First Reading

INTRODUCED BY: Councilman Fitzhenry				
SECONDED BY: Councilman Karcic				
COUNCIL	AYE	NAY	ABSTAIN	ABSENT
FITZHENRY	X			
CAVADAS	X			
KARCIC	X			
SHEEDY	X			
DEL RUSSO	X			
BOCCHINO	X			
PRONTI				
TOTAL				

Second & Final Reading

INTRODUCED BY: Councilman Bocchino				
SECONDED BY: Councilwoman Cavadas				
COUNCIL	AYE	NAY	ABSTAIN	ABSENT
FITZHENRY	X			
CAVADAS	X			
KARCIC	X			
SHEEDY	X			
DEL RUSSO	X			
BOCCHINO	X			
PRONTI				
TOTAL				

ORDINANCE NO. 2339
BOROUGH OF NORTH ARLINGTON
BERGEN COUNTY, NEW JERSEY

AN ORDINANCE TO AMEND THE RIDGE ROAD REDEVELOPMENT ORDINANCE

WHEREAS, the Local Redevelopment and Housing Law at N.J.S.A 40A:12A-1 *et. seq*, provides that a municipality may declare an area within the municipality as an area-in-need-of redevelopment and approve a redevelopment plan for the development thereof; and

WHEREAS, the Redevelopment Agency of the Borough of North Arlington was established by Ordinance 1464 on June 13, 1989 and was subsequently dissolved pursuant to N.J.S.A. 40A:12A-24 and all duties and obligations of the Redevelopment Agency were transferred to the Mayor and Council of the Borough of North Arlington by Ordinance 1909 dated March 11, 2004; and

WHEREAS, circa 2001, the Borough of North Arlington declared the Ridge Road corridor as an area-in-need-of-redevelopment; and

WHEREAS, a Ridge Road Redevelopment Plan was prepared by Heyer, Gruel & Associates, PA., Community Planning Consultants; and

WHEREAS, on or about November 27, 2001, the Ridge Road Redevelopment Plan was adopted by the Governing Body by Ordinance No. 1823, entitled: "An Ordinance Amending the Code of the Borough of North Arlington and more Specifically Chapter 50A thereof Entitled Redevelopment Agency and Creating Article III thereto Entitled "Ridge Road Redevelopment Plan"; and

WHEREAS, the Governing Body is permitted to amend, from time to time, the Redevelopment Plan pursuant to the Local Redevelopment and Housing Law at N.J.S.A 40A:12A-7(e); and

WHEREAS, the Governing Body has determined that there is a need to amend the Ridge Road Redevelopment Plan; and

WHEREAS, a proposed amendment to the Ridge Road Redevelopment Plan entitled "Ridge Road Redevelopment Plan Amendment for the South End Retail Commercial Zone- Amended April 2021" and dated March 25, 2021 was prepared by the Borough Planner, DMR Architects; and

WHEREAS, pursuant to Local Redevelopment and Housing Law at N.J.S.A 40A:12A-7(e), the Governing Body referred the proposed amendment to the Ridge Road Redevelopment Plan to the Planning Board for its comments and recommendations; and

WHEREAS, the Planning Board reviewed and discussed the proposed amendment to the Ridge Road Redevelopment at its December 20, 2021 meeting and determined that the amendment is consistent with the Master Plan and agreed with the proposed amendment as drafted and voted unanimously, without any changes or comments, to refer the proposed amendment back to the Governing Body for further action and implementation; and

WHEREAS, the Planning Board reported its determination regarding the amendment to the Governing Body by letter dated January 7, 2022; and

NOW, THEREFORE, BE IT ORDAINED by the Governing Body of the Borough of North Arlington that the Ridge Road Redevelopment Plan is hereby amended as follows:

SECTION 1. Pursuant to the authority granted to the Governing Body by N.J.S.A. 40A:12A-7, the amendment to the Ridge Road Redevelopment Plan entitled "Ridge Road Redevelopment Plan Amendment for the South End Retail Commercial Zone- Amended April 2021" and dated March 25, 2021, prepared by DMR Architects attached hereto is hereby adopted.

SECTION 2. Pursuant to the provisions of N.J.S.A. 40A:12-7c, the Ridge Road Redevelopment Plan and all amendments thereto hereby supersede all applicable provisions of the Borough of North Arlington Land Use Ordinance. In so doing, the Ridge Road Redevelopment Plan shall constitute an explicit amendment to the Borough Zoning Map to identify the Redevelopment Area as the boundaries of the area regulated by the Ridge Road Redevelopment Plan. The official Borough Zoning map shall be amended to henceforth coincide with the Ridge Road Redevelopment Plan and all amendments thereto.

