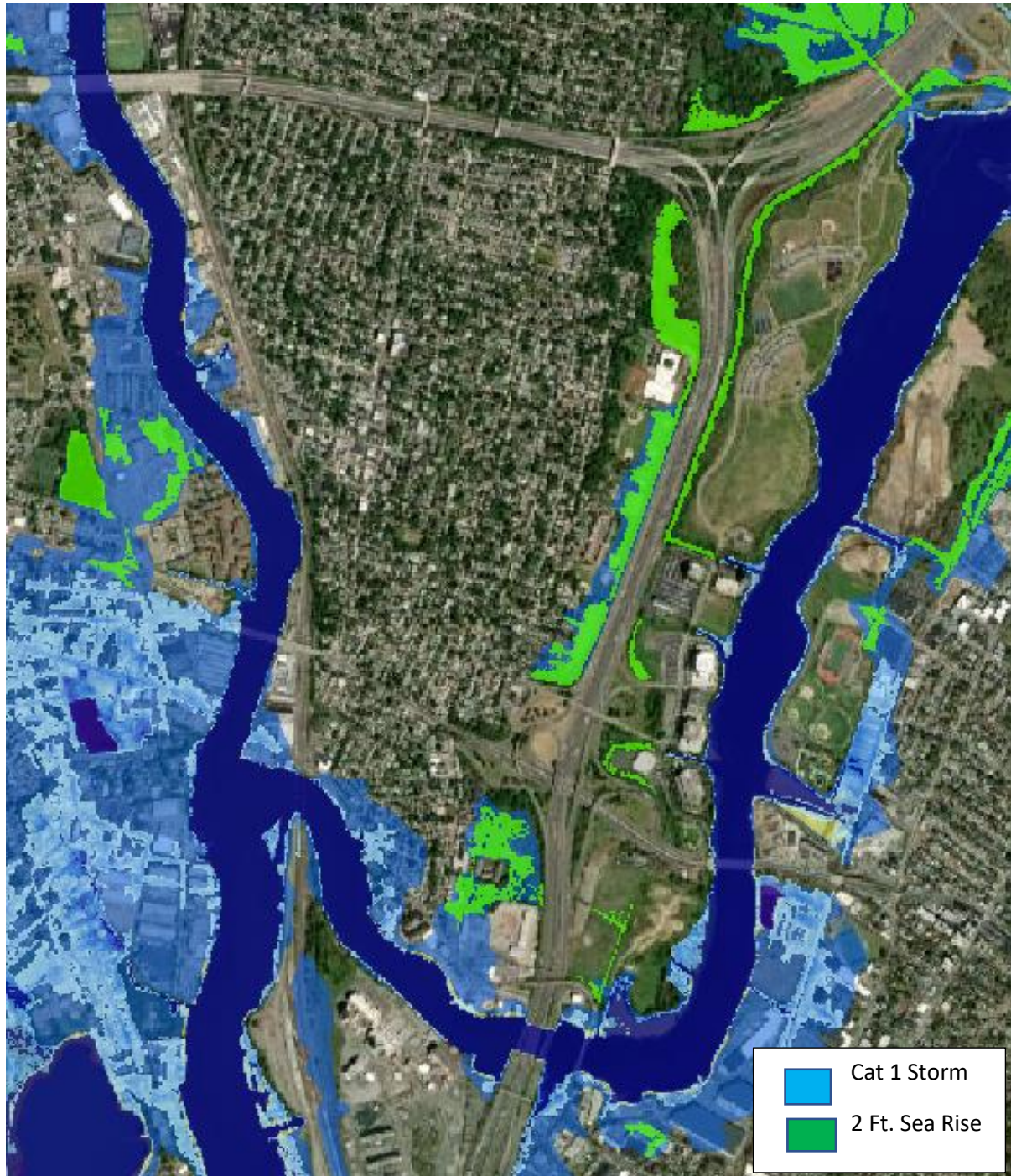
Source: NJDEP Geoweb 2012

Figure 11
FLOOD HAZARD AREAS



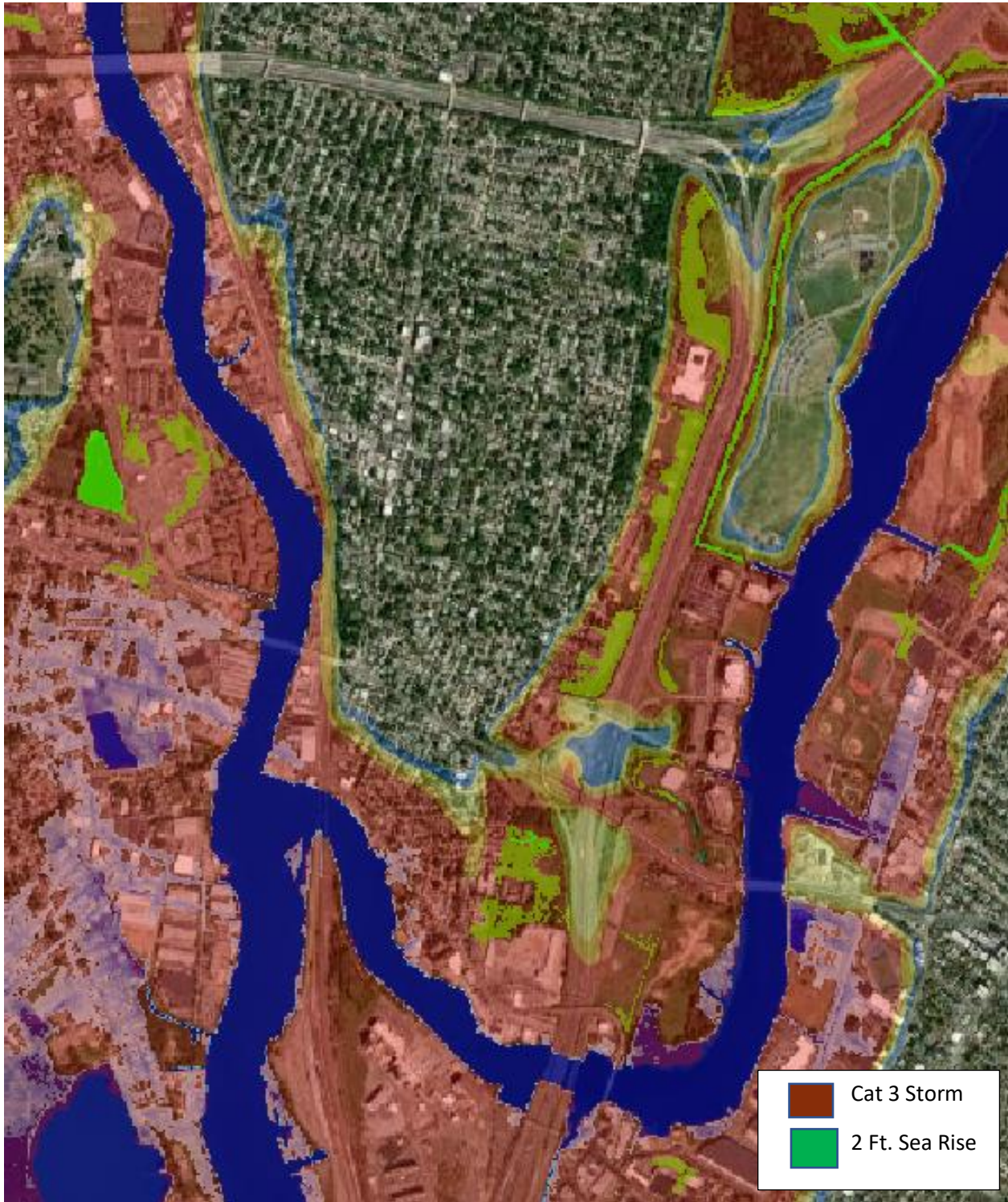
Source: NJFloodMapper.Org

Figure 12
CATEGORY 1 STORM WITH 2 FT. SEA LEVEL RISE



Source: NJfloodmapper.org

Figure 13
CATEGORY 3 STORM WITH 2 FT. SEA LEVEL RISE



Source: NJfloodmapper.org

Build Out Analysis

The land use plan of the Village Master Plan identifies areas where growth is expected to occur in the future. Several of these areas are within the areas affected by the climate change projections. These include:

- The area along the Hackensack River between the River and the Railroad.
- The south side of the Village along both sides of Bergen Turnpike along Overpeck Creek.
- Challenger Road South where New Jersey Transit proposes a bus facility and warehouse development.
- Challenger Road north where residential development is under review.

The area along the Hackensack River and the Railroads is developed with industrial uses. Some of these uses have been in place for decades and are susceptible to occasional flooding. As the industrial area is redeveloped appropriate mitigation efforts such as minimum floor elevations, no further fill in the flood hazard areas and green areas for flooding are built into the development review process. The New Jersey Department of Environmental Protection has a permit system that will also regulate development in this area.

The plan for the south Village area includes open space preservation along Overpeck Creek which will help preserve this area and allow for flood storage. The residential areas north of Bergen Turnpike need to be investigated as to the extent and frequency of flooding conditions. Establishing minimum floor elevations will be necessary as homes are redeveloped and flood proofing strategies can be employed.

The Challenger Road areas appear to be substantially impacted by future climate changes including the Category 3 storm and future sea level rise. The land elevations are moderately higher than the current flood elevations, but future residential development along Challenger Road north will require an assessment of minimum floor elevations, access driveways and garage elevations. Flood warning strategies can be implemented to prevent widespread damage.

The bus facility at Challenger Road south will be development with public funding which will include an environmental assessment of the potential flooding impacts. State environmental permits and mitigation measures will be required.

Some of the areas affected by flooding conditions are comprised of wetland areas and open spaces or recreation fields. This is particularly true in the High School area which is low lying and may be susceptible to flooding conditions. The fields will act as natural flood storage areas for short durations. However, the high school building may need to be assessed for future impacts.

Evacuation Strategies

During a storm event, the ability to relocate and evacuate people from endangered areas is of utmost importance. Fortunately, the Village has a substantial area where the ground elevation is above any potential flood zones. This allows people from the threatened areas to safely move to the higher areas of the Village. Evacuation routes for specific areas include:

- Route 46 and Teaneck Road for South Village
- Overpeck Avenue and Teaneck Road for the area along the west side of the New Jersey Turnpike.
- Mt. Vernon Street and River Road for areas along the Hackensack River
- Challenger Road, Emerson Street and the New Jersey Turnpike for the Challenger Road north area.

- Route 46 and Bergen Turnpike for Challenger Road south.

Coordination

The Village has Emergency Management staff that coordinates activities with the State and County emergency management agencies for significant events. The Village has participated in the development of Bergen County's Emergency Management Plan.

CIRCULATION AND MOBILITY PLAN

This Circulation Plan Element is prepared in accordance with the Municipal Land Use Law, N.J.S.A.40:55D-28b:(4), which requires: "A circulation plan element showing the location and types of facilities for all modes of transportation required for the efficient movement of people and goods into, about, and through the municipality, taking into account the functional highway classification system of the Federal Highway Administration and the types, locations, conditions, and availability of existing and proposed transportation facilities, including air, water, road, and rail."

ROADWAY SYSTEM DESCRIPTION

The Village has a range of transportation roadways that carry regional as well as local traffic. The regional highways include Route 80 and the New Jersey Turnpike (Route 95). The State Highway system includes Route 46 (Winant Ave.). The County Roads includes Railroad Ave., Mt. Vernon Street, Teaneck Road, Bergen Turnpike and Challenger Road. The balance of the roadway system consists of municipal roads that provide access to residential and commercial properties.

ROAD CLASSIFICATION

The State classifies roadways by their function. These classifications are based on jurisdiction of the roadway and whether the traffic they carry is interstate, inter municipal or municipal.

Interstate Highways in the Village include:

- New Jersey Turnpike / Route 95 which traverses the Village from north to south. This is a twelve-lane separated roadway with limited access. Within the Village the Turnpike has access to Challenger Road and Teaneck Road as well as to Route 46.
- Route 80 which traverses the Village from east to west along its northern border with Bogota. Within the Village, Route 80 has access from eastbound Route 80 to the intersection of North Avenue and 2nd Street and from 2nd Street/Palisade Ave. to Route 80 westbound.

State Highways in the Village include:

- Route 46 / Winant Avenue which traverses the Village south of the downtown area in an east-west direction. This roadway is four lanes wide and allows turning movements along its length.

Arterial roadways are inter-municipal roads that are under the jurisdiction of Bergen County. These roads include:

- Railroad Avenue from the Bogota border to Mt. Vernon Street
- Mt. Vernon Street from Railroad Avenue to Teaneck Road.
- Ridgefield Avenue from Route 46 to Bergen Turnpike
- Bergen Turnpike from Ridgefield Avenue to the Ridgefield border
- Teaneck Road from the Teaneck border to Bergen Turnpike
- Challenger Road from the County Park in the north to Emerson Street

RECOMMENDED ROAD IMPROVEMENTS

The North Jersey Planning Authority and the Bergen County Planning Board regularly prepare a document of all federal and state financed roadway and transportation improvements scheduled for the future. This document is called the Transportation Improvement Plan (TIP). A review of the latest TIP (2020) reveals that there are no major transportation improvements scheduled for the regional and state roadways within the Village nor does the County have any roadway improvements or intersection projects listed for construction in the near future. However, discussions with New Jersey Transit would suggest that significant changes to the ramp system including the Turnpike/Route 46 and Bergen Turnpike in the area of the New Jersey Transit bus maintenance facility are likely to occur.

Concerning the local roadway system, the roads within the center of the Village are not scheduled for improvements. Roadway widenings are complicated by current development which reduces the ability of roadways to be widened and intersections to be improved without acquisition of properties. Therefore, the Circulation Plan recognizes the following:

- Existing local roads are adequate to accommodate future traffic volumes with the exception of those described below.
- Main Street is a unique roadway that is recommended to remain in its current configuration through the downtown area.
- Major intersections are signalized, and no further improvements are required with the exception of those described below.

The following roadway improvements are recommended:

- The widening and improvement of Industrial Avenue from Mt. Vernon Street to the Bogota municipal line. Coordination with Bogota concerning design geometrics is recommended.
- The extension of Challenger Road from the north side of Route 46 to Bergen Turnpike. This roadway improvement will be a component of the Challenger Road South Redevelopment Plan and will include an overpass of Route 46. The roadway improvements will be constructed by New Jersey Transit and may include a four-lane configuration south of Route 46.
- Intersection improvements and signalization of the Challenger Road / Emerson Street intersection. These improvements will be constructed by the redevelopers of properties along Challenger Road where multi-family development will commence.
- Conduct a study of the extension of Railroad Ave. from Mt. Vernon St. to Bergen Turnpike along the west side of the railroad. This roadway was discussed in the 2000 Master Plan and the existing roadway is not a public street.

- Study the following intersections for roadway and pedestrian improvements:
 - Emerson Street and Teaneck Road
 - Teaneck Road and Bergen Turnpike
 - Bergen Turnpike and Ridgefield Ave.
 - Railroad Ave. and Mt. Vernon St.

Figure 14
VILLAGE ROADS AND INTERSECTIONS



PUBLIC TRANSPORTATION

Public transportation in the Village consists of bus transit. Although the Village has a railroad station, passenger rail service is not available in the Village. Current bus service is described on page 22 of this document.

The West Shore Line railroad traverses the Village at the foot of Mt. Vernon Street and runs between Railroad Avenue and the Hackensack River. This rail line is owned by Norfolk Southern and the Susquehanna Railroads. They are exclusively freight carriers. The Norfolk Southern line runs from the freight yards in the Meadowlands through New York State. The Susquehanna line runs from the Meadowlands across the Hackensack River in Bogota, through Sussex County to New York State. A previously existing passenger station is located just to the south of Mt. Vernon Street and is currently an office use.

Discussion has been ongoing concerning the reinstitution of passenger service on the West Shore / Susquehanna line. This service would utilize the existing Susquehanna rail line. The service would also service Hackensack, Paterson, Northern Bergen County to Oak Ridge. Another option is to go directly north on the Norfolk Southern line or parallel to it through central Bergen County and terminate at West Nyack, New York. This service has generally discussed as a light rail system utilizing rail equipment similar to the existing Hudson-Bergen Light Rail System in Hudson County.

Thus far the Northern Branch Rail Line through Ridgefield has been the preferred light rail route by the transportation authorities. That line would run along the west side of the Borough of Ridgefield to Tenafly. A station would be placed at Route 1&9 and Hendrick's Causeway in Ridgefield. This station would be in proximity to the Bergen Turnpike area of the Village.

Although the short-term prospects of passenger service on the West Shore Branch are remote, this Plan would recommend that the discussion of new service resume and that the station remain in its current state. Passenger service in the future would provide an economic windfall for the Village in terms of increasing the mobility of the population and as a boost for retail and commercial development along the Mt. Vernon Street and Main Street corridors.

Bus transportation is available along Route 46, Main Street, Teaneck Road and Challenger Road. Bus stops are prevalent, and several bus shelters are in place along these routes. The existing bus service is expected to accommodate the downtown Village needs as well as the new development transit demand on Challenger Road.

With the advent of an aging population and impending residential development along Challenger Road there could be a need for a local shuttle bus service within the Village. Such service does not exist today. This could be a small van/bus vehicle that could be used to transport Village residents to local destinations such as the senior center or the library then to their residences. The shuttle could be the link between the Challenger Road development, where approximately 1,500 units are proposed and the Village center on Main Street. The shuttle could provide transport to shops and restaurants and to local Village events.

The service could be based on an on-demand program and a fixed route for certain days of the week. For example, a Saturday service could run between Lombardi Towers and the County Overpeck Park as well as shuttling residents from the Challenger Rd. developments to the Village Center. The shuttle service could be funded through agreements with the Challenger Road residential development. It could also be investigated whether New Jersey Transit would

contribute to such an effort if they complete their new bus maintenance facility in the South Challenger Road redevelopment area.

Figure 15
BUS / RAIL ROUTES



BICYCLE TRANSPORTATION

Transportation by bicycle has become an important transportation mode for both function and recreation. Bicycles can be easy to ride and can be fitted with accessories to carry an assortment

of items conveniently. Cycling is also an energy efficient mode of transport that utilizes no carbon-based fuels and thus has no impact to the air quality. Bicycle transportation can be used all year round with the proper clothing and bicycles can be combined with bus and train transportation since transit service companies have made accommodations for bicycle storage. In addition, site design criteria can provide for dedicated building space for bicycle storage in multi-family residential, retail and office buildings as well as at public buildings and spaces. Finally, the coming of electric powered bicycles has made it easier and more convenient to cycle regardless of fitness level and age.

There are no dedicated bicycle paths or routes within the Village. Neither are there shared walking and cycling paths other than a multi-use path near the high school area and the County Park. For the most part, cycling is done on the street and may include inter-municipal bicycle routing along principal roadways.

Bicycle compatibility uses roadway and traffic data to determine the different bicycle facilities that can be accommodated on the streets within the project area. This includes analyzing traffic volume, speed, parking, road type, roadway and lane widths, number of lanes and other local conditions. The primary data source for the roadway and traffic data used in this analysis is NJDOT's Straight Line Diagrams (SLD). The data from the SLD was used to determine the feasibility and type of cycling routing that is possible on the major roadways of the Village. Where actual traffic and roadway conditions are not identified in the SLD, field investigation was necessary to determine bicycle compatibility.

For the Villages unique character several bicycle routing options are available. These include:

- Separated and dedicated bicycle paths that may include multi-use paths and corridors typically not on roadways.
- Dedicated bicycle lanes on roadways that have the shoulders of the roadway dedicated for cycling.
- "Sharrowing" existing roadways to designate a part of the roadway where bicycles should be given deference. This is typically done by a road marking of a bicycle with two inverted "v"s above the bicycle, not as a specific dedicated bicycle lane.

The shared lane marking "sharrow" treatment fits the goal to potentially designate specific corridors with an enhanced bicycle treatment without widening the roadway. Mapping the roadways that are either compatible or sharrow-eligible helps to display what portion of the analyzed network is or could become serviceable to a wide range of bicyclists. Analysis is based generally on the NJDOT Bicycle Compatible Roadways and Bikeways – Planning and Design Guidelines. Compatibility is based on traffic volume, presence of on-street parking, urban/rural land use, and traffic speed. After a preliminary screening using these criteria, the results were adjusted, as needed, to reflect real world conditions.

The Bicycle Map below depicts the existing and proposed bicycle routes within the Village. The routing is sensitive to long range open space acquisition for dedicated paths. These areas will be further discussed in the Open Space Element of the Master Plan.

The Bicycle Map also reflects the constraints of principal roadways due to traffic volumes, roadway width and on-street parking conditions as well as an analysis of overall safety. Therefore, roadway bicycle designations are categorized by "experience/expert cyclists" and

“family friendly” areas. At road crossings of major intersections, special roadway markings of bicycle crossing lanes would be considered.

The Bicycle Plan has the following components:

- A dedicated bike-walk path from the County Park on Challenger Road along Overpeck Creek to Bergen Turnpike and along the Creek parallel to Bergen Turnpike to the Hackensack River, then along the River to the Bogota border. This path can accommodate all levels of cyclists.
- Marked bicycle lanes along the curb line of major roadways, including Railroad Avenue, South Main Street and Bergen Turnpike from Bogota to Ridgefield. This route is recommended for adults and experienced cyclists.
- An on-street bicycle lane on Challenger Road from the County Park to Bergen Turnpike. This route will utilize the proposed overpass of Route 46 and South Challenger Road to be constructed by New Jersey Transit. This route will tie into the waterfront bicycle path along Overpeck Creek.
- A series of family friendly routes around the town center that connect various parks, public facilities and neighborhoods. This route is intended as a “sharrow” bike way on the existing roadway edges. There is on-street parking on many of these roadways but traffic is less intense on these streets and the intended cycling speed is slow. This route connects to the existing path at the high school and to the proposed Hackensack River waterfront bike path. Secondary connections can be to the downtown area along Main Street and Mt. Vernon Street but routes on these principal streets were not provided due to the narrowness of Main Street and the heavy traffic volumes on both streets.
- A multi-use flyover of the New Jersey Turnpike connecting the bicycle path system in the Village area with the Challenger Road Park and bicycle system. This flyover has been discussed for many years and the County is responsible for its funding and construction.

Figure 16
BICYCLE ROUTE PLAN



PEDESTRIAN / WALKABILITY PLAN

One of the principals of smart growth and community planning is to establish and enrich the ability of its population to walk. Walking for pleasure has always been desirable community

goal and many walking paths and systems have been established. But smart growth also should provide for adequate means to walk to parks, shops and services and to municipal facilities.

The Village has an extensive sidewalk system. There are virtually few streets in the Village that do not have sidewalks and most streets have sidewalks separated from the physical roadway by a buffer strip. The focus, therefore, of the pedestrian plan is to ensure that sufficient sidewalk design is employed, that roadway and intersection crossings are safe for all age groups and that for an aging population, appropriate rest areas, destinations and gathering areas are provided, particularly within the town center area.

In that context, a pedestrian plan is essentially a map that recommends routing and destinations for casual walking and destinations to places within the Village. A number of design elements are generally used to provide for pedestrian safety and circulation. But with the Village's existing pedestrian system, the following strategies become more relevant:

- Clearly designated crosswalk areas that allow all ages to cross conveniently.
- Elimination of "right turn on red" provisions at key downtown intersections to enhance pedestrian safety.
- Adequate sidewalk width and separation from traffic in downtown areas.
- Appropriate street furniture and pedestrian oasis areas to encourage walking and resting.
- Pedestrian connection between Main Street, the Community Center and Library.
- Continue utilizing resources through Safe Routes to School (SRTS) grants that encourage bicycling and walking at local schools.
- Ensure that street lighting is safe for seniors to travel yet low enough in residential areas.
- Sidewalk maintenance
- Storm Water Management / Rain Gardens where feasible for new development. These areas are usually between the curb line and the sidewalk area where pervious materials and landscape materials can be placed. Street trees and ground cover are typical storm water management materials.
- Incorporate Wayfinding Systems to direct pedestrians to places, parks and destinations. Pedestrian and bicycle wayfinding systems provide navigational aids that help pedestrians and bicyclists orient themselves within their surroundings and determine the best route to reach a destination. Wayfinding systems also help create a sense of place within a community or corridor, knitting it together through consistent treatments to help residents and visitors navigate between points of interest.
- Investigation of street closings for special events

Investigation and further study of the following planning strategies are suggested:

- "Transit Village" designation at the train station. Transit modes would be restricted to bus transit service and any local jitney service for Village residents. The Village concept would retain the Main Street / Mt. Vernon Street downtown but provide an anchor at the station together with the adjacent municipal park. In order to qualify with the State for transit village designation certain criteria must be met including, having transit services at the station, willingness to develop around the station, provision of affordable housing and cycling and pedestrian amenities. As such, the use of this strategy may be better considered later in the planning process.

- Parklets – parklet is a sidewalk extension that provides more space and amenities for people using the street. Parklets are typically installed in parking lanes and use one or more on-street parking spaces. A parklet re-purposes part of the street into a public space for people and is intended as an aesthetic enhancement to the streetscape. Parklets also provide public amenities such as seating, bicycle parking, art, and plantings.
- Design Time Parking Spaces in Downtown – This strategy entails the management of on-street parking spaces that would allow for other uses of unused on-street parking like parklets. Parking spaces would be used during off peak times and a study of parking space usage and availability based on day and time would be essential to determine proper usage. For instance, parking space may become available after the retail shops close allowing spaces to be used for restaurant seating, benches, art display cultural entertainment.
- Tactical Urbanism (TU)—also referred to as demonstration projects, refers to roadway interventions that are short-term, low-cost, and scalable. It is also described as “lighter, quicker, cheaper.” projects that aim to create safer, more lively public spaces through a short-term commitment with low risks and potentially high rewards. The approach draws attention to local planning challenges but focuses on possible solutions and opportunities to test them out with little upfront investment. Often these projects consist of little more than temporary paint or chalk and low-cost accessories, such as seating or planters. Successful TU projects also encourage community involvement and local ownership.

With the above considerations, the geographic areas of concentration for pedestrian include:

- Main and Mt. Vernon Streets / town center
- South Village / Ridgefield Avenue and Teaneck Road.
- Connection to Future Waterfront Trails and Paths
- Challenger Road and Overpeck Park

These areas would be designated as pedestrian routes and incorporate wayfinding systems to orient the public to places, parks, destinations and landmarks along the route. The pedestrian systems allow for a variety of distances, diversity of neighborhoods, environmental appreciation and exercise. Pedestrian routes can be combined or shortened according to time and physical constraints.

In the Main Street area, the pedestrian focus is on gathering places, the connection of public facilities, the availability of small enclaves, nodes and sitting areas and places to linger and socialize. This physical environment is particularly suited for the population group over 55 years who can spend part of the day in the downtown area but still close to home, the community center and library. This is intended to be an age friendly route around the town center that connects public buildings and retail shops. Below, is a map depiction of the “Gold Route” specifically designed to accommodate this group.

For the South Village, the emphasis is on the connection to the Overpeck Park area and corridor as well as to the Ridgefield Ave. neighborhood retail center. This neighborhood is compact and can be easily walked. Connections are designed to the north Village through signalized intersections on Winant Ave. and through the underpass/stairway system on Teaneck Rd.

Like the bicycle plan, a shared pedestrian path is designed along the Overpeck Creek and Hackensack River corridors. It will stretch from the County Park around the south end of the Village south of Bergen Turnpike then north along the Hackensack River to the Bogota border. Access is provided along the path and specifically at Challenger Rd., Bergen Turnpike and at Mt. Vernon Street. A connection to the riverfront path is proposed at the north end of Railroad Ave. but may be logistically challenging by the railroad systems.

The pedestrian sidewalk system is adapted to accommodate pedestrian travel north to the County Park and further north into Leonia and south to Emerson Street and west to the Teaneck Road area. It connects with the path along the west side of the New Jersey Turnpike to the high school complex

Finally, the Village north pedestrian system incorporates the downtown area and high school complex and utilizes a series of residential streets to create a pleasant walking experience along tree lined streets. This system also connects the Villages parks, plazas and community buildings. The routes also connect to the downtown area for shopping and restaurant accommodation. The proposed nature preserve walkway is also included which is located just to the north of the high school complex.

As mentioned above, the “Gold Route” is intended to be an age-friendly route around the town center that connects public buildings and retail shops and parks. The key element of this route is the placement of resting and sitting opportunities to engage social gathering and contemplation. A separate map of this route is provided below.

Figure 17
PEDESTRIAN / WALKABILITY MAP

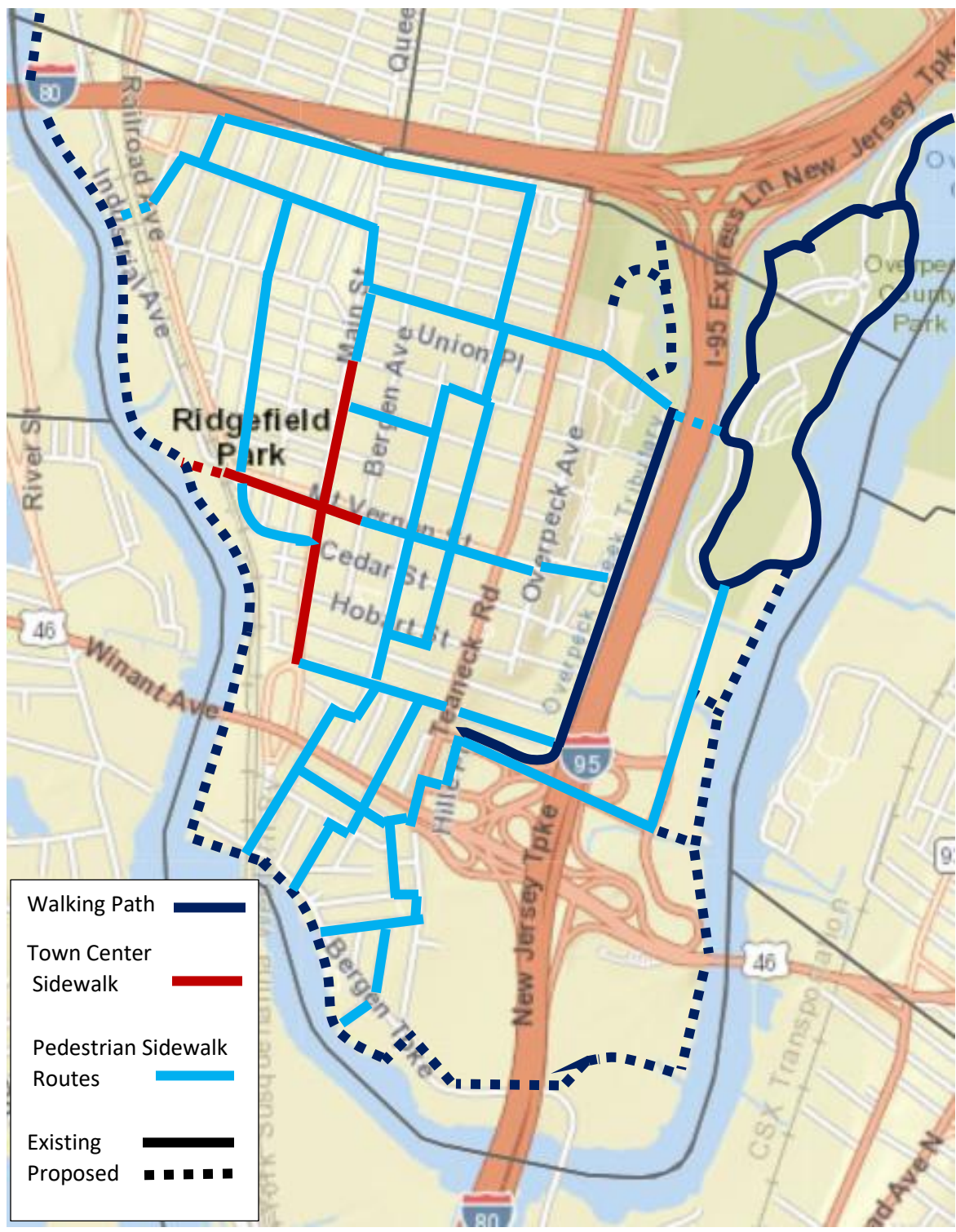
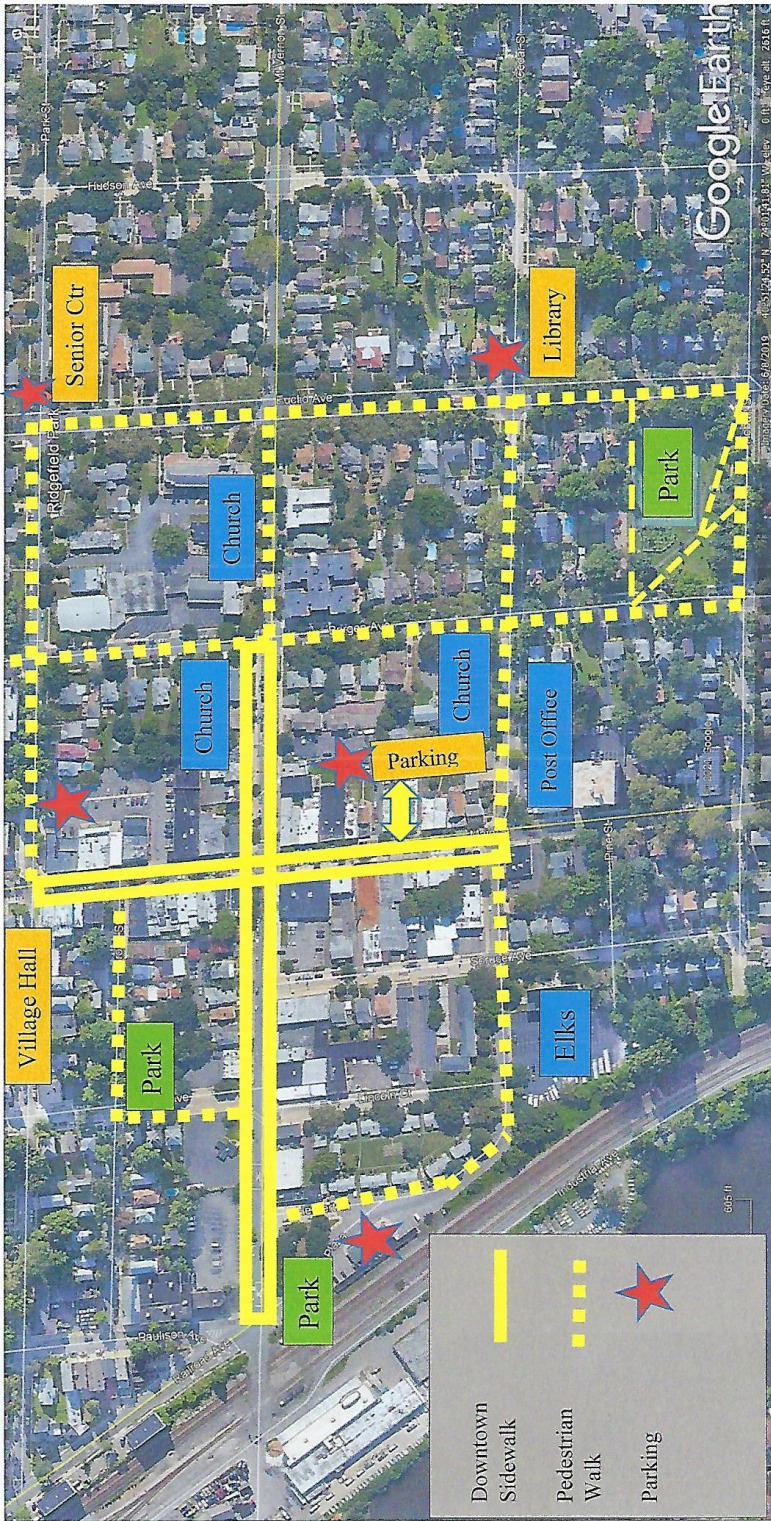


Figure 18

PEDESTRIAN "GOLD ROUTE"



OPEN SPACE PLAN

The open space plan represents the provision of parks, recreation areas and natural preserves within the Village that contribute to the well-being of its population and affords the residents as well as visitors an opportunity to enjoy the outdoor places set aside for rest and recreational activities. This includes the existing parks and recreation areas as well as providing for the future open spaces and park areas.

The challenge, however, has been finding a balance between commercial, retail, and residential development and open space development/preservation. The dilemma is how to preserve or develop open space in an expensive land market while simultaneously encouraging economic growth and development? The answer is through a combination of public, quasi-public and private spaces that can be brought together to form an open space continuum in the Village.



The principles of sustainable development can only be achieved by building the economic, environmental and social health of the Village. Open spaces play a critical role in creating ‘urban sustainability’, meaning the pursuit and maintenance of urban form that merges land development and nature preservation. One of the obvious indicators of urban sustainable development is the quality and quantity of green spaces. The “Green Village” is an important concept for the sustainable communities and sustainable urban forms.

EXISTING PARKS AND OPEN SPACE

Ridgefield Park is a community that is almost fully developed. Nevertheless, the Village has numerous parks, recreation and open space sites within its borders. These facilities vary from the expansive 12-acre Veterans Park to the 3.4 acre Swimming Pool site to smaller sites such as the 0.2 acre Vogt Park. The dedicated open space areas also include the Nature Preserve at the High School. The Overpeck County Park provides a substantial open space area in the Village at 97.4 acres. Overall, there are 140.5 acres of parkland which constitutes 11.4% of the Village area.



In terms of parkland per population, the Village has 10.86 acres of open space per 1,000 residents. The State recommends 8 acres of parkland per 1,000 residents. Therefore, the Village has provided adequate parkland for its residents. Obviously, the County Park has been a major contributor to this park area. However, this is a regional park which attracts people from the neighboring municipalities. If just the local parks are considered, the Village parks total 43.1 acres which equates to 3.5% of the Village land area and 3.3 acres of parkland per 1,000 population.

In addition, the Village owns a dedicated Nature Preserve which is located north of the High School. The Preserve provides an additional 11.6

acres to the open space inventory. The Preserve is a natural wetland area that is currently developed for passive recreational purposes with the exception of a trail system and observation areas.

An inventory of the existing parks includes;

Table 13

Park Name	Location	Type	Acres
Veteran's Park	Overlook Ave.	Ballfields	12.0
Hobart Street Park	Hobart St.	Ballfields	4.4
Swimming Pool	Hobart St.	Village Pool	3.4
Brewster Park	Main St.	Basketball, Pavillon	2.0
McGowan Park	Bergen Tpke.	Passive, Walk, Garden	2.5
Fellowship Park	Hobart St.	Tennis , Playground Passive	1.8
Hunter Park	Second St.	Basketball, Tennis Playground	1.0
Chestnut Street Park	Teaneck Rd.	Ballfield	0.7
Soccer Field	Cedar St.	Ballfield	2.1
Ferris Park	Ridgefield Ave.	Playground, Passive	0.5
Frank White Park	Herbert St./ Mt.Vernon	Passive	0.4
Vogt Park	Grove St.	Playground, Passive	0.2
DPW Park	Industrial Ave.	Passive, Boat Launch	0.5
Nature Preserve	High School	Passive, Trails	11.6
Subtotal			43.1
Overpeck Park	Challenger Rd.	Regional	97.4
Total			140.5

Figure 19

EXISTING OPEN SPACE AREAS



GOALS AND OBJECTIVES OF THE OPEN SPACE PLAN

The goals and objectives of the Village Open Space and Park Plan include the following principles:

- Retain existing natural areas of environmental interest in the Village and protect these areas from development or alteration. Support projects that will allow access to these environmentally important areas.
- Encourage the County to retain the Overpeck Park in the Village and in the surrounding municipalities and to provide a pedestrian connection to the park from the residential areas of the Village to the west of the New Jersey Turnpike.
- Support the maintenance and improvement of the community parks and recreation fields in the High School area including the Village swimming pool complex.
- Continue to maintain and improve the neighborhood parks and seek to provide additional park areas in the north portion of the Village.
- Create additional parkland along the Hackensack River and Overpeck Creek through acquisition and the development review process with the eventual planning goal of a continuous path along the waterways from the County Overpeck Park to the Bogota border along the Hackensack River.
- Seek out parklet type open areas and pocket parks within the downtown area for passive open space and for arts and cultural events. Include a streetscape enhancement effort to serve the businesses and restaurants in the Main Street area.
- Ensure that the open space plan is coordinated with the land use and mobility plan elements of this Master Plan such that the open space areas are accessible to the residents and are integrated with the bicycle and walking routes in these plans.

FUTURE OPEN SPACE

A discussion of the need and demand for open space is an important aspect of the smart growth and resiliency of the Village's future. The future open space continuum includes public, quasi-public and private spaces.

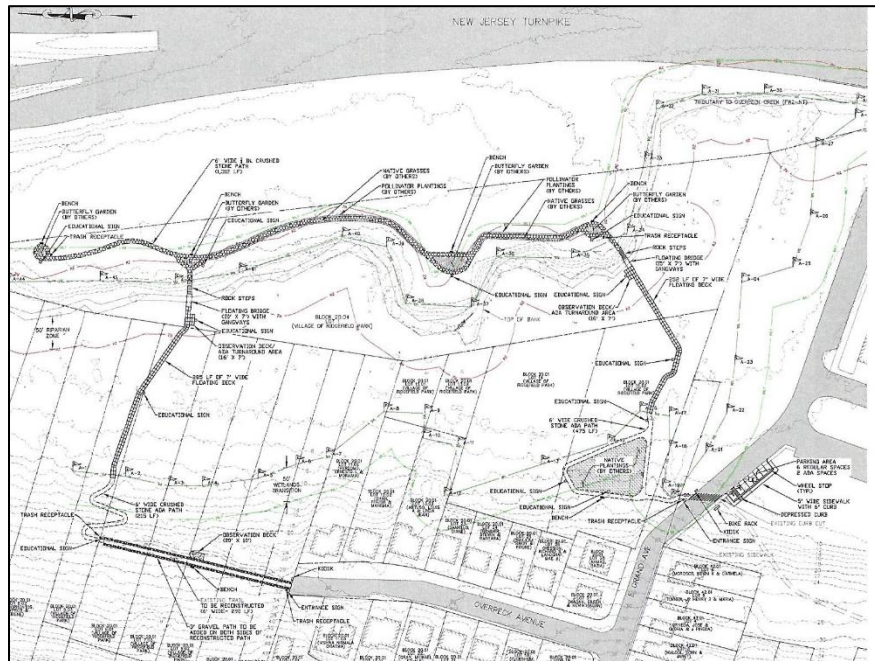
The long-range need for open space cannot be quantified. The need for recreation, quiet spaces, social interaction and family outings has expanded exponentially over the past decade. The pandemic has heightened this demand not only for sports related venues but for passive open space areas to get outdoors. In addition, the Village's demographic trend towards an aging population suggests more open space areas for this group, both active and passive.

NATURAL ENVIRONMENTS

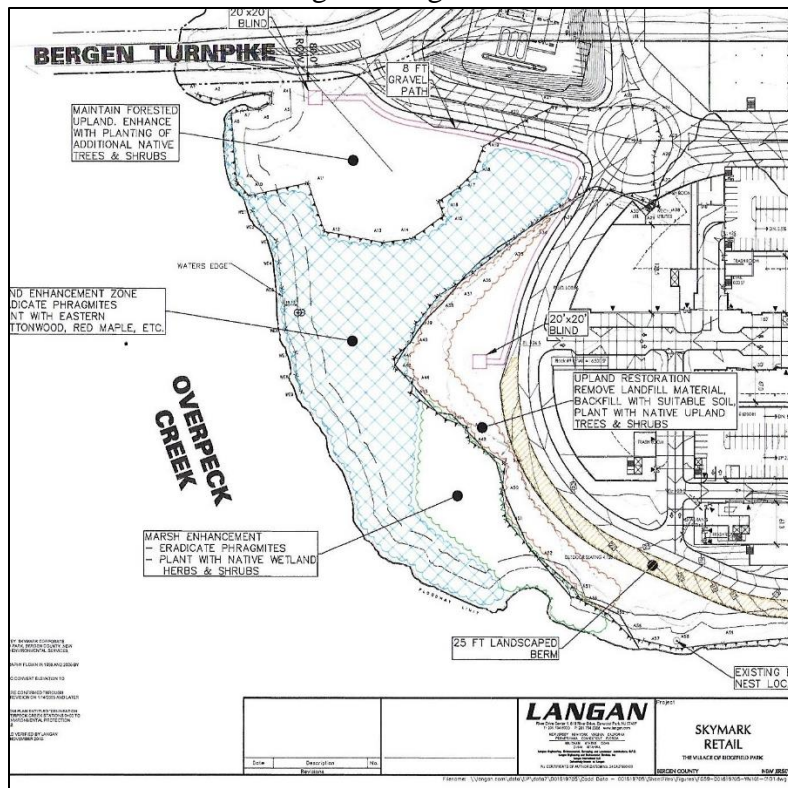
Several environmentally sensitive areas are included in the open space plan. These include the following:

The Nature Preserve –

This is a wooded and wetland area north of the High School between the New Jersey Turnpike and Route 80. The land slopes to the east from the Teaneck Road area and ends in a wetland area along the edges of the Turnpike. This wetland drains to a tributary to Overpeck Creek. The preserve supports a unique environment and a variety of wildlife and vegetation. The land area is 11.6 acres in size and is accessible from Grand Avenue and from the terminus of Overpeck Avenue. The Preserve is scheduled for a major improvement which includes a walkway and boardwalk, gardens, wildlife observation areas and the planting of native vegetation.



Eagles Nest – This area is located on the Skymark Redevelopment tract along the Overpeck Creek. There are nesting bald eagles in this area and the New Jersey Department of



Environmental Protection has declared the area off limits to any type of development activity. The land area is part of the Skymark Redevelopment Area and is controlled by the adopted Redevelopment Plan. However, that plan will be revised and will designate the Eagles' Nest area as wildlife preserve / open space. The precise area of the preserve has yet to be determined.