SECTION 3. All other sections of the Ridge Road Redevelopment Plan shall remain unchanged and in full force and effect. All ordinances or parts of ordinances inconsistent with the provisions of this ordinance are hereby repealed as to such inconsistency only.

SECTION 4. If any provision of this ordinance is declared invalid, such invalidity shall not affect the other provisions of this ordinance. Furthermore, the other provisions of this ordinance are deemed to be severable and remain in full force and effect.

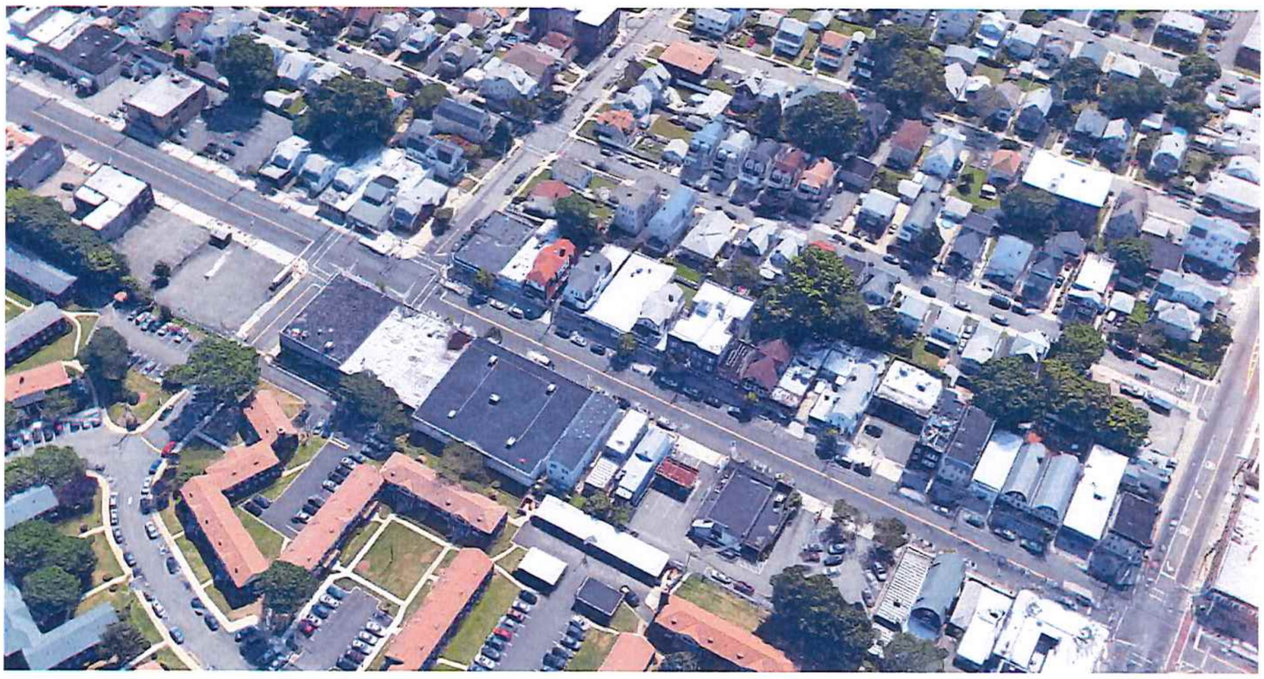
SECTION 5. This ordinance shall take effect after final approval and publication according to law.

APPROVED: _____
Daniel H. Pronti, Mayor

ATTEST: _____
Kathleen Moore, Borough Clerk

DATED: February 10, 2022

Ridge Road Redevelopment Plan Amendment
South End Retail Commercial Zone



Amended April 2021

Prepared For:
Borough of North Arlington, NJ
214 Ridge Road
North Arlington, NJ, 07031

Prepared By:
DMR Architects
777 Terrace Avenue
Hasbrouck Heights, NJ 07604

March 25th, 2021

Francis Reiner, LLA - PP
License #: LI00616700

DMR ARCHITECTS

TABLE OF CONTENTS:

SECTION TITLE PAGE NO.

I. BACKGROUND INFORMATION 1

II. REQUIRED COMPONENTS OF THE REDEVELOPMENT PLAN 3

III. RELATION TO THE NORTH ARLINGTON BOROUGH MASTER PLAN 4

IV. GOALS AND OBJECTIVES OF THE AMENDED REDEVELOPMENT PLAN 6

V. EXISTING REDEVELOPMENT PLAN STANDARDS 8

VI. NEW REDEVELOPMENT PLAN STANDARDS 10

- A. PERMITTED USES
- B. CONDITIONAL USES
- C. ACCESSORY USES
- D. PROHIBITED USES
- E. BULK, SETBACK AND DESIGN STANDARDS
- F. SIGNAGE
- G. PARKING AND CIRCULATION STANDARDS
- H. STREETSCAPE STANDARDS
- I. ON SITE LANDSCAPE AND SCREENING