Multi-Cultural Broadcasting / New Jersey Turnpike Properties

This site is located east of Teaneck Road and South of Route 46. It is also adjacent to and west of the New Jersey Turnpike. The land area is mostly vacant wetland and is currently used for communication towers which are situated in the wetland areas. The property is not protected from development but the wetland areas as well as the tower development make it unlikely to develop further. The eastern portion of the site is owned by the N.J. Turnpike Authority and is also vacant. The property has a high value for wildlife habitat and wetland preservation. The tract is approximately 14 acres in size.



COMMUNITY PARKS AND RECREATION AREAS

An extensive park and recreation complex has been developed by the Village along the west side of the New Jersey Turnpike and south of the High School. This complex includes Veterans Park, Hobart Park, the Soccer Field and the Village Swimming Pool. This also includes a walking /bicycle path from the high school area to Emerson Street. Twenty-two (22) acres of land comprise the entire recreation complex which includes baseball, softball and Little League fields, a football field and stadium with a track, basketball courts, tennis courts and two swimming pools with a pavilion.

The open space plan recognizes a proposal to make substantial improvements to the stadium and ballfields in Veteran's Park. The plan below shows the proposed improvements which include relocation of the stadium, new ballfields and public access exercise area.



Overpeck County Park

The Bergen County Park is located along Overpeck Creek just to the east of the New Jersey Turnpike. The entire park includes sections in Leonia and Teaneck which are connected via an internal roadway and recreational paths. The Ridgefield Park portion of the park is 97 acres in size and is the largest park in the Village.

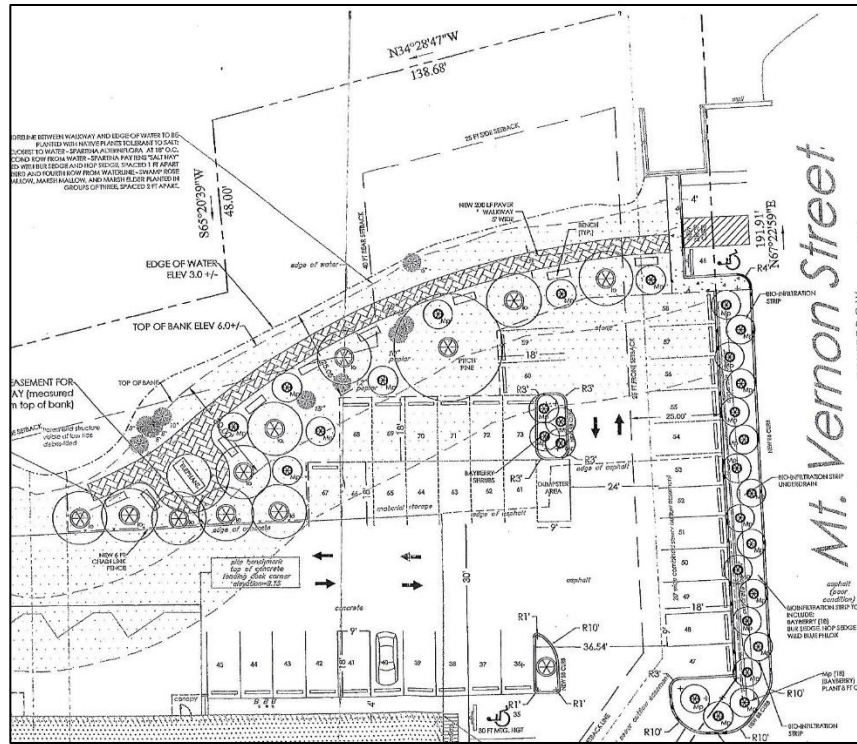
Pedestrian access is through the Challenger Road walkway system which extends from the Route 46 area to the park walkway. Pedestrian access is possible through Emerson Street, but it is not convenient and requires highway access ramp crossings. The Village has been continuing negotiations to have the County construct a Turnpike overpass from the high school area directly into the County Park. The pedestrian bridge was ordered by the Court after a lawsuit by the Village. The Open Space Plan continues to support this project since it will provide direct and safe pedestrian and bicycle access to the park.

Potential residential development on Challenger Road will establish access to the park via the sidewalk system and via the longer-term development of a waterfront path along Overpeck Creek which will connect to the existing park walkway.



Mt. Vernon Street River Park

The Village has desired to have a park along the Hackensack River at the foot of Mt. Vernon Street since the year 2000 Master Plan. The Mt. Vernon Street right-of-way continues west of the railroad to the Hackensack River, making access to any future park accessible. The marble company agreed to construct and has completed the first stages of the park as part of the company's facility. The design for this park is shown here. The Park will become part of the more comprehensive waterfront park system. The Village has also developed a boat ramp plan for the end of Mt. Vernon Street at the River. This plan is currently seeking funding but should be implemented in the near future. The Plan is shown below.



NEIGHBORHOOD PARK PLAN

These parks are located within and surrounding the residential neighborhoods of the Village. The following parks are recommended to be maintained in their current state and size:

- Brewster Park - South Main Street
- Fellowship Park – Hobart Street
- Hunter Park – Second Street
- Chestnut Street Park – Teaneck Road
- Ferris Park – Ridgfield Avenue
- Vogt Park – Grove Street

The following parks are recommended for improvement and/or expansion

McGowan Park - This Park is an expansive park along the Overpeck Creek on Bergen Turnpike. The Park contains a garden area, gazebo, playground and walking path which is tree lined along the Creek. The Village is considering the acquisition of the old restaurant site to the west of the park for storm water management storage (which would be underground). This provides an opportunity to expand the park to the railroad. The expansion may also include one residence and the VFW building between the present park and the railroad totaling an increase of 1.7 acres to the park. The expansion would provide the opportunity to increase the expanse of the waterfront walkway and establish a unique open space environment. The current park and potential expansion are shown below.



Riverside Park/ Wanda Canoe Club - This Park is located along the Hackensack River in the Village DPW complex on Industrial Avenue. The Park is 0.5 acres in size. A small parking area is provided for the park in the DPW yard. The current park is developed with a grassed area with some seating and a boat launch pier which extends out into the Hackensack River.

The Park area needs to be more formally planned to take advantage of the setting and to attract Village residents. The accessibility is through the DPW yard. However, a development to the north of the park may allow for expansion along the riverfront. The Dowling Oil property development will allow for an open space easement and possible improvements to extend the park. The Oil site waterfront has a bulkhead in place which can be an element of the park extension. The existing oil tanks will be scheduled for removal. The current park and potential expansion are shown below.



Frank White Park - This Park is located at the west end of Mt. Vernon Street. It is also bordered by Station Plaza and Herbert Street. The old railroad station is directly to the west of the park across the Plaza. The Park is small but provides passive open space with some sitting areas. This Park could be expanded to close one of the roadways surrounding the park and include the historic rail station building in the park area. This would expand the park for area residents but also create a venue for art and cultural events in the station building. Funding would be required for the acquisitions. The current park and potential expansion are provided below.



Main Street / Downtown Spaces - The downtown area retail center is the economic hub of the Village. It is a thriving area of daily activity that meets the “smart growth” principles of mixed use, economic viability, gathering locations and social interaction. The open space aspects of the downtown should include pocket parks, sitting areas, sidewalk improvements and areas for art and culture. The type of open space components include:

- Temporary street closings such as the east end of Grove Street.
- Adequate setback of new building construction to include spaces along the sidewalk for outdoor dining, small plazas, etc.
- Connection to existing parks in proximity to Main Street.

The open space plan recommends an assessment of the Main Street and Mt. Vernon Street retail areas to identify the areas that might be suitable for park like environments. In addition to the Grove Street area for temporary closure, the Village parking lot on Cedar Street should be considered for open space and more on a temporary basis.

The north end of the Main Street retail area should also be considered for additional open space areas. There are no established concentration of retail uses here and this area is in proximity to the senior residential buildings where parks and passive areas are not immediately available. Similarly at the south end of Main Street, the post office and nearby apartment buildings encourage a more aggressive approach to streetscape improvements for open space.

Public Buildings

Public Buildings are distributed throughout the Village. These sites provide services to the residents and can also provide open spaces and social gathering in outdoor areas. The list includes:

- Village Hall
- Senior Center
- Public Library

Quasi-Public and Private Open Space

Other sites and buildings within the Village contribute to the open space inventory and help provide a connection to the walkways and neighborhoods. These sites generally include the quasi-public organizations and the churches and religious sites in the Village. Some are open to the public, but many of them are for organization members only. In any case, they establish a connection to the multi-cultural and multi-religious character of the town. Some hold social events in which the general public is invited. Examples of these sites includes:

- Elks Club
- Masonic Lodge
- First Baptist Church – Hobart and Euclid Aves.
- Han Gil Church – Arthur St.
- Reformed Presbyterian Church – Main St.
- New Fountain Church – Euclid St.
- Hope Community Church – Park St.
- First Presbyterian Church – Euclid St.
- OCM Grace Church – Mt. Vernon St.
- St. Francis Church – Mt. Vernon St.
- First United Methodist Church – Cedar St.

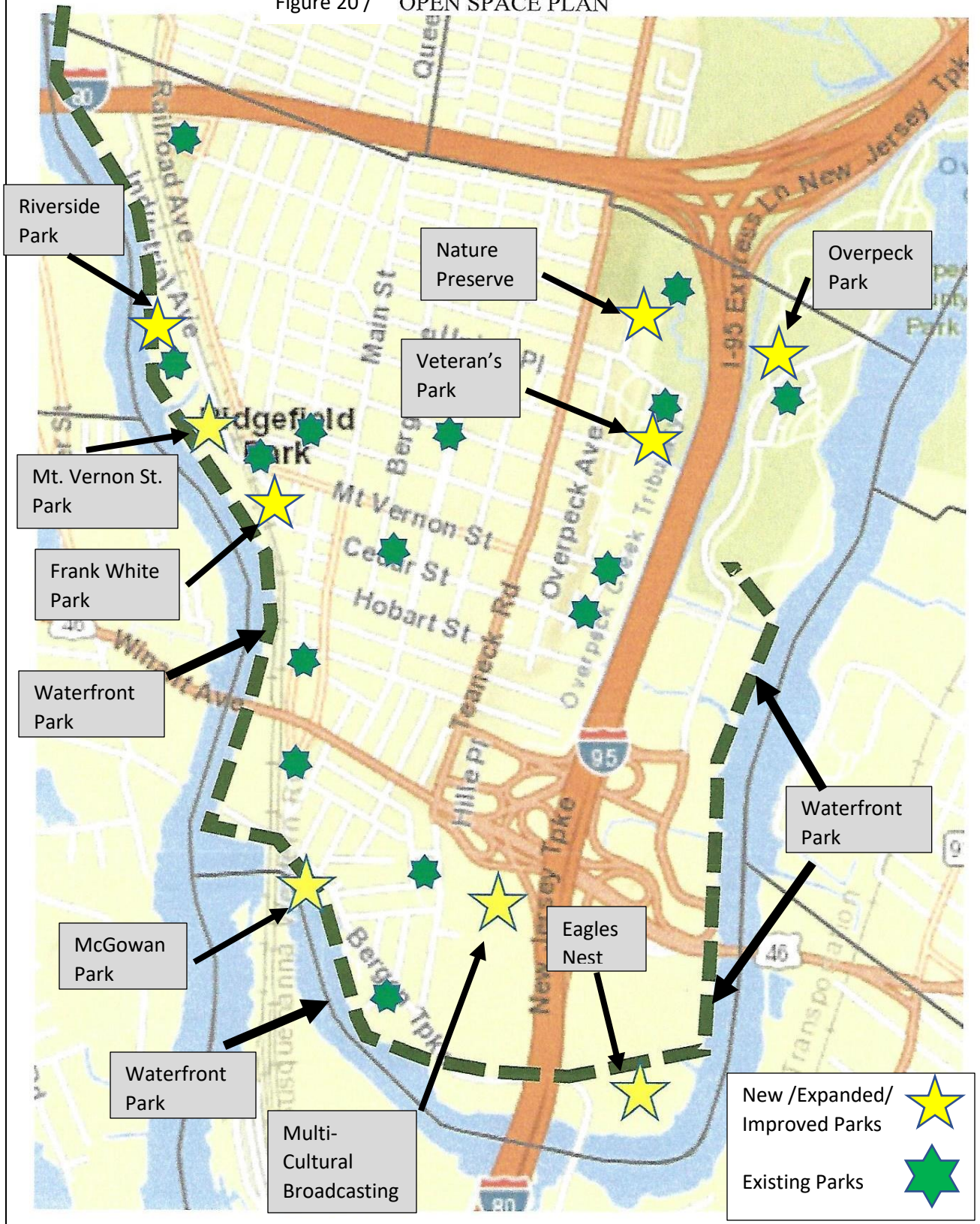
- Won Buddhism of America – Main St.
- Knights of Columbus – Bergen Ave.

WATERFRONT PLAN

In the past, the land areas along the Hackensack River and Overpeck Creek waterways were used for a variety of land uses but were not usually considered for open space and recreation. After decades of industrial and commercial development, the waterfront edges are now being reclaimed. In some instances, entire properties are acquired for parks and in many instances the area immediately along the water's edge is being replanned for open space walkways, bike ways and passive activities. The pandemic has also made us realize the importance of open areas, parks and fresh air, particularly in proximity to water resources.

The 2000 Master Plan designated an open space corridor along the Hackensack River and Overpeck Creek. This plan reinforces that concept but looks more closely at a system of smaller parks that can be connected. The plan also recognizes that it is vital to work with property owners, developers, and redevelopers to provide for waterfront open space.

Figure 20 / OPEN SPACE PLAN



UTILITY PLAN

The Village's infrastructure is comprised of its water and sewer facilities as well as the ability to control the flow of stormwater.

WATER SUPPLY

The water supply for the Village is supplied by Suez Water Company. Drinking water is derived from the Company's reservoir system which includes Lake DeForest, Lake Tappan and the Oradell Reservoir. These three water bodies also flow into and are part of the Hackensack River drainage system.

The water distribution system consists of a 30-inch diameter water main in Teaneck Road and a 20-inch water main in Bergen Turnpike. A 12-inch diameter water line services the Industrial Avenue area. The balance of the Village is served by 6- and 8-inch diameter water lines within the street system.

SANITARY SEWER SYSTEM

The sanitary sewerage system is located within the street system of the Village. The sewage flows to a sanitary collector system which terminates at the Bergen County Utilities Authority treatment facility in Little Ferry. One consistent issue with the system is that approximately 40% of the collection system is a combined sanitary and stormwater system. In times of significant rainfall, the system cannot sustain the combined flow which overflows into the surrounding waterways, specifically the Hackensack River and Overpeck Creek.

Since the early 1990's, the Village has been improving and separating the sanitary and storm water lines to prevent overflow conditions. Portions of Teaneck Road have been completed. Additional storm water improvements have been made on Central Avenue.

However, the Village is not capturing all of its combined sewer and storm water flow and an excess amount is being discharged directly into the adjacent waterways during periods of heavy rainfall. The Village has been preparing a plan to effectively increase the capture amount from 75% currently, to 85% which is recommended by the New Jersey Department of Environmental Protection.

The recommended improvement to the combined system is to construct a 0.7-million-gallon storage tank in the western portion of the Village which would reduce the discharge into the rivers. Additional sewer and storm water separation projects are proposed to further reduce the flow to the proposed storage tanks or to the Bergen County Utility Authority's infrastructure.

The project is expected to take 14 years to complete and will cost approximately \$14 million for construction and approximately \$22 million including permitting and land acquisition costs. The Village is concerned about the level of investment this will require in a constrained economic environment. The financing of the project has yet to be resolved.

Figure 21



The plan for the storage facility is shown in the figure above. It is generated from a report prepared by Mott McDonald, Arcadis and HDR for the “BCUA Group” in October 2020. It was submitted to the New Jersey Department of Environmental Protection as a combined sewer

outflow study for Hackensack, Fort Lee and Ridgefield Park. This study has not yet been approved by NJDEP nor have the storage locations been finalized.

The primary location for the proposed storage tank facility is on the All-Granite Marble Corp. site (Block 150 Lot 1 and 2) at the west end of Mt. Vernon Street and along Industrial Avenue. An alternative location is proposed at the Apache Recycling Site (Block 151 Lot 7) also at the west end of Mt. Vernon Street. An alternative site also discussed at the municipal level (not shown) is the vacant property along Bergen Turnpike at Ridgefield Avenue (Block 144 Lots 1-4.01, also known as the old Frickey's restaurant site) which is adjacent to Overpeck Creek.

The storage tank system would be constructed underground which would enable active business to resume operation on their sites after completion of the installation. This would particularly be relevant to the All-Granite site. The other sites may be eligible for acquisition by the Village or State to be ultimately used for parkland or open space. The Village has started the acquisition process for the Bergen Turnpike property.

On Challenger Road, the sewerage collection system is not adequate to accommodate the anticipated residential development being proposed there. Capacity improvements are being undertaken by the residential development projects under the current redevelopment plan for Challenger Road north of Route 46. An engineering study was completed for the Village that assessed the system capacity and infrastructure improvements. These improvements would be financed by the residential projects to increase the sewerage capacity for the anticipated sanitary flows.

STORMWATER MANAGEMENT

Stormwater in the Village is accommodated through the street storm water system except where there is a combined sewerage- stormwater collection line. The State of New Jersey has required that every municipality have storm water management regulations to prevent increase in flooding conditions in downstream areas. A stormwater management plan is also beneficial in providing for the collection of pollutant loadings which will enhance water quality in the area's streams and rivers.

Ridgefield Park has a storm water management ordinance which was adopted in 2006 and was recently revised. The ordinance provides for the control and management of storm water from land use development within the Village. The ordinance applies to "major development" which is development that disturbs more than 1 or more acres of land. The ordinance provides for "non-structural" best management practices such as vegetative filter strips and landscape filter systems and bioretention systems including ponds and wetland enhancement projects. Structural practices include detention basins and infiltration structures.

The stormwater management ordinance is intended to reduce total suspended solids (TSS) by 80% of the anticipated loads where at least one-quarter acre of impervious surface is being proposed on a development site.

The effectiveness of the existing storm water ordinance is based on meeting the thresholds of 1 acre of disturbed land and ¼ acre of impervious surfaces. This would essentially include most of the commercial and industrial properties within the Village and larger scale residential development.

The stormwater regulations are generally based on a model ordinance prepared by the New Jersey Department of Environmental Protection. The model can be adjusted to account for local conditions and for the goals and objectives of individual municipalities. A strong storm water management ordinance can also reduce the storm water surges into the Village's combined sewer /stormwater system that may provide some relief to the volume of water generated through the system and into the adjacent rivers.

The New Jersey Watershed Institute has proposed more stringent standards for storm water control that can be incorporated into municipal storm water ordinances. These standards include:

- 1) Providing for "minor development" (increasing impervious surfaces by 250 to 400 square feet) to incorporate best management practices.
- 2) Using "low impact development techniques" such as minimizing site disturbance, preserving natural vegetation, enhancing natural drainage features and minimizing sloped areas.
- 3) Using green infrastructure techniques that contribute to ground water recharge such as dry wells, pervious pavement, sand filters and small-scale infiltration basins.
- 4) Decrease water quality measures to projects proposing less than ¼ acre in size.

The Plan recommends the further analysis of the storm water management goals and objectives as well as the ordinance. An increase in the level of the management of storm water could relieve the combined sewer storm water capacity issues to some degree. The increase in storm water management participation will also enhance the environment through increased use of natural systems and ground water recharge.

COMMUNITY FACILITIES PLAN

A functioning and effective range of community services and facilities contributes to the Village's quality of life and desirability. It is the source of pride and can be a measure of the overall community and the services it provides to its population and businesses.

This Plan provides an inventory of the existing municipal buildings and services as well as discussion of additional facilities needed and the need for expansion of existing facilities. This Plan Element does not include an arts and cultural component which will be the subject of a separate Master Plan Element.

ADMINISTRATION

The administrative center of the Village is the Village Hall which is located in the center of the downtown area. It is comprised of a three-story building and a off-street parking area from Park Avenue. The primary entrance to the building is on Main Street. The municipal building houses most of the administrative functions of the Village including the clerk, tax office, building department and violation bureau. The building also houses the police department which occupies the lower floor with access from Park Avenue. The police department also has access to the parking area with access from Park Avenue.

Part of the administration function is housed south of the Village Hall on Main Street where the fire prevention bureau and planning board / board of adjustment offices are located. Off-street parking is available adjacent to the building which is also used for Brewster Park.

POLICE

The police department currently has 31 full time police officers. The department has 21 vehicles and is able to accommodate the needs of the Village population. Special programs run by the department include school safety, traffic control, parking permits and other public safety activities.

FIRE DEPARTMENT

The fire department consists of 6 fire stations, including 2 hook and ladder companies and 4 pumper companies. The department is a volunteer-based organization, and each fire company owns its station building and property. These are neighborhood fire stations and are located within the separate residential neighborhoods of the Village. Locations include:

- Hose Company #1 – 63 Mt. Vernon Street
- Overpeck Engine Company #2 – 45 Euclid Avenue
- Westview Hose Company #3 – 83 Hackensack Avenue
- Active Chemical Company #4 – 125 Teaneck Road
- Friendship Hook and Ladder #1 – 42 Garden Street
- Hazelton Heights Hook and Ladder #2 – 93 Hazelton Street

The department provides the fire protection services to all areas of the Village. It is noted that there is no fire station in the Challenger Road area. However, stations nearby provide adequate coverage to the office park. Also, to be considered, is the plan by New Jersey Transit to construct a new bus garage and service facility on the vacant property south of Route 46 and east of the New Jersey Turnpike. There had also been some discussion toward consolidating the fire stations to one central station within the Village.

The fire department is also always concerned about the number of volunteers and the ability of the volunteer system to provide increasing public safety services. As additional population is generated, particularly in the Challenger Road area, additional fire personnel may be needed in the near future.

AMBULANCE CORPS AND RESCUE SQUAD

These services are located in the fire prevention building located on Main Street at Route 46 west. This is a volunteer corps that provides emergency service to the Village residential 24 hours a day, 7 days per week. The corps and rescue squad work in concert with the police and fire departments to provide emergency services.

DEPARTMENT OF PUBLIC WORKS

The Department of Public Works is located on a 3.8-acre tract along the Hackensack River with access to Industrial Avenue. The Department is responsible for maintenance of the Village roads, parks, combined storm water system and recycling. It operates a recycling center at the site and also collects curbside in the residential neighborhoods. Solid Waste collection is managed by the Department of Public Works. Residential collection occurs twice weekly with special collections for large and special items.

There has been some discussion of seeking a new site for the DPW that would be located in proximity to the New Jersey Transit bus garage at the south end of the Village. Access would be from Bergen Turnpike. This would allow the current site to be available for private industrial development and also provide for a new modern public works facility. Further investigation needs to be done to determine if this relocation would be viable for the Village.