VII. RELATIONSHIP OF THE REDEVELOPMENT PLAN TO MASTER PLANS AND STUDIES 39

ACKNOWLEDGEMENTS:

Mayor and Council

Mayor Daniel H. Pronti
Council President Mario Karcic
Council Vice President Brian Fitzhenry
Councilwoman Allison Sheedy
Councilwoman Lynette Cavadas
Councilwoman Donna Bocchino
Councilman Kirk Del Russo

Borough of North Arlington

Stephen Lo Iacono, Borough Administrator
Colleen More-Villani, Construction Clerk, Planning Board Secretary
Stephen Sanzari, Borough CFO

Borough Consultants

Francis Reiner, PP, LLA, DMR Architects, Planner
Daniel Hauben, PP, AICP, DMR Architects, Planner

Planning Board

Jay Corrigan - Chairman
Burt Hoyt - Member
John Graci, Jr. - Mayor's Designee
Daniel Pronti - Mayor
Gabe Fiore - Secretary
Donna Bocchino- Member
Bob Mahlbacher - Member
George Rosko- Member
Thomas Maleski- Member
Sandra Muldoon - Member

Planning Board Attorney

Ian Dorris, Esq.

Planning Board Consultants

Brian A. Intindola P.E., C.M.E., Neglia Engineering, Board Engineer
Francis Reiner, PP, LLA, DMR Architects, Planner
Daniel Hauben, PP, AICP, DMR Architects, Board Planner

I. BACKGROUND INFORMATION

The Mayor and Council of the Borough of North Arlington adopted Ordinance Number 1823 in 2001 (the "Ridge Road Redevelopment Plan", or "Redevelopment Plan"), which created the Ridge Road Redevelopment Area ("RRRA"). The RRRA includes the majority of the parcels fronting on Ridge Road between Belleville Turnpike and Union Avenue, and is divided into three (3) sections, with each having its own set of standards and functions. Those sections include the South End Retail Commercial Zone ("South End Zone"), which extends from Belleville Turnpike to Arlington Boulevard; the Cemetery Commercial Zone, which extends from Front Street to around Albert Street; and the North End Retail Commercial Zone, which extends from Astor Avenue to Union Avenue.

Ordinance No. 1823 describes the character and the vision for the three zones.

1. **South End Retail Commercial:** According to the 2001 Redevelopment Plan, this zone is the "densest commercial area within the Borough," and is envisioned to function as a core pedestrian oriented commercial area including retail sales and services, office space and residential uses, which includes uses open after business hours, but which will still cater to the car. Parking in this area is envisioned to be limited to side and rear yards and to be screened and landscaped from Ridge Road.
2. **Cemetery Commercial:** This zone is intended to permit uses that cater to or bear a relation to the Holy Cross Cemetery, such as gravestone sales and florists, and to help prevent those uses from spreading out to other parts of Ridge Road. Other residential and non-residential uses are also permitted.
3. **North End Retail Commercial:** This zone permits a similar range of uses to those permitted in the South End Retail Commercial Zone, but is envisioned as having a lower density and being more car oriented.

Over the subsequent 16 years following the creation of the Redevelopment Area, the Borough adopted several amendments to the original Redevelopment Plan, seven (7) of which were site-specific amendments to permit deviations from the standards for the RRRA, and two (2) of which changed general standards applying to the South End Zone and North End Zone. Regarding the latter two (2) amendments, Ordinance No. 2235 struck language from the South End Zone standards that had limited residential and office uses to upper-stories, effectively permitting residential-only or office-only buildings, and Ordinance No. 1967 increased the maximum front yard setback from Ridge Road in the North End Zone from 5 feet to 60 feet for any drive-thru use on a corner lot. The site-specific amendments were as follows:

- **Ordinance No. 2006:** Permitted a mixed-use building on Block 43, Lots 12 and 13 (South End), with ground floor retail and age-restricted apartments above, on the condition that non-age-restricted apartments would be

Map 1: Ridge Road Redevelopment Area.

allowed on the property if it could be demonstrated that there was no market for age-restricted units.

- **Ordinance No. 2103:** Permitted wireless telecommunication facilities as an accessory use on Block 10, Lots 65 and 65.01 (South End).
- **Ordinance No. 2143:** Permitted a drive-thru bank as a principal use on Block 117, Lots 6-8 (South End).
- **Ordinance No. 2163:** Permitted a building with ground-floor medical office uses on Block 117, Lot 4 (South End) with residential dwellings above.
- **Ordinance No. 2178:** Permitted the ground floor use on Block 43, Lots 12 and 13 (South End), also the subject of Ordinance No. 2006, to be residential.
- **Ordinance No. 2223:** Permitted a six-story, 60-foot tall building on Block 10, Lots 49 and 50 (South End).
- **Ordinance No. 2260:** Permitted residential dwellings on all stories of a proposed development on Block 135, Lot 2 (South End).