PUBLIC LIBRARY

The library is located at the intersection of Euclid Avenue and Cedar Street. The public library is part of the County cooperative lending system that provides for the sharing of books and publications. The library has adult, teen and children's programs as well as and ESL service and an on-line database of information.

CIVIC CENTER

The civic center is located on Park Street and is used for senior events, public education activities and social / youth gatherings. The center is one of the primary centers for enhancing the quality of life in the Village particularly for the aging population.

SCHOOLS

The Board of Education operates three elementary schools and the Junior/Senior High School. The elementary schools (K-6) are:

Grant – Henry Street (at Teaneck Rd) – South Village Neighborhood

Roosevelt – Teaneck Road (at Hazelton St.) – Northeast Residential Neighborhood

Lincoln - Lincoln Ave. (at Grand Ave.) - Westview Neighborhood

All three schools are “neighborhood” schools, that encourage walking to the school. The school buildings are integrated into their respective neighborhoods and provide a marketable asset to the value of the homes in the Village.

The Junior/Senior High School is located at the eastern end of Grand Avenue and encompasses approximately 12 acres of land area. This school is community-based, serving the entire Village where walking to the school is still encouraged. The Junior/Senior High School also accommodates students from the Borough of Little Ferry.

The Board of Education governs the school system and determines the school budget as well as preparing its long-term facilities plan. This plan projects the educational needs of the Village and plans for current and future capital improvements of the school system.

Enrollment data for the previous five years show a consistent enrollment pattern for the Junior/Senior High School and an increase in the elementary enrollment between the 2017-18 and the 2018-19 school years.

Table 14

	High School	Grant	Lincoln	Roosevelt
2020-21	1186	244	374	339
2019-20	1194	234	394	380
2018-19	1189	230	393	409
2017-18	1225	192	313	318
2016-17	1238	190	315	338

The Village will continue to plan for improvements to the school system. There is a continuing discussion on the need for additional facilities due to demographic changes and housing turnover to younger families. There is also the discussion of the impact of the residential development in the Challenger Road Redevelopment Area which will increase the school age population. The only existing school structure that might be available to date is the St. Francis School which is currently being operated as the Academy of Greatness & Excellence, a STEM-certified Islamic School.

HISTORIC PRESERVATION PLAN

Historic preservation is the identification, evaluation, and protection of historic and archeological resources so that they continue to play a vibrant role in their communities. Ridgefield Park's historic properties and the environment in which they exist are irreplaceable resources that contribute to the quality of life that residents enjoy and emphasize the history of the Village.

A historic place means that a building, site, property, or district meets criteria of significance in national, state, or local history and/or architecture. It is a recognition that the location is important 1) due to the architectural elements, 2) because it is representative of a particular architect or 3) due to a historical event that occurred there, or a combination of the three. Considering that the Village area was settled in the mid-1600s, many sites and buildings have historic importance to the story of the Village. This includes the agrarian settlement, the development of the neighborhoods and downtown Village, and the construction of the highways and railroads, including the bridges over the Village waterways.

A listing on the National Register of Historic Places is recognition of the importance of the resource, architecturally and historically. The cultural and educational value of this listing may be used to generate more knowledge of and appreciation for the resource, a key part of generating historic preservation activities in any community. Two structures are currently listed on the New Jersey and National Register of Historic Places. These are:

1. Paulison – Christie House – 9 Homestead Place – an early Bergen County stone house

2. Overpeck Creek Drawbridge – New York Susquehanna and Western Railroad

Recognized historic districts include the Main Street Historic District on Main Street and Mt. Vernon Street. The district generally coincides with the C-1H zone on the Village Zone Plan.

Several resources are available to determine the eligibility of potentially historic places. The State of New Jersey, Department of Environmental Protection, Historic Preservation Office maintains and determines eligible sites for the Register of Historic Places. The State also provides a digital resource of sites reviewed for eligibility by various groups and localities. The Cultural Resources Geographic Information System, also called LUCY, provides a good baseline for further review of potential historic places.

LUCY lists sites as eligible, potentially eligible, and key contributors to recommended historic districts. The following maps represent the Village potential historic resources on LUCY. The inventory for Bergen County is based on the Bergen County Stone House Survey and the Bergen County Historic Sites Survey 1980-81 with 2005 and 2008 updates. Of the sites shown on the digital mapping system, the following are indicated as eligible or potentially eligible for listing on the Register of Historic Places. These include:

- A. The Euclid Avenue Historic District – from Hobart Street to Preston Street – eligible.
- B. The Grant Street Historic District – from Main Street to Teaneck Road – eligible.
- C. Roosevelt School – 508 Teaneck Road, circa 1922 – eligible.
- D. Lincoln School – 712 Lincoln Ave., circa 1896 – eligible.
- E. Apartment House – 137 Bergen Ave. (at Popular St.) – eligible.
- F. Park Royal Towers – 65 Bergen Ave. (at Mt Vernon St.) – key contributor to Euclid Ave. Historic District.
- G. Little Ferry Paper Co. – 185 Industrial Ave. – potentially eligible
- H. Dowling Fuel – 100 Industrial Ave. – potentially eligible
- I. West Shore Railroad Train Station – circa 1927 – eligible.
- J. Bogert – Voorhees House – 156 Teaneck Rd., circa 1829 – eligible.
- K. Crystal Clear (formerly Little Ferry Paper Co.) – 30 Bergen Tpke. – potentially eligible.
- L. U.S. Route 46 Bascule Bridge – Hackensack River, circa 1934 – eligible.

Of course, local knowledge of the development of the Village including streets and buildings will have particularly local historic significance even though they may not be eligible for state or national listing. A thorough analysis of the local sites, streets and buildings would be appropriate in developing a comprehensive list of historic places. These may include architecturally significant or unique structures and areas that are critical in protecting the cultural heritage of the Village.

The Historic Preservation Commission is the key to retaining the historic sites in the Village and also to providing context to the scale and character of the Village when reviewing development applications in the downtown historic district. The Commission's statement describes its mission with respect to Main Street Historic District as follows:

“The buildings and architectural appearance of our business district possesses a certain character upon which we would like to preserve and improve. Architectural Guidelines have been prepared for reference when properties or businesses decide

to make changes affecting the facades of the buildings in the district. The commission reviews applications for all proposed changes within the district using these established Guidelines. Similar guidelines and reviews have been in effect in numerous downtown districts throughout the State, with results that have seen significant improvement to economic growth and property values.”

The Village has prepared a “Design Guidelines for Main Street” in 2003 which sets out the standards to be used for renovation and rehabilitation for the business district. The design guidelines set standards for building design, signs, awnings and streetscape construction details.

The Master Plan recommends a full Historic Preservation Element be prepared by the Village. A full Element would allow greater detail concerning the history of the Village and its buildings, neighborhoods and industrial development. Much of that history is located in the public library in the historical publication, “Ridgefield Park – 1685-1985”.

A full Element would also allow a discussion of important architectural and design periods of the Village’s growth and decide what is important to preserve and what to protect in terms of the context of neighborhoods and potential historic districts. If the Village is to protect its past, a complete inventory of the important buildings and sites within the Village is paramount to the preservation effort.

The protection of historic or important structures is a challenging effort. Even though a site or building may be listed on the State and National Registers, that does not mean it is protected from demolition or alteration. Private property rights still allow the owner to make substantial changes to the building and even demolish it. Several municipalities have enacted historic preservation ordinances that allow the local governments to review, discuss the pending action with the property owner and consider options other than demolition.

The Historic Preservation Ordinances charge the Historic Preservation Commission with the task of reviewing major alterations and demolitions to historic buildings outside of the downtown historic district. Such review allows the Commission to work with the property owner on design details and historic context as it does in the Main Street Historic District. However, the key element in such an ordinance, is a current inventory of structures and sites that would fall under the ordinance’s jurisdiction.

Figure 22
HISTORIC RESOURCES (LUCY)

environment of enjoyment, provoking thought and discussion and enhancing the value of the spaces they occupy and the people they reach.

The Village of Ridgefield Park has a significant presence in the promotion of social interaction, community gathering and the cultural identity of the municipality. The Public Arts Champions have been instrumental in developing a keen sense of the importance of art in the Village. There are numerous examples of the group's efforts in the Village parks and in within the downtown area. The Village has recently selected the Public Arts Champions as the "Village's Creative Team". Their role is to advance art and creative place-making through the following actions:

- Recommend an Artist Laureate for the Village annually.
- Maintain a creative inventory.
- Assist in the preparation of a Creative Place-Making Plan for the Village.
- Provide advice to Village

To a great extent, the value of the community is measured in the degree to which it embraces public art and promotes cultural activities. The public arts plan essentially affects every aspect of the overall Master Plan for the Village. It is projected that public art and cultural events will enhance the other components of the Master Plan by:

- Achieving a sense of community and a sense of place in gathering areas like downtown and the Village parks.
- Enhancing the quality of life in residential areas, particularly the established neighborhoods and including the multi-family projects in the Challenger Road area.
- Strengthening the connection between neighborhoods through the celebration of cultural events.
- Increasing the social and human value of the commercial areas through art and cultural displays.
- In an aging population, providing art throughout the pedestrian walkways and areas of gathering such as the riverfront park system to create peaceful and calming areas of rest and relaxation.
- Incorporating art as an integral component of the open space plan.
- Providing spaces for cultural events in and around the Main Street / Mt. Vernon Street areas.
- Continuing the July 4th parade event, which is clearly the most valuable cultural event within the community.
- Creating an environment and a regulatory component that will encourage artists to live and work within the Village and make their art accessible to the public through public and private spaces.
- Create and prepare a comprehensive public arts and cultural resource master plan element that will allow a more extensive discussion of arts and culture within the community as well as a more detailed plan for the Village's future cultural resource areas.
- Subsequent to this master plan preparation, prepare the appropriate regulatory ordinances that would encourage and provide the framework for art and culture in the Village.

THE FOCUS OF ART

The primary effort of art and cultural activities in the Village center around the downtown area and the existing and future open spaces and parkland. The placement of art in the downtown area is vital in establishing a “sense of place”. Another primary objective of the arts plan is to encourage and promote artists and artisans to live and work in the Village. The objective also includes the opportunity to display and market works of art in a setting that promotes creativity and a community of the arts.

ART CENTRICITY

The display of art works and cultural arts performances can happen almost anywhere within the Village including existing parks, indoor venues, schools, street locations, etc. The Village Creative Team will ensure that a wide range of events, displays and performances continue into the future. This Plan will concentrate on the discussion of a home for artists and performers as a land use tool that promotes the Village both artistically and economically.

From that perspective, the land use component of the arts should be focused around the Main Street downtown area and within the existing industrial zones. The downtown area can support spaces for galleries, studios and living spaces for artists and performers. Encouraging these uses will enhance the downtown area and hopefully create a special place where retail and commercial uses, restaurants and cafes and other uses including residential uses are bolstered by the use of art and cultural events. The downtown area will also support artists studios and live-work spaces within the downtown commercial zone. The fact that the downtown is also a historic district adds to the benefit of promoting art and culture.

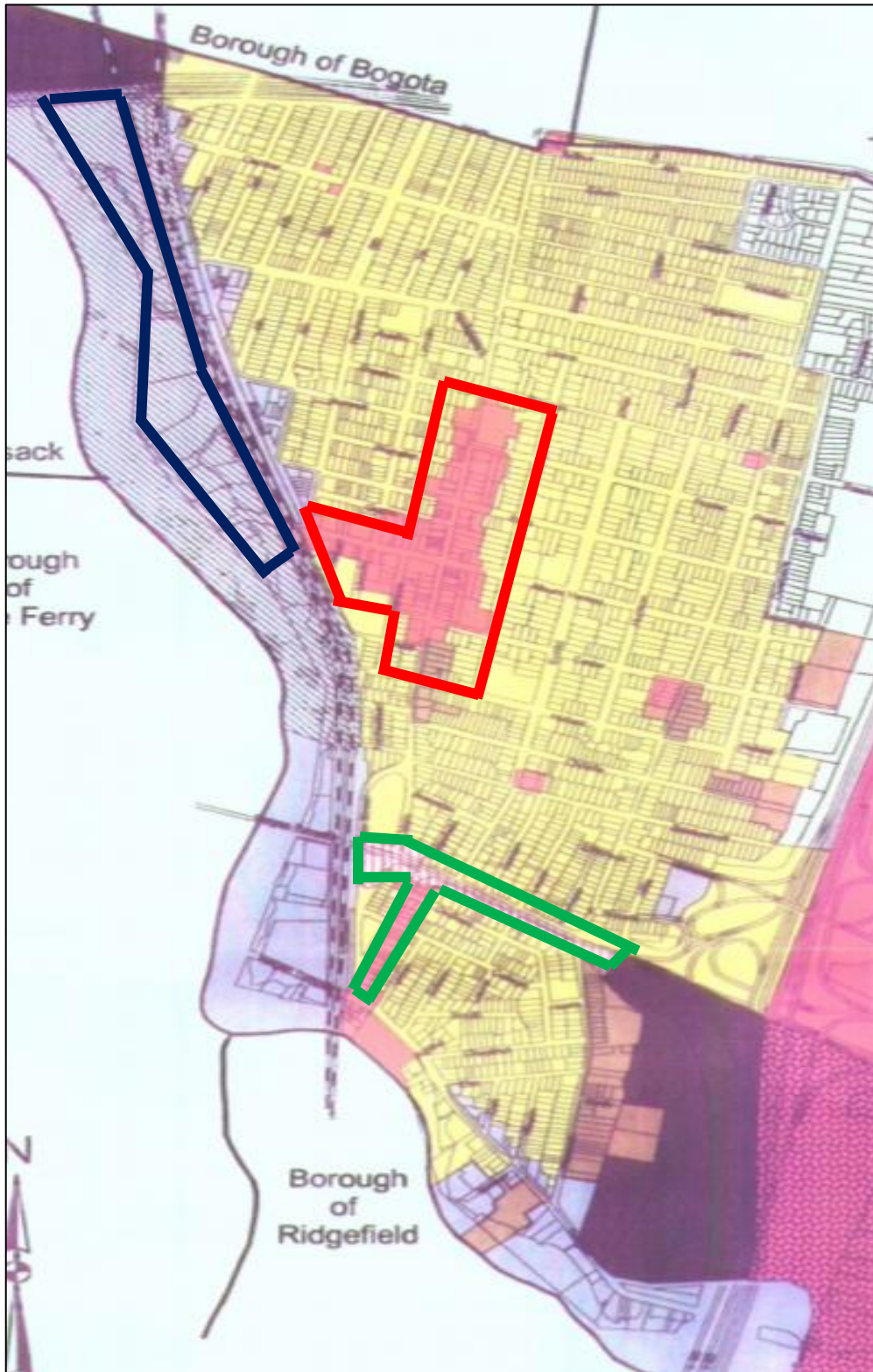
The existing industrial area can also support the need for larger studio and art spaces including the performing arts studios. Appropriating spaces in industrial buildings offers large spaces, high ceilings, places where music will not disturb residential neighbors. It also offers specific areas for sculpture development that may require the use of industrial materials and welding services. These uses would not be appropriate in the downtown setting.

One additional area that can be considered for the development of art would be the isolated industrial and commercial buildings scattered around the Village, but not in any of the above locations. These buildings may be in residential areas and therefore may need to be restricted to some degree. Further analysis is required of these sites.

PLAN AREA

The plan below shows the cultural arts district in the downtown area of the Village. It is generally coexistent with the C-1H Zone which is the historic commercial zone area. The area expands slightly to include the Cedar Street, Lincoln Avenue area to the existing train station. This area is to be included in the expanded C-1H zone discussed earlier in this Plan.

Figure 23
ART AND CULTURE DISTRICT MAP



The other suggested arts zone is along both sides of Route 46 and Ridgefield Avenue in the Village. This area is a mix of residential, commercial and mixed uses that includes several underutilized properties. The inclusion of this area in the arts district would provide an incentive

to enhance the use and value of the properties and would be somewhat compatible with the highway commercial environment.

Finally, the industrial area along the Hackensack River should be included in the arts district for those art uses that require a more industrial setting and use materials that require the use of industrial equipment. Larger art works are also created in a more desirable industrial setting that can be housed appropriately and without impact on residential uses.

EFFECTUATION OF ART AND CULTURE

Establishing the framework for public art and culture is based on the efforts of the Village Creative Team and the formation of a plan to support the arts. The Creative Team is charged with developing and maintaining a Creative Place-making Plan for the Village, providing assistance and advice to Village residents, groups and businesses and providing assistance to the Village in public art selection and placement.

The Creative Team has the flexibility to utilize existing facilities, parks, streets and building facades to display various forms of art and expression. These art works contribute to the overall welfare of the community and show the public the wealth of art and talent in the Village. The Creative Place-making Plan will provide the framework for this effort.

This Public Arts Plan of the Master Plan focuses on the types of art and expression and the appropriate location to house and support the community of artists and artisans within the Village. In that context, a supplement to the zoning ordinance is recommended to implement the Plan. The ordinance will further define appropriate uses related to the arts in the downtown area, along Route 46, Ridgfield Avenue and in the industrial zone. Several of the focus areas include:

- Live/Work Studios
- Studios in the residential zones
- Live Performance Venues
- Movie Studio Facilities and Recording Studios
- Open Air / Farmers Markets
- Culinary Arts and Food Kitchen Facilities

RELATIONSHIP TO COUNTY AND ADJOINING MUNICIPALITY PLANS

The New Jersey Municipal Land Use Law requires a Master Plan to include a policy statement indicating the relationship of the proposed development of the Village to the Master Plans of the County and the contiguous municipalities.

BERGEN COUNTY

The Land Use Element of the Bergen County Master Plan has not been updated since 1973. The land use conditions in the County have changed so much since that time that its goals and policies are very much outdated. The Master Plan does not conflict with the County Master Plan.

BOGOTA

The Borough of Bogota is situated to the north of the Village. A portion of the border between it and the Village of Ridgefield Park includes the right-of-way and physical roadway of Interstate Route 80. The western portion of the Borough of Bogota along River Road and Industrial Avenue has been designated a redevelopment area for industrial development. The Village has also designated this area for redevelopment.

HACKENSACK

The City of Hackensack lies to the west of the Village and is separated from the Village by the Hackensack River. Hackensack has an extensive frontage along the west bank of the Hackensack River. The Land Use Element designates for a myriad of uses from multi-family, commercial and industrial development. The Hackensack River acts as the buffer between the two municipalities and the Village designates most of its waterfront for industrial development.

RIDGEFIELD

The Borough of Ridgefield lies to the east of the Village and is separated from the Village by Overpeck Creek. Ridgefield has adopted a redevelopment plan for a portion of its land area along Overpeck Creek. The redevelopment plan encourages multi-family housing, commercial development and parks. These uses are compatible with the Village's redevelopment area south of Route 46 in the Village that designates the waterfront area for residential, office and commercial uses. The Borough's Master Plan also proposes a open space corridor along the Overpeck Creek and Hackensack River waterfront areas.

LITTLE FERRY

The Borough of Little Ferry is situated to the south and west of the Village and is separated from the Village by the Hackensack River. The Little Ferry Master Plan indicates that the area across from the Village in the area of Bergen Turnpike is a designated redevelopment area and is also zoned for commercial development. The Village's plan designation in this area is for industrial development and is therefore compatible with the Little Ferry redevelopment plans and master plan.

TEANECK

The Township of Teaneck is located along the Village's northern border and is separated from it by Interstate Route 80. The Teaneck Master Plan designates the area adjacent to the Village for single family residential development which is compatible with the Village's designation for single family residential use.

LEONIA

The Borough of Leonia is separated from the village of Ridgefield Park by Overpeck Creek, where Leonia's entire western boundary is part of Overpeck County Park. Ridgefield Park borders a small portion of Leonia's southwestern boundary. The municipal boundary follows the natural features of the Overpeck Creek.

The area along the border in both municipalities is similarly zoned and consists of the Overpeck County Park. Ridgefield Park's northeastern boundary that is zoned for Single-Family Residential District (R-1) which borders Leonia's Single Family (A-2).

PALISADES PARK

The portion of Palisades Park that is adjacent to the Village lies north of Route 46 along Overpeck Creek. The entirety of the boundary between the municipalities is separated by the Creek. Palisades Park has designated this area as an industrial area but also has a recreation facility along Overpeck Creek. It is across from the Challenger Road Redevelopment Area and the County Park.

MASTER PLAN IMPLEMENTATION

The Master Plan cannot exist in a vacuum. The Village zoning ordinance must be amended to address and be consistent with the Master Plan. In particular, the zoning ordinance must be consistent with the Land Use Element of the Master Plan. This is a requirement of the New Jersey Municipal Land Use Law. The Master Plan has established the policy and direction of the future of the Village. The zoning ordinance promulgates the regulations that coincide with the intent and purpose of the Master Plan as well as the Municipal Land Use Law purposes.

The Master Plan also provides a guide to the Planning Board and the Board of Adjustment concerning issues related to land use, traffic, storm water management and socioeconomics that are discussed in review of development applications. The criteria for the approval of use variances includes a determination of how the proposed use is consistent with the Village Master Plan. In addition, the redevelopment plans adopted by the Village Commissioners become a part of the Master Plan and are also used in the review and development of designated parcels.

Finally, the New Jersey Municipal Land Use Law requires that the Master Plan be reexamined a minimum of every ten (10) years. It can be reexamined at any interval less than ten years if desired or necessary.

APPENDIX I – CHALLENGER ROAD REDEVELOPMENT PLAN

VILLAGE OF RIDGEFIELD PARK

BERGEN COUNTY, NEW JERSEY

CHALLENGER ROAD REDEVELOPMENT PLAN

FOR

BLOCK 24.02, LOT 1

BLOCK 24.03, LOT 4

BLOCK 24.04, LOT 1

BLOCK 24.05, LOT 1

February 12, 2019

The original of this report was signed and sealed in accordance with N.J.S.A. 45:14A-12.

Prepared by:

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Kenneth Ochab, PP

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VILLAGE OF RIDGEFIELD PARK

INTRODUCTION

On October 25, 2005, the Village of Ridgefield Park (the "Village") adopted Resolution 7 (the "Redevelopment Resolution") pursuant to which the Village declared certain property located within, and owned by, the Village situated along Challenger Road and designated as Block 24.02, Lot 1, Block 24.03, Lot 4, Block 24.04, Lot 1 and Block 24.05, Lot 1 (collectively, the "Redevelopment Property" or the "Redevelopment Area") on the current tax assessment map of the Village as blighted and as "an area in need of redevelopment" under the Local Redevelopment and Housing Law, N. J. S.A. 40A: 12A-1 et seq.

This Redevelopment Plan will be considered pursuant to N.J. S.A. 40A: 12A-7, by the Board of Commissioners of the Village as the plan for redevelopment of the Redevelopment Property.

The Redevelopment Area (with the exception of the parcel of land known as Block 24.05, Lot 1 which was recently acquired by the Village from the New Jersey Department of Transportation and is hereinafter referred to as the "DOT Parcel") is part of a larger area (such larger area being hereinafter called the "Overall Redevelopment Area") which was previously declared blighted by resolution of the Village in 1979. On or about June 26, 1979, the Village adopted a redevelopment plan (which was later amended; such redevelopment plan, as amended, is hereinafter filed the "Prior Redevelopment Plan") with respect to such larger area and designated Hartz Mountain Industries ("Hartz") as the redeveloper thereunder.

Under the Prior Redevelopment Plan (which has expired), Hartz and the Village entered into a certain Master Leasing and Option Agreement, dated as of June 30, 1981 and amended thereafter (the "Master Lease"), pursuant to which Hartz was given the option to lease and the right to develop parcels within the entire Overall Redevelopment Area. Ultimately, Hartz did not lease and develop all of the parcels within the entire Overall Redevelopment Area. Rather, Hartz leased five (5) separate parcels of land and has developed all five parcels.

The Master Lease expired by its terms as of June 29, 2004. After the expiration of the Master Lease, the parcels in the Overall Redevelopment Area which were not leased or developed by Hartz reverted back to the Village. It is these parcels of land, along with the DOT Parcel, which comprise the Redevelopment Area described in this Plan.

STATUTORY REQUIREMENTS

According to State statute (N.J.S.A. 40A:12A-7), the Redevelopment Plan shall include an outline for the planning, development, redevelopment or rehabilitation of the project area sufficient to indicate:

- Its relationship to definitive 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;
- Proposed land uses and building requirements in the project area;
- 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;
- An identification of any property within the Redevelopment Area which is proposed to be acquired in accordance with the Redevelopment Plan;
- Any significant relationship of the Redevelopment Plan 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” PL 1985, C398 (C52: 18A-196 et al.).

DESCRIPTION OF REDEVELOPMENT AREA

The Redevelopment Area consists of all of that certain property located within, and owned by, the Village situate along Challenger Road and designated as Block 24.02, Lot 1, Block 24.03, Lot 4, Block 24.04, Lot 1 and Block 24.05, Lot 1 as shown on the map attached hereto as Figures 1 and 2.

REDEVELOPMENT GOALS AND OBJECTIVES

The goals of the Redevelopment Plan are:

1. To transform underutilized vacant land into fully productive uses.
2. To serve as the guiding document required for the Village Board of Commissioners and the Planning Board for the Redevelopment Area.

The objectives of the Plan are to:

1. Create land use and building requirements specific to the Redevelopment Area that will promote its development in a manner that is compatible and complementary with the development of the surrounding properties;
2. Encourage the construction of high quality properties that will add to the economic base of the Village.

3. To provide the catalyst for the construction of affordable housing pursuant to an agreement with the Fair Share Housing Center

LAND USE PLAN

The permitted uses and design standards within the Redevelopment Area and the design standards that apply to the Area are detailed in the District Standards for the Redevelopment Area and Design Standards for the Redevelopment Area, set forth below.

Relationship of the Plan To The Village Land Development Regulations

The standards contained within this Redevelopment Plan shall supersede those in the existing Zoning District encompassing the Redevelopment Area and shall apply to any redevelopment or rehabilitation project designed to implement this Plan, whether by a designated redeveloper or by private property owners. Where regulations of this Plan conflict with the Zoning Ordinance or design standards of the Village, this Plan shall control. the continued use of existing properties made nonconforming by adoption of this Plan is permitted until the property is to be redeveloped or substantially rehabilitated, at which time the provisions of this Plan shall apply. When a particular land use or site standard is not covered in this redevelopment plan, compliance with the Village of Ridgefield Park Zoning and Land Use Ordinances or other applicable Village codes and Ordinances will be required.

Exceptions to Standards

Variation from the development requirements and design standards set forth by this redevelopment plan may be necessary in certain limited circumstances. In such instances, the Planning Board may grant reasonable exceptions from certain bulk, parking or design requirements if the designated redeveloper demonstrates that such design exception(s) will not substantially impair the intent of the Redevelopment Plan, and will not present a substantial detriment to the public health, safety and welfare.

To gain approval of such modification or waiver of a development requirement or design standard, the applicant shall demonstrate that the resulting change will:

1. Generally satisfy the Redevelopment Plan's goals and objectives;
2. Be designed in accordance with the Village's normally acceptable engineering, planning and/or architectural practices;
3. Not have an adverse impact on the physical, visual or spatial characteristics of the overall development plan for the parcel or tract to be developed, or adjacent or nearby properties;
4. Generally enhance the overall development plan for the tract.

Deviations from the uses permitted in the Area shall be permitted only by means of an amendment of the Redevelopment Plan by the Village Board of Commissioners, should the deviation be considered acceptable to the furtherance of the goals and objectives of this plan.

Provisions Related to Off-Site Improvements

The extent of the Redeveloper's responsibility for any installation or upgrade of infrastructure related to their project, whether on-site or off-site, will be outlined in the redeveloper's agreement with the Village. Off-site responsibility for properties not covered under the redeveloper's agreement will be determined in the same manner as other development projects throughout the Village during the permit and/or site plan review phases.

All improvements shall comply with applicable local, state and federal codes including, without limitation, the Americans with Disabilities Act.

Provisions Related to Affordable Housing

The Village has a Housing Element which proposes that in the Redevelopment Area, the redeveloper should be required to provide for the number of low and moderate income housing units set forth in the Village's Settlement Agreement with Fair Share Housing Center in the litigation captioned *In Re Village of Ridgefield Park, Docket No. Ber-L-6143-15*, and as will be memorialized in the Village's Housing Element and fair Share Plan. In the case of a housing development, the obligation shall be discharged by building the required affordable housing units in the redevelopment project unless the Redevelopment Agreement (to be entered into between the Village and the redeveloper) provides in the sole discretion of the Village for another mechanism to meet this requirement, such as locating the required number of low and moderate income housing units at an off-site location acceptable to the Village. In the case of all other redevelopment, the redeveloper's obligation with respect to affordable housing shall be discharged either by building affordable housing in the redeveloper's project or by paying money to the Village's Affordable Housing Trust fund unless the Redevelopment Agreement provides otherwise. This presumptive minimum number of low and moderate income housing units shall be ten percent (10%) of the overall project residential yield and appropriate housing development fee for all proposed non-residential development.

District Standards for the Redevelopment Area

The following District Standards apply to the Redevelopment Area. They contain information pertaining to the permitted and accessory uses therein.

Permitted Principal Uses

Hotels and extended stay facilities. For purposes of this Redevelopment Plan, the term “hotel” shall be a building designed for transient lodging and related ancillary uses (such as, but not limited to, food service, restaurants, newsstands, gift shops and other ancillary uses) that are at least three stories in height with a majority of rooms opening out from an internal lobby and hallways, where the average stay of patrons is not more than 30 days. The term “extended stay” facility shall mean a hotel in which the average stay is not more than 180 days and in which rooms may have kitchens.

Conference centers and theaters.

Research facilities and accessory uses, thereto including but not limited to pilot production plants, testing facilities or automobile testing and repair facilities) in conjunction with the research uses being conducted as a principal use, provided that no more than twenty-five percent (25%) of the floor area is in use for such accessory uses.

Office buildings, business and professional.

Banks, trading floors, and other financial institutions.

Sports clubs, spas and other well-being facilities, excluding driving ranges and outdoor skating rinks.

Medical facilities and Professional Health Care, including Hospitals.

Multi-family housing.

Independent living, assisted living, and nursing home facilities.

Child and adult day care facilities.

Affordable housing.

Age restricted housing.

Data centers.

Television & broadcast studios or other similar facilities.

Educational facilities.

Restaurants, including out-door dining or coffee shops and take-out facilities, but excluding drive through services.

Retail sales, services and other retail uses.

Public Utilities. All utilities shall be installed underground.

Mixed Use: Any combination of the foregoing uses may be included in a single building.

Permitted Accessory Uses

Off-street parking and loading facilities, including parking garages, (which, with proper easements or other agreements, may, with the Planning Board's approval, also be accessory to uses that are not on the same lot as the principal use).

Uses customarily incidental to multi-family housing, independent living, assisted living, nursing houses, or affordable housing such as, but not limited to, meeting rooms, swimming pools, fitness centers, and recreation facilities.

Uses customarily incidental to health clubs and spas, such as medical, chiropractic or physical therapy facilities, retail sales limited to 15% of the facility, restaurants and dining facilities.

Accessory storage within a wholly enclosed permanent structure.

Guardhouses or gatehouses.

Uses customarily incidental to office buildings, such as but not limited to, dining facilities for office tenants or employees.

A site support building / miscellaneous structure, which may include renewable energy sources and/or a cogeneration facility, capable of producing energy to be used by the principal use of the Property.

Bulk Standards for Block 24.02 Lot 1 and Block 24.03 Lot 4

a. Maximum Height

There shall be no maximum height except as regulated by area and yard requirements.

b. Area and Yard Regulations

1. The minimum lot size shall be two (2) acres.
2. The floor area ratio shall not exceed four (4.0). except the floor area ratio may be increased in accordance with the following schedule, provided that no other violations of this chapter are created in the process.
3. The floor area ratio may be increased to five (5.0) when the redevelopment provides a minimum of 20% of the total number of residential units as affordable housing. The affordable housing may be constructed on-site or off-site.
3. No structure shall be closer to any street right-of-way line or to any property line than thirty (30) feet for buildings not in excess of one hundred fifty (150) feet in height. For buildings in excess of one hundred fifty (150) feet, the setback requirement shall be increased by one (1) foot for each additional 10 feet of building height.
4. The maximum building coverage shall be 40%.
5. The maximum lot coverage (building plus paving plus parking lots and parking garages) shall not exceed seventy-five percent (75%). The remaining twenty-five percent (25%) shall be landscaping.

Bulk Standards for Block 24.04 Lot 1 and Block 24.05 Lot 1

a. Affordable housing set-aside

1. No development shall be permitted without an affordable housing set-aside, equal to or greater than 10% of the total number of residential units being developed.
2. Affordable housing may be provided on- or off-site subject to further definition in a Redevelopment Agreement between the redeveloper of the property and the Village.
3. Where provided on-site, affordable housing shall be incorporated into the proposed structure, evenly distributed throughout residential floors, equipped with similar fixtures and finishes, and with shared building access and amenities available to all market rate tenants.
4. The development of all affordable housing units shall comply with phasing, income, split, bedroom distribution and other requirements set forth in the Fair Housing Act and all other statutes, rules and regulations concerning same, including but not

limited to the Uniform Housing Affordability Controls, N.J.A.C. 5:80-26.1 et seq. and the phasing requirements set forth at N.J.A.C. 5:93-5.6(d)

5. Non-residential development shall comply with the development fee ordinance and provide appropriate fees to the Village of Ridgefield Park affordable housing trust fund.
- b. Maximum Height
 1. There shall be no maximum height except as regulated by area and yard requirements.
- c. Area and yard Regulations
 1. The minimum lot size shall be two (2) acres.
 2. The maximum floor area ratio shall be five and one-half (5.5). Floor area shall be calculated in accordance with Section 96-2.2 of the Zoning Ordinance (parking garage space not included in the FAR calculation).
 3. No vertical structure principally utilized for parking (such as a parking deck, which may contain one or more permitted uses in addition to the principal parking use) shall be closer to any street right-of-way line (property line) than ten (10) feet along Challenger Road and 30 feet along any other public roadway. No vertical structure principally utilized for one or more permitted uses (other than a parking structure, such as a hotel or residential tower) shall be closer to any street right-of-way line (property line) than 20 feet along Challenger Road and 30 feet along any other public roadway. Without limiting the foregoing, surface level accessory uses (such as surface level parking or exterior drive aisles) may be located within the front yards established by this section.
 3. The maximum building coverage shall be 65%
 4. The maximum lot coverage (including all buildings, paving, parking lots and parking garages) shall not exceed eighty-five percent (85%). The remaining fifteen percent (15%) shall be landscaping.

Design Standards for the Redevelopment Area

The following design standards shall apply to all blocks and lots within the Redevelopment Area:

- a. Minimum Off-Street Parking
 1. Offices: one (1) space per two hundred fifty (250) square feet of gross floor area.
 2. Hotels and extended stay facilities: one (1) space per room plus one space per employee on the maximum shift.

3. Utilities: one (1) space per one thousand five hundred (1,500) square feet of gross floor area.
4. Restaurants: one (1) space for every three (3) seats.
5. Research facilities and pilot plants: one (1) space for each one thousand (1,000) square feet of gross floor area, but not less than one (1) space per employee.
6. Meeting rooms in convention centers: one (1) space for each ten (10) seats.
7. Multi-family or affordable housing:
 - a) Studio units: one (1.0) space per unit
 - b) One (1) bedroom units: 1.3 spaces
 - c) Two (2) bedroom units or greater: 2.0 spaces
8. Independent Living, Assisted Living or Nursing Home: one (1) space per unit of independent living and one-half space (0.5) for each other bed or unit.
9. Health club or spa: one (1) space per two hundred (200) square feet of gross floor area.
10. Theaters: one (1) space per four (4) seats.
11. Where an overall complex is developed consisting of a variety of uses, shared parking may be allowed, subject to Planning Board approval, provided that there is no significant simultaneous use; the total amount provided for users sharing parking is to be calculated upon the use with the most restrictive requirements.
12. The Planning Board, in reviewing site plan approval, may increase or decrease the required parking spaces upon proof that an industry standard would require or permit more or less parking.

b. Minimum Off-Street Loading

1. Minimum off-street loading; three (3) spaces plus provision for garage level refuse and recycling collection and pick up.

c. Signs

1. Signs are permitted, subject to Section 96-7.8 of the Zoning Ordinance with the following limitations:
 - a) Each building shall be permitted one (1) exterior sign fronting on each public street/public right of way
 - b) The total sign area for each façade shall not exceed 20% of the first floor façade area for each façade facing a street/public right of way.

- c) Two (2) of the exterior signs may be attached to the building not higher than the building bulkhead parapet or the building bulkhead roofline of the building.
- d) One additional ground sign may be provided at each driveway entrance not to exceed 40 square feet in area per side.
- d. Walls and Fences
 - 1. Walls and fences are permitted, subject to Section 96-7.2 of the Zoning Ordinance.

PROPERTY ACQUISITION AND RELOCATION

Property To Be Acquired

The Village of Ridgefield Park does not contemplate condemnation.

Relocation

There are no owners or tenants who will need relocation assistance under State or Federal law.

PLAN RELATIONSHIP TO DEFINITIVE LOCAL OBJECTIVES

The Village Master Plan is dated March 24, 2000 (the “2000 Master Plan”) and has been updated by an Amendment to the Ridgefield Park Master Plan Traffic Plan dated July 19, 2001, a Land Use Plan Element Update adopted January 12, 2004, and a Housing Element dated February 12, 2004 (these reports are collectively called the “Master Plan”). At the time of adoption of the 2000 Master Plan, the Overall Redevelopment Area had been the subject of a Master Lease and Option Agreement with Hartz and there was some possibility that the Redevelopment Area would be completed in accordance with the then-existing Redevelopment Plan. The then- existing Redevelopment Plan expired by its terms and the undeveloped/unleased parcels within the Overall Redevelopment Area reverted to the Village.

The Governing Body now believes that it is in the best interest of the Village that uses be added to the Redevelopment Plan to encourage the redevelopment of the Redevelopment Area in a manner that is compatible with, but not necessarily the same as, the office, theater and hotel development that has occurred in the former redevelopment area. This Plan is consistent in most respects with the Master Plan in that many of the uses permitted are similar to those already permitted in the OP-1 District of the Village. The Redevelopment Plan is also consistent with the Master Plan in that it no longer permits “motels” but, instead, permits “hotels” and “extended stay facilities.” This was a recommendation of the Land Use Plan Element Update adopted January 12, 2004. The Redevelopment Plan is also consistent with the Village Housing Element. To the extent this Plan allows some residential uses, the Plan is inconsistent with the current Master Plan. To that end, it is anticipated that the Master Plan will be amended in 2019 and that this redevelopment plan will be incorporated into the new master plan land use element.

RELATIONSHIP TO OTHER PLANS

The proposed Redevelopment Plan is substantially consistent with the Master Plans of municipalities that are contiguous to the Redevelopment Area, the Bergen County Master Plan and the State Development and Redevelopment Plan.

Adjacent Municipalities

There are no neighboring municipalities immediately adjacent to the Redevelopment Area. The Borough of Palisades Park lies on the opposite side of the Overpeck Creek from the existing redevelopment and the property in Palisades Park adjacent to the waterfront of that Creek are designated as parklands. Currently only one of the lots in the Redevelopment Area borders that Creek. The other properties in Ridgefield Park bordering the Creek are developed with office and other commercial structures.

Bergen County Master Plan

The 2000 Master Plan of the Village said that “The Bergen County Planning Board adopted a land use plan element in 1973. The Department does not have a current land use plan. According to the Bergen County Department of Planning and Economic Development, the County is in the process of updating its master plan. It is not certain when the document will be completed. Later updates to the Village Master Plan do not refer to any adoption of a land use element by Bergen County.

State Development and Redevelopment Plan (SDRP)

The State Development and Redevelopment Plan (SDRP) places the Redevelopment Area in the Metropolitan Planning Area 1 (PA1). This Redevelopment Plan is consistent with the planning goals and objectives of the SDRP as a whole (“to revitalize the State’s urban centers and areas”) and of PA1 in particular. which encourages infill development and redevelopment of areas containing existing infrastructure.

ADMINISTRATIVE AND PROCEDURAL REQUIREMENTS

Amending The Redevelopment Plan

Upon compliance with the requirements of applicable law, the Board of Commissioners of the Village of Ridgefield Park may amend, revise or modify this Redevelopment Plan, as circumstances may make such changes appropriate.

Duration Of Redevelopment Plan

The Redevelopment Plan, as amended, shall be in full force and effect for a period of twenty (20) years from the date of approval of this Plan by the Board of Commissioners.

Application for Development/Redevelopment

No application for development or redevelopment in the Area may be filed with the Planning Board until such time as the applicant has applied for and received a designation as a redeveloper from the Board of Commissioners and has executed a Redevelopment Agreement with the Board of Commissioners providing for the proposed application.

Conveyance Of Land

The Board of Commissioners may sell, lease, or otherwise convey to a redeveloper for redevelopment, subject to the restrictions, controls and requirements of this Redevelopment Plan, all or any portion of the land within the Redevelopment Area which becomes available to disposal by the municipality as a result of public action under this Plan. The Village reserves the right to formulate an agreement under any of the above-referenced arrangements and to enforce all covenants required or permitted by law. Every such lease or conveyance shall contain provisions required by statute, including but not limited to N.J.S.A. 40A:12A-9.

Redevelopment Entity

The Board of Commissioners shall serve as the redevelopment entity hereunder.

APPENDIX II -
AMENDED AND RESTATED
REDEVELOPMENT PLAN

For

BLOCK 49.01 LOT 1 BLOCK 146.02 LOT 1

BLOCK 47.02 LOT 1 BLOCK 47.06 LOT 1

BLOCK 40.02 LOT 1.02

N.J. TURNPIKE PARCEL 635X

IN THE

VILLAGE OF RIDGEFIELD PARK



Prepared by:
Kenneth Ochab Associates
12-16 Fair Lawn Ave.
Fair Lawn, N.J. 07410

March 8, 2016
Amended June 25, 2019

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It is certified that all copies of this document are in conformance with the one that was signed and sealed by Kenneth Ochab, AICP, P.P., License No. 2149.

Prepared by:

Kenneth Ochab

Kenneth Ochab, P.P.

Date: March 8, 2016/ June 25, 2019

STATUTORY REQUIREMENTS

The Local Redevelopment and Housing Law (LRHL) 40A:12A-7 mandates that the Amended and Restated Redevelopment Plan address the following issues:

- The Redevelopment Plan's relationship to appropriate land use, density of population and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements.
- Proposed land uses and building requirements in the Redevelopment Area
- Adequate provision for the temporary and permanent relocation, as necessary, of residents in the Redevelopment 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.
- An identification of any property within the Redevelopment Area which is proposed to be acquired in accordance with the Redevelopment Plan.
- Any significant relationship of the Redevelopment Plan 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.
- This Redevelopment Plan may include the provision of affordable housing in accordance with the "Fair Housing Act", P.L. 1985, c.222 (C-52:27D-301 et. seq.).
- The Redevelopment Plan shall supersede applicable provisions of the development regulations of the Village. When the Redevelopment Plan supersedes the existing development regulations, the ordinance adopting the Redevelopment Plan shall contain an explicit amendment to the zoning district map included in the zoning ordinance. The zoning district map as amended shall indicate the redevelopment area to which the Redevelopment Plan applies.

- 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 its full authorized membership with the reasons for so acting set forth in the redevelopment plan.

BACKGROUND

This Amended and Restated Redevelopment Plan makes minor changes to the existing Redevelopment Plan in the following manner: 1) adds a portion of the New Jersey Turnpike Authority (NJTA) property to the west of Block 40.02 Lot 1.02 (Gasho Site) between the Gasho Site and the Route 46 West ramp to the New Jersey Turnpike, which contains approximately 0.5 acres. The portion of the NJTA property added to the redevelopment area will be developed as part of the roadway infrastructure component of the redevelopment area.

2) increases the maximum number of residential units allowable in the redevelopment area from 1,500 to 2,100.

On December 10, 2013, the Village adopted Ordinance 2013-08 adopting the Amended and Restated Redevelopment Plan dated November 4, 2013 for property comprised of the following tracts: (i) the New Jersey Turnpike Authority site (the “NJTA Property”), (ii) an adjacent 33 acres site commonly referred to as the Werner tract and also known as the Lincoln Paper Mill Property (the “SkyMark Tract”), (iii) the Hampton Inn Property, (iv) the Exxon Property and (v) the Gasho Property, collectively the “Redevelopment Area” as further described below.

On June 22, 1999 the Village of Ridgefield Park (the “Village”) adopted a resolution pursuant to the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1 et seq. (the “Redevelopment Law”), which resolution requested that the Planning Board of the Village (the “Planning Board”) study certain property identified as Block 49.01, Lot 1, Block 53.01, Lot 1, Block 54.01, Lot 1, Block 56.01, Lot 1, Block 65.02, Lot 1, Block 66.01, Lot 1, Block 67.01, Lot 1, Block 68.02, Lot 1, Block 69.02, Lot 1, Block 70.02, Lot 1, Block 71.01, Lot 1, and a portion of Block 146.02, Lot 1 on the tax map of the Village (the “Study Area”) to determine if such Study Area satisfied the criteria established under the Redevelopment Law for determining that an area is “an area in need

of redevelopment.” On October 4, 1999 the Planning Board adopted a resolution determining that the Study Area did meet such criteria. Such determination by the Planning Board followed the preparation of a "Preliminary Redevelopment Determination" report prepared by Kasler Associates, P.A. on August 17, 1999 (the “Redevelopment Area Study”), proper notice, and multiple public hearings. A resolution of the Village determining that the entire Study Area qualified as “an area in need of redevelopment” under the Redevelopment Law was then adopted on November 23, 1999; which Study Area shall be referred to herein as the “Initial Redevelopment Area”.

On December 11, 2007 an ordinance approving a redevelopment plan for the (the “NJTA Property”) that was prepared by Kenneth Ochab Associates, LLC and entitled “Redevelopment Plan for Portion of Block 146.02, Lot 1 Village of Ridgefield Park New Jersey” dated July 19, 2007 (the “NJTA Redevelopment Plan”) was adopted by the Village pursuant to the Redevelopment Law.

Subsequently, the entire Study Area (except for the NJTA Property) was consolidated into the SkyMark Property.

The Village adopted a Redevelopment Plan dated October 1, 2012 to govern the redevelopment of the Initial Redevelopment Area (the “2012 Redevelopment Plan”). The 2012 Redevelopment Plan provided that the Exxon Property, the Hampton Inn Property and the Gasho Property (collectively, the “Additional Properties”) were necessary to effectuate the redevelopment of the Initial Redevelopment Area and further provided that if, following the adoption of this Redevelopment Plan, the Additional Properties were (1) studied by the Planning Board and determined by the Village to be necessary to the effective redevelopment of the Initial Redevelopment Area in accordance with the 2012 Redevelopment Plan and therefore an area in need of redevelopment; and (2) included within the overlay zoning district created by the 2012 Redevelopment Plan by the adoption of an ordinance by the Village applying the 2012 Redevelopment Plan to such Additional Properties, then such Additional Properties, together with the Initial Redevelopment Area would together become the “Redevelopment Area”. The 2012 Redevelopment Plan provided that until such conditions precedent were met in accordance with the Redevelopment Law (collectively, the “Additional Conditions”), the zoning controls applicable to the “Redevelopment Area” would apply solely to the Initial Redevelopment Area, and not to the Additional Properties.

The Village subsequently adopted a Resolution pursuant to the Redevelopment Law, which Resolution requested that the Planning Board conduct an investigation as to whether the Additional Properties satisfy the criteria for designation as an “area in need of redevelopment.” Although the Additional Properties were included in the original Study Area and identified in the 2012 Redevelopment Plan as necessary to effectuate the redevelopment of the Initial Redevelopment Area, the Village had not previously designated them as an “area in need of redevelopment.”

The Planning Board conducted an investigation as to the Additional Properties, which included proper notice and several public hearings. On November 4, 2013 the Planning Board adopted a Resolution memorializing its determination that the Additional Properties satisfy the criteria set forth in the Redevelopment Law and its recommendation that the Village designate the Additional Properties accordingly as an “area in need of redevelopment.” On November 12, 2013, the Village adopted a Resolution designating the Additional Properties as an “area in need of redevelopment” and instructing that an Amended Redevelopment Plan be prepared and adopted so as to govern the redevelopment of the Initial Redevelopment Area, along with the Additional Properties. The Initial Redevelopment Area and the Additional Properties are hereinafter referred to collectively as the “Redevelopment Area,” the entirety of which shall be governed by this Amended and Restated Redevelopment Plan.

The Planning Board recommended to the Village Governing Body (after referral) that the New Jersey Turnpike Parcel 635X be designated a parcel “in need of redevelopment”. This recommendation was made subsequent to a public hearing held on February 14, 2016. An ‘In Need of Redevelopment’ study was prepared by Kenneth Ochab Associates dated February 12, 2016 and the Village Governing Body designated the parcel “in need of redevelopment” on March 3, 2016.

This Redevelopment Plan is intended to supersede and replace in its entirety the Amended and Restated Redevelopment Plan dated November 4, 2013 and any prior redevelopment plan, including the NJTA Redevelopment Plan applicable to the Redevelopment Properties when adopted by the Village Governing Body.

DESCRIPTION OF THE REDEVELOPMENT AREA

The Redevelopment Area is currently identified as follows on the official tax maps of the Village: the NJTA Property is designated as Block 146.02 Lot 1; the SkyMark Tract is designated as Block 49.01 Lot 1; the Exxon Property is designated as, Block 47.02 Lot 1; the Hampton Inn Property is designated as Block 47.06 Lot 1 and the Gasho Property is designated as Block 40.02 Lot 1.02, and a portion of the NJTA Property to the west of the Gasho Property, between the Gasho Property and the Route 46 West ramp to the New Jersey Turnpike and Route 80 West which contains approximately a half (1/2) acre and does not have a block and lot designation.

The redevelopment properties lie on the east side of the New Jersey Turnpike, along the west side of Overpeck Creek and south of Route 46. The Gasho Property lies north of Route 46 and west of Overpeck Creek.

The Redevelopment Area consists of a portion of the New Jersey Turnpike Right-of-Way between the physical roadway and the SkyMark Property to the east (17.34 acres), the SkyMark Property (31.80 acres), the Exxon property (1.93 acres), the Hampton Inn property (2.57 acres), the Gasho property (2.34 acres) and the adjoining NJTA Property (0.53 acres). The entire Redevelopment Area comprises 56.51 acres.

The Redevelopment Area is rectangular in shape extending north and south parallel to the Turnpike roadway. The property is mostly vacant but there is a vehicle storage yard and parking area for construction equipment on the western side of the Redevelopment Area. In addition, the Exxon service station facility is located within the Redevelopment Area adjacent to and facing Route 46. The Gasho Property was previously used as a restaurant, which use has been discontinued for some time.

The Redevelopment Area (other than the Gasho Property) is bounded on the east by the Overpeck Creek, on the north by Route 46, on the west by the Turnpike roadway and on the south by the Overpeck Creek and the Bergen Turnpike, a County roadway, which is elevated at the site in order to cross the Turnpike right-of-way. The Gasho Property is bounded by Route 46 on the

south and Challenger Boulevard on the east and north, and lands to the west belonging to the NJDOT.

The Redevelopment Area is relatively flat with only minor topographic changes. A drainage channel (man-made ditch) traverses the property from west to east through the center and along the east side of the Turnpike property. These areas are within the 100 year flood elevation of 5.6 feet (NAVD 88). Wetlands exist within the ditches and have been delineated in accordance with New Jersey Department of Environmental Protection (NJDEP) wetland delineation methodology by the property owner. A letter of interpretation for the larger area of the ditch is pending with the NJDEP.

The SkyMark Property has the remnants of an abandoned man made drainage ditch on the easterly side of the property and a natural wetlands area that covers the south end of the site. A Letter of Interpretation (LOI) was issued by the NJDEP for the SkyMark Property. The LOI remains in effect. Portions of the SkyMark Property are also within the 100 year flood elevation of 5.7 feet (NAVD 88).

In 2011, the NJDEP Division of Fish and Game, Endangered and Non-Game Species Program (ENSP) and the U.S. Fish and Wildlife Service identified an active Bald Eagle nest in a large tree in the southeastern corner of the site, directly adjacent to the water's edge of Overpeck Creek. The agencies have required a significant buffer extending from the eagle's nest. This area is a "No-Work/No-Disturbance Zone" during the period when the eagles are actively nesting and rearing young. New limits and/or restrictions will be imposed on the development by the environmental agencies. At a minimum, a buffer will be required around the eagle's nest that will impose restrictions on the type of activities, structures and timing of events that can occur in proximity to the nest in order to accommodate co-habitation of the proposed development and the eagle's nest. The presence of the eagle's nest also imposes additional costs to redevelop the site to minimize short and long term impacts on the eagles, resulting in the need to study, document and revise the redevelopment in accordance with the requirements of the environmental agencies.

Although the Redevelopment Area has extensive frontage along the New Jersey Turnpike right-of-way and the Route 46 right-of-way, the Redevelopment Area has no access to the local roadway system other than a limited driveway access to Bergen Turnpike to the south. Otherwise, access to the property is limited since direct access from the New Jersey Turnpike is not possible. Therefore, in order for the redevelopment site to be appropriately developed, major access improvements will be necessary along Route 46 which will incorporate the Exxon Property and Hampton Inn Property as well as improvements along the N.J. Turnpike and Bergen Turnpike.

If developed, the Redevelopment Area's existing unused right-of-way access to Rte. 46 to the north would only further exacerbate an unsafe and deficient merge and entry condition. As set forth below, the Redevelopment Area cannot effectively be utilized without major and significant access improvements to the local and State roadway systems. This includes: the NJTPK access system, Route 46, Challenger Road and Bergen Turnpike. In addition to having been designated as an "area in need of redevelopment", the Additional Properties are necessary for the redevelopment of the Initial Redevelopment Area, and thus should otherwise be part of the Redevelopment Area for the following reasons:

1. The Exxon Property is necessary for the effective redevelopment of the Redevelopment Area, in particular, the necessary infrastructure improvements as set forth in Appendix A. Specifically, because of the critical location of these properties, the improvements to the Route 46 East widening and ramp could not be effectuated without the inclusion of these properties.
2. The Hampton Inn Property is necessary for the effective redevelopment of the Redevelopment Area, in particular, the necessary infrastructure improvements as set forth above in Appendix A. Specifically, because of the critical location of this property, the improvements to the NJTPK ramp from I-95 to Route 46 (see Infrastructure (6) below) could not be effectuated without the inclusion of this property.

3. The Gasho Property is necessary for the effective redevelopment of the Redevelopment Area, in particular, the necessary infrastructure improvements as set forth above in detail. Specifically, the construction of the main boulevard accessing the various uses on the Redevelopment Properties is linked to Route 46 West as well as linking the Village's Challenger Boulevard development north of Route 46 to the rest of the Village by the construction bridge across Route 46 onto this property (see Infrastructure (7) below) could not be effectuated without the inclusion of this property.
4. The portion of the NJTA Property to the west of the Gasho Property, between the Gasho Property and the Route 46 West ramp to the New Jersey Turnpike and Route 80 West which contains approximately a half (1/2) acre is necessary for the effective redevelopment of the Redevelopment Area, in particular, the necessary infrastructure improvements (bridge over Route 46) and the remainder will be utilized for the development of residential development on the Gasho Property

For the reasons set forth above, in addition to having been designated as an "area in need of redevelopment", the Additional Properties are necessary for the effective redevelopment of the Redevelopment Area.

AMENDED AND RESTATED REDEVELOPMENT PLAN GOALS AND OBJECTIVES

The overall goals of the Amended and Restated Redevelopment Plan are to:

- Provide for appropriate development of the Village of Ridgefield Park, to support the economic well-being of the Village of Ridgefield Park and provide for an increased tax base and employment opportunities in the region.
- Promote efficient and appropriate land development in the Village of Ridgefield Park in a manner which is compatible with surrounding land uses and development.

The objectives of the Redevelopment Plan are to:

- Encourage and integrated, comprehensive design with respect to the location and relationship of uses, buildings, parking, architectural elements, public open space areas,

- environmental features, pedestrian access and walkways and access to the surrounding highway and road network.
- Provide for a flexible mixed use development that provides for substantial commercial development and also provides for a design that incorporates a block neighborhood arrangement and related features to facilitate a specified character comprised of a street grid arrangement on the easterly portion of the Redevelopment Area.
 - Provide for appropriate land uses that will make productive use of vacant and under-utilized land areas.
 - Support development that will result in minimal environmental impact to the area and remediate existing environmental concerns.
 - Provide for adequate and safe access to the local, county and state / interstate roadway system in support of the Redevelopment Plan.
 - To promote the economical and efficient use of land and reduce infrastructure costs through unified development
 - To provide for a sustainable development that encourages minimizing the use of energy, reduces the development's "carbon footprint" on the environment and uses the principals of "LEED" construction techniques.
 - To permit the flexible spacing of buildings in order to encourage the separation of pedestrian and vehicular circulation, provide open space and public spaces and provide for functional and viable land uses.

LAND USE STRATEGY

The Amended and Restated Redevelopment Plan is intended to provide for the development opportunity of the Turnpike Property that is considered excess land which the New Jersey Turnpike Authority no longer needs to fulfill its transportation mandate. Together with the SkyMark Property and the adjacent properties the Redevelopment Area will be valuable in providing for additional growth and employment opportunities for the Village and region. The implementation of the Redevelopment Area will also provide for substantially improved regional and local access including improvements to the N.J. Turnpike, Route 46 and Bergen Turnpike. The improvements will result in a more efficient and markedly safer "regional interchange" at the

intersection of Route 46 and the Turnpike. The improvements will also connect the redevelopment area with the existing office park on Challenger Road north of Route 46. A further benefit of the Amended and Restated Redevelopment Plan is to improve the existing dangerous off-site traffic conditions, including ingress to and egress from Route 46 where there is direct access to the Hampton Inn and Exxon Properties, as well as the merging of traffic exiting from the New Jersey Turnpike and entering Route 46 eastbound which is presently a hazardous condition.

The Amended and Restated Redevelopment Plan seeks to maximize the potential building and bulk requirements consistent with the existing PD-1 zoning district and to incorporate the adjacent underutilized Hampton Inn and Exxon Properties as part of the Redevelopment Area.

The Village also recognizes that the Redeveloper's obligation to address the eagle's nest will necessitate modifications in the proposed development and utilization of a specific area of the redevelopment site. The Village encourages the creative placement of land uses, consistent with the redevelopment criteria set forth below, to achieve the objectives of this Amended and Restated Redevelopment Plan within the constraints imposed by the NJDEP as a result of the eagle's nest.

INFRASTRUCTURE IMPROVEMENTS

The roadway improvements that are necessary to provide safe and effective access for the proposed project (both ingress and egress) occur over a large area at various locations. The proposed highway improvements encompass approximately 13,000 lineal feet (2.5 miles) of improved and/or proposed roadways. The improvements are necessary to support the redevelopment of the initial Redevelopment Area and to address existing safety concerns associated with traffic movements in proximity to the site. These improvements may include the following:

- Two new interchange ramps
- Improvements to an existing loop ramp from Route 46 westbound to the New Jersey Turnpike southbound.

- Widening of Route 46 eastbound to accommodate an additional two lanes and shoulder needed to improve the existing weave length available for the merge of the Turnpike ramps into Route 46 eastbound and accommodate an entrance to the Redevelopment Property.
- Widening of Route 46 westbound to accommodate an additional lane and shoulder.
- Proposed SkyMark Boulevard and its intersection with Challenger Road and Bergen Turnpike.
- Widening of the New Jersey Turnpike southbound to accommodate an acceleration additional lane.
- Potential new traffic signals at the intersection of SkyMark Boulevard and Challenger Road and along SkyMark Boulevard between the intersections described above or as deemed necessary.
- Approximately seven (7) new overhead guide sign structures including one requiring relocation due to the new ramp.
- Upgrade the interchange guide signage at five existing locations

The proposed improvements are based upon prior submissions, interaction and communications with both the New Jersey Department of Transportation and the New Jersey Turnpike Authority. The improvements reflect conceptual geometry for the off-site improvements and will require coordination with several state, county and local transportation agencies. The design of the proposed highway improvements will be performed according to the applicable state and local review agency standards. The Village acknowledges the guidelines below remain subject to transportation agency review, and therefore are intended to serve as recommendations implemented in accordance with the objectives of this Amended and Restated Redevelopment Plan.

A detailed description of the traffic improvements is included in Appendix A to this report.

DEVELOPMENT CRITERIA

- A. Definitions. For the purposes of this Section, the following specific definitions shall be utilized:

Conference Center – a facility used for conferences and seminars, with accommodations for food preparation, eating, recreation, entertainment, resource facilities and meeting rooms.

Commercial Recreation – A recreation facility operated as a business and open to the public for a fee.

Professional Health Care Facilities – facilities that provide health care services to the public, including but not limited to intermediate and long term care facilities, nursing homes, and specialized care facilities (i.e. head injuries), but excluding hospitals.

Self-Storage Facility - – A building or group of buildings containing separate, individual, and private storage spaces of varying sizes available for lease or rent for varying periods of time.

Data Center Facility – A facility used primarily for or intended to be used primarily for the housing, operation, and/or co-location of computer and communications equipment and for handling, storing and backing up the data necessary for the operation of a business or organizational entity. A data center generally includes environmental controls (air-conditioning, fire suppression, etc.), redundant backup power supplies, redundant data communications connections and high security.

Supermarket/Grocery - A big-box retail (also supercenter, superstore, or megastore) establishment that primarily offers food and related items for sale.

B. Uses.

1. Permitted Uses The following are the Permitted Uses in the Redevelopment Area. Uses not included herein shall be deemed prohibited. Any proposed development that includes uses not permitted herein shall be submitted to the Village Clerk for transmittal to the Governing Body in accordance with the provisions of Section G.1. of this Redevelopment Plan, in order for the Governing Body to determine whether, in its sole discretion, an amendment to the list of permitted uses is desirable. Any proposed development submitted for site plan approval or variance approval by the Planning Board or Board of Adjustment that includes non-permitted uses shall be deemed incomplete and shall not be considered by said board (*this section as per June 25, 2019 plan amendment*).

Permitted Uses

- a. Retail Uses
- b. Financial Institutions
- c. Offices, Professional and Business
- d. Hotels
- e. Conference Centers
- f. Restaurants, Sit-down, with outdoor seating
- g. Residential Uses
- h. Commercial recreation facilities, spas, fitness centers (no ice skating rinks in separate buildings)
- i. Professional Health Care Facility (including intermediate and long term care facilities and nursing homes)
- j. Self-Storage Facilities
- k. Document, Computer and Data Storage
- l. Supermarket/ Grocery
- m. Parks, Plazas, Waterfront Walkways
- n. Automobile Service Stations

Conditional Uses

- a. None
- 1. Accessory Uses
 - a. Parking Structures
 - b. Access Roadways
 - c. Utilities
 - d. Surface Parking
 - e. Traffic, Free-standing, Pylon and Wall Signs
 - f. Public and Community Buildings

C. Mix of Uses

<u>Land Use</u>	<u>Maximum Allowed (except Residential)</u>
Retail/Commercial -	2,500,000 square feet
Offices -	1,000,000 square feet (professional health care facilities are calculated as office use)

Hotel -	500 rooms
Conference -	200,000 square feet
Comm. Recreation -	150,000 square feet
Residential -	Minimum: 200 units Maximum: 2,100 units

D. Lot, Height & Yard Restrictions.

1. Lot Size, minimum: Any Redevelopment Project shall include a minimum of 50 acres under control by one designated redeveloper, which may be a joint venture partnership if approved by the Governing Body in its sole and absolute discretion (*plan amendment June 25, 2019*).
2. Building Height: maximum: no limit
3. Building Coverage – maximum: 65% (not including parking structures)
4. Impervious Coverage – maximum: 85% (including buildings, parking, access driveways, roadways and any other hard surface areas, major access roadways from the New Jersey Turnpike and Route 46 into the site)
5. Open Space – minimum: 15%: not including water courses, but may include hard surface areas in public spaces and open space plazas and water front areas).

6. General Street and Building Setback Criteria

Principal roadways from major highways into the redevelopment area shall be sufficient to accommodate the expected volume of traffic under the full build scenario. Sufficient through and turning lanes shall be designed using standard traffic engineering standards. A center island may be added to provide traffic separation and aesthetics. A sufficient area shall be provided on each side of the street to accommodate walkways, utilities, etc. Along principal roadways, building setbacks shall be sufficient to provide for light and air.

For internal retail roadways, travelled ways shall be designed to accommodate a minimum of two traffic lanes and parking on each side of the street. Sidewalks shall be sufficient to provide for ease of pedestrian movements as well as outdoor sitting

and eating areas. Buildings within the retail areas shall be setback to the sidewalk area at a minimum, but varying building setbacks that include small plaza areas, open space and gathering places are encouraged. Retail canopies and awnings can extend over the sidewalk areas to provide façade diversity, interest and sun protection.

For non-retail internal roadways, travelled ways shall be designed to accommodate a minimum of two traffic lanes and parking on each side of the street. Sidewalks shall be provided on each side of the street and buildings shall be setback from the sidewalk areas in order to provide light and air to the street.

E. Affordable Housing Specifications

The Village of Ridgefield Park has submitted Affordable Housing Plans to the New Jersey Council on Affordable Housing for Rounds 1 and 2. Currently, the Village is preparing a housing plan for Round 3 which is being submitted to the New Jersey Superior Court for approval. In that regard, the Village will have an obligation to provide newly constructed affordable housing within the Village as well as a program for the rehabilitation of existing housing.

The total number of housing units permitted within the redevelopment area is increased from 1,500 units to 2,100 units to assist in providing the appropriate and reasonable incentive to the redeveloper to construct and support the affordable housing plan.

Therefore, the redevelopment plan will require that 10% of the total number of residential units be designated as affordable and constructed within the redevelopment area. The Village may, at its discretion, allow for 5% of the total number of units to be provided by way of a contribution which will allow the Village to provide off-site affordable housing outside of the redevelopment area.

For the non-residential uses in the redevelopment plan, an affordable housing development fee will be applied as per the Village Development Regulations, section 172-7. The non-residential development fee shall be a maximum of 2.5% of the equalized assessed value or the appraised value utilized on the document for construction financing.

F. Miscellaneous restrictions.

1. Parking.

a. The following minimum parking requirements shall be required:

<u>Use</u>	<u>Minimum parking requirement</u>
Offices	one (1) space per two hundred fifty (250) square feet of gross floor area.

Retail	(1) space per two hundred fifty (250) square feet of gross floor area
Hotels	one (1) space per room plus one (1) space per employee on the maximum shift
Restaurants	one (1) space for every four (4) interior seats
Meeting Rms/Conference Center	one (1) space per 400 square feet of gross floor area
Professional Health Care	one (1) space per room plus one (1) space per employee on the maximum shift.
Commercial Recreation	one (1) space per two hundred fifty (250) square feet of gross floor area
Residential	in accordance with New Jersey Residential Site Improvement Standards.
Self-Storage/Data Center Facilities	Six (6) spaces for the first 80,000 sf of gross floor area plus one (1) space for each additional 20,000 sf of gross floor area

- b. As the Project is intended to be an integrated development, the above minimum parking requirements shall be consistent with a shared parking analysis. The Planning Board can reduce or reserve the required parking upon a finding that the total parking required may not be necessary based on the shared parking information.
- c. A minimum of 75% of the required parking for the development shall be placed in parking structures.
- d. Parking aisles shall be no smaller than 24 feet
- e. Standard parking spaces shall be 9' x 18'
- f. Compact parking spaces shall be 8.5' x 16.5
- g. Up to 25% of the off-street parking in the retail center may be compact spaces.

2. Drive-Through Facilities

Drive-through facilities will be permitted for stand-alone buildings only (retail and business uses that are contained in a separate building on parcel also containing parking and access for that single use).

3. Open Space / Buffer Areas/ Landscape Design

- a. An open space / recreation area shall be provided along the area adjacent to and in proximity to Overpeck Creek. This open space area shall provide walking,

gathering and sitting areas for the enjoyment of the residents and employees of the development as well as guests. This area shall be designed to interface with the project buildings, entrances and internal pedestrian walks and mall areas. Gardens, landscape water features and outdoor art are anticipated in this open space area. The open space corridor and waterfront walkway shall be extended north of Route 46 to the hotel site location, if possible. No roadways or driveways shall intersect this open space area.

- b. Pedestrian walks and plazas shall be provided throughout the development and shall interface with waterfront open space areas.
- c. Adequate buffer areas shall be provided adjacent to environmentally sensitive areas in accordance with NJDEP regulations and/or Planning Board review.
- d. Landscaping shall be provided as an integral part of the redevelopment Area. Landscape areas shall integrate the various elements of the natural and built environment.
- e. The landscape plan shall include locations of all open spaces, existing vegetation, vehicular and pedestrian circulation patterns as well as passive areas within the components of the redevelopment area.

4. Signage and Graphics

A well-conceived sign and graphic program, integrated with development efforts, will create the feeling of an urban environment with a strong visual image, establish a character of the Redevelopment Area and convey a high level of quality. Uniformity and compatibility of signage is vital to avoid obtrusive and inappropriate sign plans. The Village encourages regional and national retail and commercial tenants to locate in the Redevelopment Area and as such, supports appropriate sign and logo designs on buildings and within the Redevelopment Area.

Identification of the Redevelopment Area commercial uses from the regional highway network is an important aspect of the signage program. Freestanding signage along the transportation corridors of sufficient size to identify the Redevelopment Area and major tenants is essential to a successful Redevelopment Plan. Corporate logos as well as the integration of murals on buildings will provide a unique visual presentation of the Redevelopment Area to the public as well as promoting art and graphic design.

Within the redevelopment area, appropriate signage is required to guide visitors to major areas of the site and to commercial and retail facilities. A creative approach to the internal uses and retail locations are encouraged.

Within the retail areas and along sidewalk or plaza areas, signage will reflect the human scale of the streetscape and will encourage innovative sign and graphic displays to identify storefronts and products.

GENERAL SIGNAGE & GRAPHICS

Signage should provide for the following:

- to inform, direct, regulate, and interpret;
- to create a festive atmosphere to enhance the visitors, residents, and pedestrian experience;
- identify and locate retail, commercial, hotel, and office developments as part of the commercial district; and
- contribute to the visual continuity of the development.

Permitted signage within the Redevelopment Area is organized into five categories- identification, direction, regulation, commercial and retail, temporary and specialty signs as follows:

1. Identification Signs:
 - a. Pylon signs
 - b. L.E.D. signs
 - c. Monument signs
 - d. Wall signs

- e. Shop tenant signs
 - f. Hotel signs
 - g. Directory signs to identify and locate tenants.
 - h. Building signs to identify significant buildings.
 - i. Parking area signs to identify locations to visitors.
 - j. Bicycle / pedestrian trail- entrances and exits.
2. Directional Signs:
- a. Vehicle directional signage within core area and specific areas such as receiving and parking.
 - b. Pedestrian directional signage indicating key elements or attractions.
 - c. Parking and public transportation directional signage within the core areas as well as fringe areas.
 - d. Handicap access locations.
 - e. Bicycle / pedestrian trail- entrances and exits
3. Regulatory Signs:
- a. To control and regulate traffic and parking within the core area as well as the fringe areas.
4. Temporary and Specialty Signs: (exterior)
- a. Banners, flags, pennants, etc. that advertise a special event within the district for a limited time span.
5. Additional signs may be identified as the project progresses. Signs may be added upon approval of the Planning Board.

PROHIBITED SIGNS:

- 1. Signs constituting a Traffic Hazard: so as not to interfere with, detract, or diminish in any way the effectiveness of any travel on or nearby roadways or create a nuisance to adjoining property
- 2. There shall be no tenant signs that are continuously flashing, moving or audible.
No sign shall be illuminated by lighting of intermittent or varying intensity.

RETAIL CENTER AREA SIGNAGE & GRAPHICS:

The retail area is bounded by the New Jersey Turnpike on the west, Route 46 on the north, the proposed central roadway to the east, and Bergen Turnpike to the south. These criteria will apply to all tenants including but not limited to retail, restaurants, fitness, and storage facilities.

Project Signage and Graphics:

1. L.E.D. boards will be allowed to be incorporated into building facades facing the New Jersey Turnpike and Route 46.
2. Integration of murals, art works, and other graphics shall be allowed on all building facades upon approval of the Planning Board.
3. Signage may be incorporated into the design of the bridge spanning Route 46.
4. Free-standing pylon signs identifying the project may be placed along the highway frontages.
5. Directory signs to identify and locate areas, buildings, and/or tenants.
6. Building signs to identify significant buildings.
7. Tenant signs to identify and locate individual tenants.
8. Parking area signs to identify locations to visitors.
9. Building and address signage shall clearly be displayed on all buildings.
10. Corporate logos not to exceed one per building wall or sign face

Pylon Signs:

Number : Two signs permitted along the N.J. Turnpike

One sign permitted along Route 46

One sign along Bergen Turnpike

Size: Maximum signage area of 1,200 square feet per sign, except maximum of 600 square feet along Bergen Turnpike

Illumination: Internal Illumination Only

Height: Height of the buildings adjacent to the N.J. Turnpike and Route 46 rights-of-way or 60 feet whichever is less, 30 feet along Bergen Turnpike.

Setback: No closer than 5 feet from the nearest property line.

No closer than 15 feet to the curb line of the adjoining street

COLORS: Multiple colors are permitted.

Monument Signs:

<u>Number:</u>	One sign per each entrance drive to the site location
<u>Size:</u>	Maximum signage area of 200 square feet per sign, except 100 square feet at Bergen Turnpike.
<u>Illumination:</u>	Internal/ External
<u>Height:</u>	Twenty Feet, except ten feet at Bergen Turnpike
<u>Colors:</u>	Multiple colors are permitted

Wall Signs:

<u>Size:</u>	Along the N.J. Turnpike and U.S Route 46 rights-of-way a maximum of 20% of the wall space dedicated to the individual tenant or 1,000 square feet per sign, whichever is less facing each highway.
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Side or rear of building adjoining interior parking area intended for the use of the building; 500 square feet or 10% of the wall space, whichever is less.

Wall calculations shall be taken to the roofline and shall not include any surface area of any parapet or roof extension.

<u>Illumination:</u>	External or Internal illumination is permitted
<u>Height:</u>	No wall sign shall extend beyond the roof line of the building or be placed on the roof of any building.
<u>Colors:</u>	Three color maximum

TOWN CENTER AREA SIGNAGE & GRAPHICS

The mixed use area is bounded by Overpeck Creek to the east and south, Route 46 to the north, and the central roadway on the west. This area includes: the mixed use residential and retail buildings, as well as the hotel complex. Buildings within the district should have a consistent and comprehensive sign program from project identification at the street through individual tenant identity.

Project Signs:

Number: One sign located on a building wall along Route 46 facing a public roadway.

Size: Maximum of 400 square feet total per elevation.

Illumination: Internal Only

Colors: Single Color

Major In-line Tenant Signs:

Number: One Sign per Building Elevation facing a public roadway.

Size: Sign area may be 1.0 square foot of sign area per linear foot of frontage per elevation. A maximum of 600 square feet total per elevation is permitted. Brand logos are permitted in addition to the sign area upon approval.

Illumination: Internal or External

Height: Maximum seventy percent of adjacent surface or maximum four foot for primary signage (whichever is less).

Length: Maximum seventy five percent of elevation length

Colors: No more than four colors inclusive of black and white

Shop Tenant Signs:

Number: One primary sign and one secondary sign per tenant.

Size: 1.0 square foot of sign area per linear foot of frontage per elevation. Maximum of 100 square feet total per elevation for both primary and secondary signs.

<u>Illumination:</u>	Internal and External
<u>Copy:</u>	Tenant name and/or logo
<u>Height:</u>	Maximum seventy percent of adjacent surface or maximum two foot six inches (whichever is less).
<u>Length:</u>	Maximum seventy percent of elevation length
<u>Typeface:</u>	Custom logo and type are ok with use of retail branding as per national standards
<u>Colors:</u>	No Restrictions
<u>Secondary</u>	
<u>Signs:</u>	Are permitted to further identify the nature of the retail business.

Hotel Sign:

Number of Signs: One Wall Sign per Elevation

<u>Size:</u>	Maximum Eighty percent of length of elevation by one story of building height.
<u>Illumination:</u>	Internal Only
<u>Height:</u>	Maximum one story in building height. No sign shall extend beyond the roof of the building.
<u>Length:</u>	Maximum eighty percent of elevation length
<u>Colors:</u>	No more than two colors

Monument Signs:

Number: One sign per each entrance drive to the site location

- Size: Maximum signage area of 200 square feet per sign.
- Illumination: Internal
- Setback: Five feet from the right-of-way line of the adjacent roadway.
- Height: Twenty Feet along Route 46, ten feet along Challenger Blvd.
- Colors: Multiple colors are permitted

Temporary Signs:

Temporary development signs are permitted as per Appendix B.

Other Design Criteria and Requirements. The applicant shall refer to Chapter 96 and 96A of the Village ordinances with respect to other requirements of the planned development. If any section of the zoning or site plan ordinance conflicts with the requirements of this planned development section, the requirements in this section shall prevail. The following exceptions to Chapter 96 and 96A shall apply:

96-4.2

F. The sale of goods outside the confines of a building or structure is prohibited except for the following:

- (5) Outdoor sales for nonprofit and philanthropic organizations, no special permit required
- (6) Outdoor sales of winter holiday season trees and wreaths, no special permit required

96-5.3 Yard Regulations

A. General.

- (2) Cornices, canopies, eaves, bay windows, balconies, fireplaces, uncovered stairways and necessary landings and chimneys and other similar architectural features may project a distance not to exceed three feet. Awnings, shade structures, and canopies may extend up to one half the distance between building face and curb line.

- (3) Patios may be located in any side or rear yard, provided that they are not closer than five feet to any property line. Outdoor seating areas for restaurants and retail establishments may extend up to one half the distance between building face and curb line.

96-5.7. Number of buildings restricted

There shall be no limit to the number of buildings on zone lot.

96-6.2. Apartments and townhouses - This section shall not apply

96-6.3. Community buildings, clubs, social halls, lodges, fraternal organizations and similar uses

- A. All buildings shall be set back a minimum of five feet from any property one line.
- B. These facilities may include retail sales.

96-6.5. Motels or hotels

- C. Off-street parking and loading facilities shall be in accordance with the requirements of the Redevelopment Plan. Off-street parking shall not be permitted within five feet of any street right-of-way line.

96-7.1. Accessory buildings and structures. – the properties outlined in the Redevelopment Plan shall be exempted from these requirements.

96-7.4. Home occupations

Home occupation uses are permitted as accessory uses and are exempt from this section.

96-7.6. Private tennis courts are allowed as part of health and/or fitness clubs, as well as part of a multifamily development.

96-7.8. Signs – This section shall not apply to the redevelopment area.

96-9.2. Buffer Zone Requirements - This section shall not apply to the redevelopment area.

G. Review Process

1. The application for the preliminary and final site plan approval for the Amended and Restated Redevelopment Plan development requires a careful review from conceptual design to site plan review of the entire project and each phase. This review process is

particularly important because of the size of the potential project and the fact that it must be “master planned” from a conceptual plan to preliminary and final site plans. Since a great deal of flexibility is built into the development of this zone, it is vital that the Planning Board be able to have significant input in the design process and review of the type and scale of proposed uses on the site. The Village Planning Board shall have exclusive jurisdiction of this application process. Any deviation from the development standards and/or criteria set forth herein (other than use) shall require the grant by the Planning Board of a deviation from the strict application of such standard and /or criteria

Except where otherwise required by any of the aforesaid Planning Board approvals, this Redevelopment Plan and the Redevelopment Area shall be governed by Site Plan Submission Requirements and Subdivision Submission Requirements of the Village Land Development Ordinance. Further, any and all proposed Redevelopment Projects shall be constructed in accordance with the Redevelopment Plan and the approved site plan. Any modification to a Redevelopment Project that would necessitate a “d” variance 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. The determination as to whether to adopt such an amendment shall be within the sole and absolute discretion of the Governing Body. In no event may the Planning Board or Board of Adjustment grant a “d” variance from any of the provisions of the Redevelopment Plan. Any modification from the Redevelopment Plan or the approved site plan, that would be deemed a “design waiver” or a “bulk standard deviation”, which shall be considered as the equivalent of and akin to the provisions of a “c” variance pursuant to N.J.S.A. 40:55D-70(c), shall be submitted to the Village Planning Board for consideration as part of a site plan application by the Redeveloper, subject to prior review and approval by the Village Planner. Project Plans, including the site plan, for the pertinent Redevelopment Project(s) shall be reviewed and approved by the Village Engineer, Village Planner, and Planning Board AND shall be subject to additional site plan approval inasmuch as the prior site plan approvals are no longer in effect. (*plan amendment adopted June 25, 2019*).

2. It is also important to have significant input since development is likely to be phased and the components of each phase and how the phases combine to form one comprehensive

development, is vital to achieving the objectives of this zoning designation and zone plan. To that end, the redeveloper shall have the right to phase construction in phases.

3. There shall be no limitations with respect to subdivision of the redevelopment properties, including any minimum lot size, provided that the redevelopment properties are developed as an integrated project in accordance with the standards, goals and objectives set forth in this Amended and Restated Redevelopment Plan. Subdivisions for financing and development purposes including the phasing of development and construction. As such, the bulk regulations in this Amended and Restated Redevelopment Plan shall not be applicable to such subdivision provided that the redevelopment project, as a whole, continues to comply with the provisions and criteria of this Amended and Restated Redevelopment Plan or subsequent site plan approved by the Village Planning Board.
4. Therefore, the following plan review procedures shall be followed:
 - a. The application for preliminary and final site plan and/or subdivision approval in the Redevelopment area shall initially submit a concept plan which shall include the following:
 - i. Permitted land uses proposed, location, intensity, height and relationship of permitted uses (*permitted added as per June 25, 2019 plan amendment*).
 - ii. Transportation concept plan and preliminary traffic analysis including access to the site and internal circulation patterns. Preliminary parking analysis and locations shall also be presented.
 - iii. Open space plan and pedestrian circulation plan.
 - iv. Utility availability and local service plan to ensure public safety.
 - b. Thereafter, a site plan application shall be submitted to the Planning Board conforming to section 96-29 (Plat Design Standards for Site Plans) and shall also include the following components:
 - i. Building and Use Plan as per §96A-29(2)a and also including:
 - I. Overall Site Plan and Zoning Table
 - I. Phasing Plan
 - II. Sign Plan and Site Details Plan

- ii. Circulation Plan as per §96A-29C(2)(b) and also including:
 - I. A comprehensive traffic analysis and report
 - II. Internal circulation and traffic signage
 - III. Mass transportation Report
 - IV. Parking analysis including a shared parking report.

- iii. Natural Resources and Landscaping Plan as per §96A-29C(2)(c) and also including:
 - I. Indoor and Outdoor plazas, walks, viewing areas and passive recreation areas.
- iv. Environmental Impact Statement as per §96A-36.

- v. Facilities Plan as per §96A-29C(2)(d) and also including:
 - I. A storm water management plan

- vi. Sustainable Development Implementation Report or Plan discussing the use of clean building technology and energy conservation incorporated into the proposed development.

- vii. Local Service and Fiscal Impact Analysis including:
 - I. An analysis of the impact of the proposed development on cultural facilities, schools, libraries, fire, emergency service and police impacts
 - II. A Fiscal Impact Analysis for the development including total impact and by development phase.

- 5. Findings for redevelopment site plan/subdivision plan approval: The Planning Board shall make the following findings for the planned development:
 - a. The proposed development complies with the Amended and Restated Redevelopment Plan and applicable land use regulations otherwise applicable to

the subject property. Any deviations from the zoning regulations shall meet the criteria for justification of a variance in accordance with NJSA 40:55D-70c.

- b. The provision through the physical design of the proposed development for public services, control over vehicular and pedestrian traffic, and the amenities of light and air, recreation and visual enjoyment are adequate.
- c. The proposals for maintenance and conservation of the common open space are reliable, and the amount, location and purpose of the common open space are adequate.
- d. That the proposed planned development will not have an unreasonably adverse impact upon the area in which it is proposed to be established.
- e. In the case of a proposed development which contemplates construction over a period of years, that the terms and conditions intended to protect the interests of the public and of the residents, occupants and owners of the proposed development in the total completion of the development are adequate. The Planning Board may grant overall general plan approval for a period not to exceed 20 years.
- f. A redevelopment agreement shall be executed between the Redeveloper and the Municipal Redevelopment Authority concerning the implementation of the Amended and Restated Redevelopment Plan.

6. Final Site Plan Approval

- a. The final site plan approvals for each phase of the development shall follow preliminary site plan requirements and shall include all changes required as a condition of the preliminary approval. Final approval for each phase shall be in effect for two years. However, the Planning Board may grant final approval for longer than two years if it deems necessary. The developer may apply for a final approval for such additional period of time longer than two

years as shall be determined by the Planning Board to be reasonable taking into consideration the comprehensiveness of the development, economic conditions and the amount of commercial and residential development approved.

RELATIONSHIP OF THE AMENDED AND RESTATED REDEVELOPMENT PLAN TO THE MASTER PLAN

Master Plan discussions of the land south of Route 46 and west of Overpeck Creek in Ridgefield Park has been ongoing since 1992. The “Master Plan Special Study of the Redevelopment of the Lincoln Paper Company Area” in 1992 recognized the importance of the properties and recommended redevelopment of the property based on the traffic capacity and levels of service that could be achieved with limited access.

In 1999, an “in need of redevelopment” study was completed and adopted determining that the Werner Tract (Lincoln Paper) and the NJTA properties met the “in need of redevelopment” criteria.

The 2000 year Master Plan was prepared by Kasler Associates recognized the “in need of redevelopment” designation. The Land Use Plan designated the site as a Redevelopment Area. The Plan also recommended that a new access plan be prepared for this site from the New Jersey Turnpike due to access difficulties of other options.

The Master Plan was amended in July, 2001 to incorporate a traffic plan for the Redevelopment Area and adjacent properties. This plan recommended access to the property through the existing New Jersey Turnpike ramp system and a new Challenger Road overpass over Route 46.

In September, 2003, a Reexamination of the Master Plan was completed and adopted by the Village Planning Board. This reexamination supported the July 2001 traffic recommendations and also supported the acquisition of property necessary to implement the Route 46 overpass and

other traffic improvements. This reexamination also discussed private development of the Redevelopment Area without the need for a formal Redevelopment Plan.

The Land Use Element Update of January, 2004 reaffirmed the OP-2 zone and modified the permitted uses of the zone. The report also recommended that the OP-2 zone be expanded to include all land in the Redevelopment Area south of Route 46. This Plan also recommended that the Challenger Road overpass be implemented to serve the Werner Tract and the Redevelopment Area.

The Housing Plan Element of the Master Plan was prepared in February, 2004. This Plan recognized the future development of the Werner Tract and also provided for the future affordable housing needs by establishing a number of options that could be utilized in order to meet any future housing obligation. The Village has obtained approval for its Housing Plans from the New Jersey Council on Affordable Housing. The Third Round Housing Plan is currently being prepared and will affect the redevelopment plan by requiring the provision of affordable housing in the redevelopment area (see above).

In July 2007, a Redevelopment Plan for the New Jersey Turnpike property was prepared and adopted by the Village. The Plan called for extensive development of the Turnpike property and an efficient access plan to the properties east of the N.J. Turnpike.

The 2009 Master Plan Reexamination discussed land use options for the Redevelopment Area including a portion of the SkyMark Property and the N.J. Turnpike Property. Retail, commercial and hotel uses were mentioned in the report as well as a discussion to consider alternative land uses and redevelopment of the Redevelopment Area.

In 2010, a Master Plan Land Use Element Amendment was prepared and adopted by the Village Planning Board that recommended consideration of mixed use “regional center” incorporating the SkyMark Property, the N.J. Turnpike Property, the Exxon and Hampton Inn properties. The Plan recommended major highway improvements along the N.J. Turnpike and Route 46 as well as an overpass of Route 46 to Challenger Road.

RELATIONSHIP OF THE AMENDED AND RESTATED REDEVELOPMENT PLAN TO THE VILLAGE ZONE PLAN AND ORDINANCE

The existing zoning ordinance and zone plan of the Village has zoned the redevelopment properties, including the SkyMark Property, N.J. Turnpike Property, the Exxon Property and the Hampton Inn Property as Planned Development-1. This zone encourages the development of a mixed use regional center including retail, commercial, office, hotel and residential uses as a single planned entity.

This Amended and Restated Redevelopment Plan mirrors the PD-1 zone objectives and criteria in terms of providing for a substantial development together with significant traffic improvements for the area.

RELATIONSHIP TO OTHER PLANS

State Plan

The New Jersey State Development and Redevelopment Plan was adopted in 2001. It designates the Village of Ridgefield Park as a Metropolitan Planning Area (PA-1). The Metropolitan Planning Areas are designated 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”.

Metropolitan Planning Areas recognize that redevelopment will be the dominant form of growth. This Amended and Restated Redevelopment Plan is consistent with the following goals and policies of the State Plan:

- Revitalize the State’s Cities and Towns
- Promote Beneficial Economic Growth, Development and Renewal
- Protect the Environment, Prevent and Clean Up Pollution
- Provide Adequate Public Facilities and Services

Bergen County Plan

The current Bergen County Master Plan was formally adopted on December 10, 1962 and amended on March 14, 1966. Since then, the only documents relative to a County Master Plan have been cross acceptance reports completed in conjunction with the State Development and Redevelopment Plan.

The County is currently working on new Master Plan studies that may result in a new Master Plan document, however, no specific time frame has been determined. The County will seek input and recommendations from the municipalities and the public. It is evident, that any Master Plan will be consistent with the New Jersey State Development and Redevelopment Plan. The Village of Ridgefield Park will work with the County to ensure compatibility between the County Master Plan and the Redevelopment Plan.

Adjacent Municipalities Plans

Ridgefield

The Borough of Ridgefield is located to the east of Ridgefield Park. The Borough is separated from the Village of Ridgefield Park by Overpeck Creek. The Borough of Ridgefield Park has three zoning areas which traverse along Overpeck Creek's eastern bank. From Route 46 as the northern edge of this area to the south, the zones include the TH/SR Senior Citizens Housing Zone, the Commercial – High Rise Zone and the Light Manufacturing Zone.

The purpose of the TH/SR Senior Citizens Housing Zone is to provide for the customary needs of senior citizens, one-person households and larger families as

well as to provide affordable housing. Allowable housing densities range from 30 to 40 units per acre.

The Commercial – High Rise Zone is to provide for commercial, high-rise hotel, conference center and office uses. This area is effectively separated from the balance of the Borough by heavy traffic and intensive development. Light manufacturing uses can also be implemented in this zone.

The Light Manufacturing Zone allows industrial, laboratory and warehouse uses on small lots in the Hendricks Causeway area. This zone is just to the south of the proposed Ridgefield Park Redevelopment Area. In addition, the Borough prepared and adopted the “Overpeck Creek Redevelopment Plan” which applies to the area adjacent to Overpeck Creek from Route 46 south to Bell Drive.

The Overpeck Creek Redevelopment Plan calls for a mix of residential and commercial uses including provisions for affordable housing. Open space is provided along Overpeck Creek and within the Redevelopment Area. Recreation facilities are also recommended within the Redevelopment Area.

This redevelopment is consistent with the proposed redevelopment plan for Ridgefield Park. The mix of commercial and residential uses is similar in nature to the uses proposed in the Overpeck Creek Redevelopment Plan. The implementation of this Amended and Restated Redevelopment Plan will not have a negative effect on the Overpeck Creek Redevelopment Plan.

Little Ferry

The Borough of Little Ferry lies to the west of Ridgefield Park and across the Hackensack River. The Little Ferry Master Plan provides for redevelopment along the Hackensack River, but has not developed a plan for this area. The zoning consists of general business and multi-family residential which would be compatible with the proposed Ridgefield Park redevelopment plan.

Leonia

Leonia is adjacent to the northwest corner of Ridgefield Park. Leonia’s Master Plan calls for the preservation of open space along the border with Ridgefield Park and along Overpeck Creek.

Hackensack

The City of Hackensack lies along the western border of Ridgefield Park and across the Hackensack River. The City's Master Plan provides for a mix of commercial, retail and office uses along the River and for open space along the Hackensack River's edge. These uses are compatible with the proposed Amended and Restated Redevelopment Plan.

Bogota

The Borough of Bogota lies to the north and west of Ridgefield Park. It's Master Plan provides for open space, office, industrial and residential development along its border with Ridgefield Park. A small community shopping area also is designated along Queen Ann Road south of Route 80. The area of Ridgefield Park adjacent to Bogota consists of mostly developed areas. This Amended and Restated Redevelopment Plan will have no effect on the Master Plan of Bogota.

Teaneck

The Township of Teaneck lies to the north and east of Ridgefield Park. The Master Plan of the Township provides for single family designation adjacent to the built up areas of Ridgefield Park. Teaneck's Plan also designates the land area around the Route 80/95 interchange as park and open space. This Amended and Restated Redevelopment Plan is compatible with Teaneck's Master Plan.

Palisades Park

The Borough of Palisades Park lies to the east of Ridgefield Park. The Borough's Master Plan recommends maintaining open space along Overpeck Creek which separates Palisades Park from Ridgefield Park. This designation is consistent with this Amended and Restated Redevelopment Plan which does not have land areas adjacent to Overpeck Creek.

New Jersey Meadowlands Commission

The New Jersey Meadowlands Commission (NJMC) is a state planning agency that has planning and development jurisdiction over a portion of adjoining Little Ferry, and Ridgefield south of Ridgefield Park. The NJMC Master Plan designates land areas south of Overpeck Creek as open space east of Route 95 (Hackensack River Preserve) and as industrial west of Route 95

(Logistics/Intermodal/ Industrial). This Amended and Restated Redevelopment Plan does not affect the NJMC plan or designations for these areas.

PROVISIONS FOR RELOCATION

No provisions for relocation of commercial or residential tenants or occupants are required since the majority of the Redevelopment Area is vacant including the SkyMark and New Jersey Turnpike properties. The Exxon and Hampton Inn properties are commercial properties that are recommended to be acquired as part of the implementation of this Amended and Restated Redevelopment Plan. The Gasho Property is presently improved with a concrete building pad and asphalt parking lot, but has been vacant for many years and has been acquired by the redeveloper.

IDENTIFICATION OF PROPERTY TO BE ACQUIRED

The Village of Ridgefield Park intends to acquire the following properties:

Property Block	Lot	Acreage	Owner
49.01	1	31.86	UBS Bank
146.02	1	17.34	PAGS Group, Inc.
47.06	1	2.57	Ridgefield Properties
47.02	1	1.93	SDM Access, LLC
40.02	1.02	2.34	Pitcarl Skymark
40.02	2	0.53	TP Access, LLC

The acquisition of Block 49.01 Lot 1 and Block 146.02 Lot 1 is necessary to assemble the properties with fragmented ownership into a uniform development parcel of 50+ acres which will permit the appropriate implementation of the redevelopment plan. The redevelopment plan proposes a major access roadway through the redevelopment area from Route 46 to Bergen Turnpike and the subdivision of the property into appropriate parcels for development and will put the property to productive use and provide economic development and employment for the region.

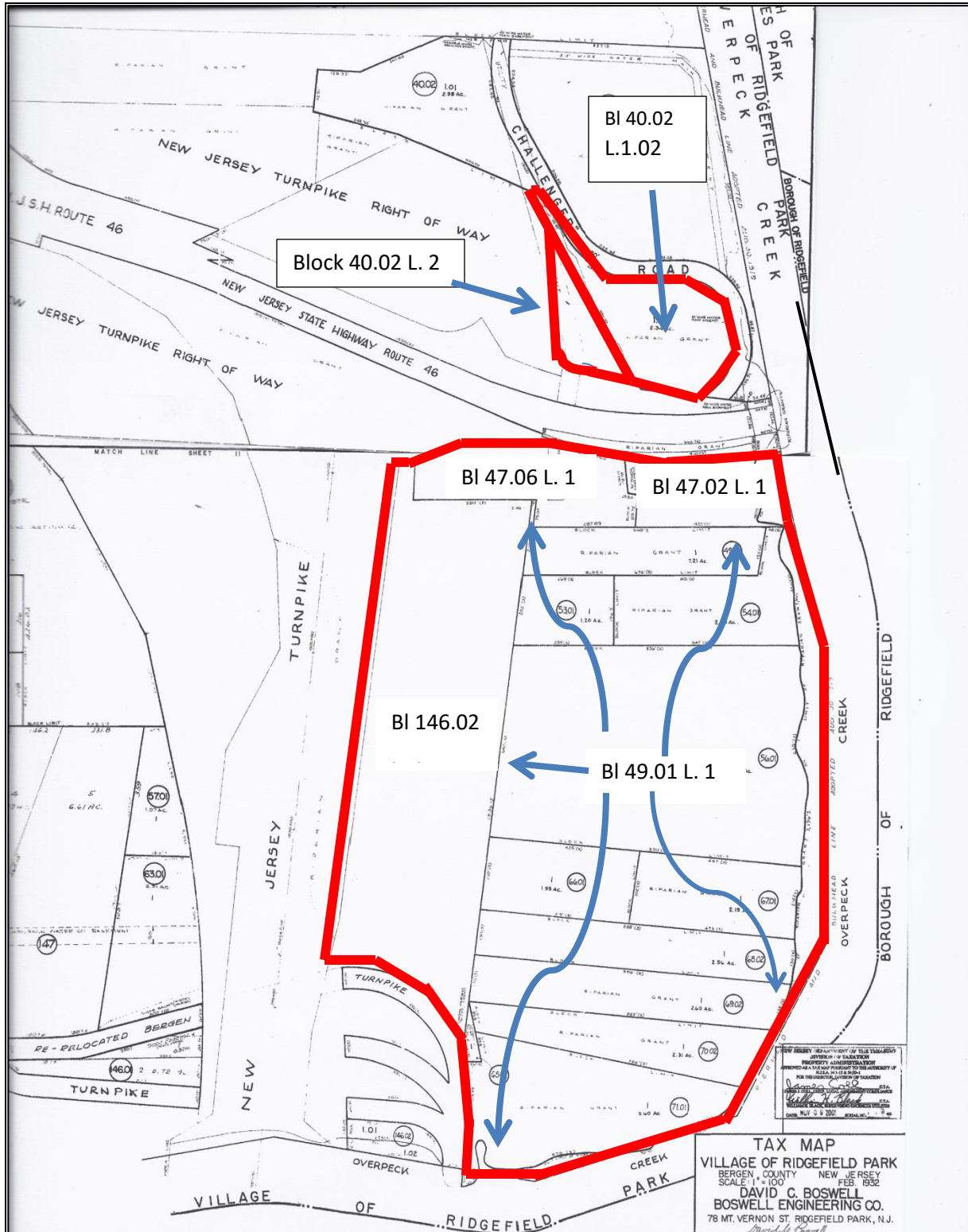
The acquisition of Block 47.02 Lot 1 is necessary for the effective redevelopment of the redevelopment properties, in particular, the necessary infrastructure improvements as described above. Due to the critical location of these properties, the improvements to the Route 46 East widening and ramp cannot be effectuated without the inclusion of these properties. These properties are proposed to be acquired as part of the redevelopment process.

The acquisition of Block 47.06 Lot 1 is necessary for the effective redevelopment of the redevelopment properties, in particular, the necessary infrastructure improvements as described above. Due to the critical location of this property, the improvements to the N.J. Turnpike ramp from I-95 to Route 46 and to Route 46 East widening and ramp could not be effectuated without the inclusion of this property. This Amended and Restated Redevelopment Plan cannot be implemented without the inclusion of Block 47.06 Lot 1. This property is proposed to be acquired as part of the redevelopment process.

The acquisition of Block 40.02 Lot 1.02 is necessary for the effective redevelopment of the redevelopment properties, in particular, the necessary infrastructure improvements as described above. Due to the critical location of this property, the construction of the main boulevard accessing the various uses on the redevelopment property being linked to Route 46 West as well as linking the Village's Challenger Boulevard development north of Route 46 to the rest of the Village by the construction of the bridge across Route 46 on this property could not be effectuated without the inclusion of this property. This Amended and Restated Redevelopment Plan cannot be implemented without the inclusion of Block 47.02 Lot 1.02. This property is proposed to be acquired as part of the redevelopment process.

The acquisition of Block 40.02 Lot 2 is necessary for the effective redevelopment of the properties, specifically for the construction of the necessary roadway infrastructure over Route 46 between Skymark Boulevard and Challenger Boulevard.

Figure 1 - REDEVELOPMENT AREA MAP



— Redevelopment Area Parcels

Appendix A

Improvements have been identified for each of the following locations and are expressly permitted, but not required:

Infrastructure Improvements

1) NJTPK (Interstate Route 95) southbound improvements

The improvements along the NJTPK southbound may include a roadway widening for approximately 2,300 linear feet to accommodate an additional lane exiting from Route 46 westbound via ramp ET with improvements beginning at approximately at ramp ET and end approximately at the overpass structure for the Bergen Turnpike. A portion of these improvements may be carried over an existing structure which crosses over Route 46 eastbound and westbound. The structure may require resurfacing of the bridge deck and restriping. Improvements will also include highway lighting, storm drainage, flexible (asphalt) pavement, and landscaping. Any improvements will be according to NJTA design standards and are subject to NJTA review and/or approval as may be required.

2) Route 46 westbound to NJTPK southbound ramp ET

Improvements to ramp ET may be necessitated by the addition of an exit lane from Route 46 westbound to the NJTPK southbound. Improvements to the loop ramp may include ramp widening and realignment, storm drainage, highway lighting and storm drainage. The improvements to ramp ET may be designed simultaneously with the NJTPK southbound improvements and the improvements to Route 46 westbound. Improvements to ramp ET will be in accordance with NJDOT standards and are subject to review and/or approval by the NJTA and NJDOT, as may be required.

3) Route 46 westbound widening

Improvements to Route 46 westbound are a result of the need for an exit to the NJTPK southbound from Route 46 westbound mainline. Improvements along Route 46 westbound may include approximately 1,500 linear feet of roadway widening beginning at ramp TW. Improvements may also include minor improvements to ramp TW at its merge with Route 46 westbound, storm drainage, highway lighting, flexible pavement, and utility relocation. Design of these improvements will be according to NJDOT standards and are subject to NJDOT review and/or approval, as may be required.

4) Proposed ramp SA to NJTPK ramp TW to Route 46 Westbound

A proposed ramp will provide access from SkyMark Boulevard to Route 46 westbound via its connection with NJTPK ramp TW. Ramp TW is an existing loop ramp which provides access from the NJTPK northbound to Route 46 westbound. Proposed improvements may include 2,500 linear feet of roadway re-alignment, storm drainage, flexible pavement, highway lighting, and landscaping. In addition, ramp SA may require a bridge structure and proposed retaining walls to provide a grade separation over the existing NJTPK portion of ramp TE/TW. Design of these improvements will be according to NJTA standards and are subject to NJTA approval and/or review, as may be required.

5) Proposed ramp SB to NJTPK ramp TE to Route 46 Eastbound

The proposed ramp, similar to proposed ramp SA above, will provide access from SkyMark Boulevard to Route 46 eastbound via its connection with ramp TE. Proposed improvements may include 2,500 linear feet of roadway re-alignment, storm drainage, flexible pavement, highway lighting, and landscaping. Construction of proposed ramp SA and SB may also require modifications to the NJTPK northbound portion of ramp TE and TW. These modifications total approximately 800 linear feet and may include striping and gore area modifications. Design of these improvements will be according to NJDOT standards and are subject to review and/or approval by the NJDOT, as may be required.

6) Route 46 eastbound widening

Improvements to Route 46 eastbound are a result of the need to improve the existing weave length of the merge of NJTPK ramp TE into Route 46 eastbound and into the proposed exit into the SkyMark site. Route 46 may be widened with two additional lanes to provide an exclusive exit into the campus and also to provide an exclusive entrance and acceleration lane onto Route 46 eastbound from ramp TE. Improvements may include 1,000 linear feet along Route 46 eastbound from the existing Route 46 Bridge crossing Overpeck Creek to the merge with ramp TE. Improvements may also include storm drainage, highway lighting, and utility relocation. The weaving distances for traffic that enters and exits the existing Hampton Inn Property access point from and to Route 46 eastbound crossing the exit ramp from the NJTPK are substandard. In order to obtain acceptable weaving distances for development in the vicinity of the northbound NJTPK off ramp and Route 46 eastbound, a single consolidated access point should be located as far to the east as allowed in proximity to the Route 46 bridge crossing Overpeck Creek, which would require crossing through the Exxon Property. The location of the Hampton Inn and Exxon Station and their respective driveways along the acceleration lane from Northbound NJTPK to Eastbound Route 46 creates traffic safety concerns and problems along this section of Route 46. The driveway locations although pre-existing are in violation of the New Jersey State Highway Access Code which does not permit access along the full width portion of acceleration and deceleration lanes. Redevelopment of these Additional Properties in conjunction with the Initial Redevelopment Area will allow for improvement to the safety along this section of Route 46 and provide for a consolidated access connection that is more in conformance with the requirements of the State Highway Access Code.

7) SkyMark Boulevard

A new “SkyMark Boulevard” will be the main roadway traversing the proposed site. The roadway may provide access to any buildings in the Redevelopment Area, access to the existing site across Route 46, and access to and from Route 46 in each direction. The improvements may include approximately 1,800 linear feet of new roadway and approximately 500 linear feet of improvements to Challenger Road at its intersection with SkyMark Boulevard. Improvements will include storm drainage and streetscape. A new bridge carrying SkyMark Boulevard over Route 46 is also recommended; the structural elements are summarized below. Design of the proposed roadway improvements will be in accordance with NJDOT and Village standards and subject to NJDOT review and/or approval.

In addition, traffic signals may also be required. Approximately three (3) proposed traffic signals are envisioned along SkyMark Boulevard, the first at the intersection with Challenger Road, the second at the intersection with the main internal street adjacent to the hotel at the westerly side of the site and third at the intersection of SkyMark Boulevard and Bergen Turnpike. A decorative traffic signal system, with hardware matching the streetscape amenities along SkyMark Boulevard is envisioned.

8) Overhead Sign Structures and Guide Signs

In conjunction with the proposed roadway improvements facilitating access to the proposed site, additional overhead guide signage will be required along Route 46 and along the proposed ramps SA and SB to identify the new ramps and access points into the SkyMark Property. Replacement of existing guide signage along Route 46 eastbound and westbound may also be required, to identify access to the new SkyMark Property and are summarized in the off-site structural improvements.

Structural Improvements

The structural improvements associated with the roadway improvements for the redevelopment of the Redevelopment Area may include the following and are hereby expressly permitted, but not required:

1. Ramp SA Bridge over NJTA Ramps TE and TW

The bridge will be composed of a two-span continuous curved steel multi-girder superstructure with an integral cross-girder center support and concrete abutments. Design of the proposed bridge will be in accordance with the Current AASHTO LRFD Bridge Design specifications, Fifth Edition, AASHTO Guide Specifications for Horizontally Curved Steel Girder Highway Bridges, and the NJTA Design Manual, 2007 since the NJTA may take maintenance jurisdiction of the structure.

2. SkyMark Boulevard Bridge over NJ Route 46

The bridge will be composed of a two-span continuous steel multi-girder superstructure supported on a standard NJDOT style pier and concrete abutments. Design of the proposed bridge will be in accordance with the AASHTO LRFD Bridge Design Specifications, Fifth Edition and the NJDOT Design Manual Bridges and Structures, Fifth Edition.

3. Ramp TE/TW Sign Structure

There is an existing overhead sign structure at the nose of the gore for the split of NJTPK ramps TE and TW. Realignment of these ramps is proposed to extend the weave length along Route 46, and this realignment will require a new sign structure. Because the sign structure will be owned by the NJTA, the plans and submissions for this structure will be in accordance with the NJTA Design Manual. The structure will be composed of weathering steel and will be designed and detailed per the NJTA Standard Drawings. Independent footing and foundation design will be required as per NJTA.

4. Ramp TE Sign Structure

A new overhead sign structure is proposed on Ramp TE in advance of the weave with Route 46. Because the sign structure will be owned by the NJTA, the plans and submissions for this structure will be in accordance with the NJTA Design Manual. The structure will be composed of weathering steel and will be designed and detailed per the NJTA Standard Drawings. Independent footing and foundation design will be required as per NJTA.

5. Ramp SA Sign Structure

A new overhead sign structure is proposed on Ramp SA in advance of the Ramp SA / SB split. Ramp SA will be local jurisdiction, and the sign structure will be designed and detailed per the NJDOT Standard Drawings for Overhead Sign Structures.

6. Ramp SA / SB Sign Structure

A new overhead sign structure is proposed at the nose of the Ramp SA / SB split. Jurisdiction will be local and the sign structure will be designed and detailed per the NJDOT Standard Drawings for Overhead Sign Structures.

7. Route 46 Eastbound Sign Structure

A new sign structure is proposed along Route 46 Eastbound to the west of the NJTPK. If geometrically possible, a cantilever sign structure will be used at this location. If a cantilever structure cannot be used, an overhead sign structure must span at least to the median barrier or possible to the other side of Route 46. This structure will be owned by the NJDOT, and the plans and submissions for this structure will be in accordance with NJDOT requirements.

8. Ramp TW Bridge-Mounted Sign

A new sign is proposed over Route 46 Westbound that will be supported by connection to the bridge which carries NJTPK Ramp TW over Route 46. The structural components for support of the sign panel

will be owned by NJTA, and the plans and the submissions for this structure will be in accordance with the NJTA Design Manual.

9. SkyMark Boulevard Bridge-Mounted Sign

A new sign is proposed over Route 46 Eastbound that can be supported by connection to the SkyMark Boulevard Bridge. It is assumed that the structural components for support of the sign panel will be local jurisdiction just like the bridge.

10. Route 46 Westbound Sign Structures

There is an existing overhead sign structure above Route 46 Westbound after the Overpeck Creek Bridge and before the SkyMark Boulevard Bridge overpass. This structure will be modified and shall continue to be owned by the NJDOT. All of the plans and specifications for this structure shall be in accordance with NJDOT requirements.

11. Ramp SA Retaining Walls (Cast-in-Place U-Shaped)

Long walls will extend from all four corners of the Ramp SA Bridge, but in the immediate vicinity of the bridge, the wall height will be too great a proportion of the roadway width for MSE walls to be used. Structural design and detailing of a tub or U-shaped cast-in-place concrete wall system will be required for this area, in accordance with AASHTO and NJTA criteria. The walls will be transitioned back to MSE walls as soon as the wall height allows.

12. Ramp TW Bridge over Route 46 Barrier Relocation

The existing barrier on the NJTPK Ramp TW Bridge must be relocated for the merge of Ramp SA onto Ramp TW. Removal of the existing barrier and construction of a new barrier on the bridge is required. Plans and submissions will be per the NJTA design manual.

Appendix B

GENERAL SIGNAGE & GRAPHICS CONSTRUCTION REQUIREMENTS:

1. All signs and their installation shall comply with all local building and electrical codes.
2. All electrical signs will be fabricated by a U.L. approved sign company, according to U.L. specifications and bear U.L. Label.
3. All penetrations of building exterior surfaces are to be sealed waterproof in color and finish to match existing exterior.
4. Internal illumination to be LED illumination or fluorescent tubes, installed and labeled in accordance with the "National Board of Fire Underwriters Specifications".
5. Logo and letter heights shall be as specified and shall be determined by measuring the normal capital letter of a type font exclusive of swashes, ascenders, and descenders.
6. All sign fabrication work shall be of excellent quality. All logo images and type-styles shall be accurately reproduced. Lettering that approximates type-styles will not be acceptable.
7. Signs must be made of durable rust –inhibiting materials that are appropriate and complimentary to the building.
8. Finished surfaces of metal shall be free from oil canning and warping. All sign finishes shall be free from dust, orange peel, drips, and runs and shall have a uniform surface conforming to the highest standards of the industry.
9. Exposed raceways are not permitted unless they are incorporated into the overall sign design.
10. Exposed junction boxes, lamps, tubing or neon crossovers of any type are not permitted.
11. All raceways, conduits, etc... Installed on rock background, corrugated metal and/or back of parapets to be painted to match.

SIGN AREA CALCULATIONS AND LIMITATIONS:

Sign area for all uses will be calculated as follows: the area is measured by drawing a box with four continuous straight lines enclosing the entire perimeter of the sign elements. The sign elements include all text, emblems, and ornaments. A maximum of two such boxes, touching each other, are allowed per tenant, per elevation.



Sign Illumination:

Sign illumination should complement, not overpower, the image of the building and its immediate landscaping. When external light sources are directed at the sign surface, conceal the light source from pedestrians' and motorists' "lines of sight". Avoid light spill onto adjacent areas. Flashing signs are not permitted under any circumstances.

TEMPORARY DEVELOPMENT SIGNS:

1. All new development within the redevelopment area shall be permitted one sign per roadway frontage to inform the public of the pending development on the property, the name of the redeveloper and contact information. The sign shall be permitted for a maximum period of 36 months, unless developer obtains approval from the Planning Board for an extension of time.
2. New Jersey Turnpike - The sign shall not exceed a length of 60 feet and a height of 40 feet for a total sign area of 1200 square feet. Said Sign shall be setback minimum distance of 20 feet from Turnpike Right of Way.
3. Route 46 & Bergen Turnpike - The sign shall not exceed a length of 30 feet and a height of 20 feet for a total sign area of 600 square feet. Said Sign shall be setback minimum distance of 20 feet from all roads.
4. The developer shall enter into a written agreement with the Village of Ridgefield Park acknowledging the terms of this subsection, certifying that the sign will be removed at the earlier of the completion of the project or 36 month period.
5. If the sign is to be lighted, the illumination shall be shielded so as not to interfere with, detract, or diminish in any way the effectiveness of any travel on or nearby roadways or create a nuisance to adjoining property owners. Flashing, intermittent, or colored lighting of temporary signs is prohibited.
6. The redeveloper shall be responsible for obtaining all construction or other permits required for the erection of the sign.