The Borough's 2016 Master Plan Reexamination Report,acknowledged that few developers took advantage of the zoning and recommended that the Borough explore strategies to make the RRRA more attractive to developers.

In 2019, DMR Architects reviewed the redevelopment plan and studied land use patterns in the Borough and neighboring municipalities. Based on that analysis, DMR concluded that the Borough's amendments to the 2001 Redevelopment Plan to permit single-use multi-family and office development deviated from and weakened the original intent and vision of the Redevelopment Plan to accelerate redevelopment without advancing the growth of Ridge Road as a walkable, 24/7 live-work-play district. A better approach, DMR suggested, is to update the section of the Redevelopment Plan pertaining to the South End, which has the strongest redevelopment potential, by taking creative approaches that borrow from successful practices in other communities and promote smart growth.

II. REQUIRED COMPONENTS OF THE REDEVELOPMENT PLAN

N.J.S.A. 40A:12A-7 requires that a redevelopment plan include an outline for the planning, development, redevelopment, or rehabilitation of the Redevelopment Area sufficient to indicate the following:

1. Its relationship to definite local objectives as to appropriate land use, density of population and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements.
2. Proposed land uses and building requirements in the project area.
3. Adequate provisions for the temporary and permanent relocation, as necessary for residents in the project area, including an estimate of the extent of which decent, safe, and sanitary dwelling units affordable to displaced residents will be available to them in the existing local housing market.
4. An identification of any property within the redevelopment area which is proposed to be acquired in accordance with the redevelopment plan.
5. Any significant relationship of the redevelopment 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" P.L. 1985,c.398 (C.52:18A-196 et al.).
6. An inventory (as of the date of the adoption of the resolution finding the area to be in need of redevelopment) of all housing units affordable to low and moderate income households, as defined pursuant to N.J.S.A. 52:27D-304, that are to be removed as a result of implementation of the redevelopment plan, whether as a result of subsidies or market conditions, listed by affordability level, number of bedrooms, and tenure.
7. A plan for the provision, through new construction or substantial rehabilitation of one comparable, affordable replacement housing unit for each affordable housing unit that has been occupied at any time within the last 18 months, that is subject to affordability controls and that is identified as to be removed as a result of implementation of the redevelopment plan.
8. The redevelopment plan may include the provision of affordable housing in accordance with the "Fair Housing Act," N.J.S.A. 52:27D-301 et seq. and the housing element of the municipal master plan.
9. The redevelopment plan shall describe its relationship to pertinent municipal development regulations as defined in the "Municipal Land Use Law," P.L. 1975, c. 291 (C.40:55D-1 et seq.).
10. The redevelopment plan must state whether it shall supersede applicable provisions of the development regulations of the municipality or constitute an overlay zoning district within the redevelopment area.
11. All provisions of the redevelopment plan shall be either substantially consistent with the municipal master plan or designed to effectuate the master plan; but the municipal governing body may adopt a redevelopment plan which is inconsistent with or not designed to effectuate the master plan by affirmative vote of a majority of its full authorized membership with the reasons for so acting set forth in the redevelopment plan.

III. RELATIONSHIP TO THE NORTH ARLINGTON BOROUGH MASTER PLAN

In reviewing the Borough's 2003 Master Plan and 2016 Master Plan Reexamination Report, the Borough laid out goals and objectives that are relevant to this Redevelopment Plan and provided descriptions of Ridge Road and the role it plays in the Borough.

1. **Master Plan 2003 Goals and Objectives:**
   a. To preserve the present character of the Borough of North Arlington as an established mature community.
   b. To protect North Arlington's residential neighborhoods and maintain them as desirable living environments by:
      i. Providing for additional neighborhood amenities as needed, including street maintenance, lighting, preserving trees and landscaping;
      ii. Providing additional community facilities as needed;
      iii. Discouraging through traffic in residential neighborhoods; and
      iv. Providing for rehabilitation of older housing structures where improved maintenance is needed.
   c. To preserve the balance of housing types which now exists in the Borough.
   d. To preserve the present business areas of the Borough, maintaining sufficient retail, service, and office facilities to meet the needs of North Arlington's residents.
   e. To provide for the orderly transition of land uses where change is indicated.
   f. To provide opportunities for revitalization in areas determined to be "in need of redevelopment".
   g. To encourage the expansion of parks and recreation, both Borough-owned and County-owned.
   h. To provide for additional community facilities as the need arises so that all age and economic groups in the community are provided with adequate public buildings, schools, libraries, firehouses, and recreational facilities.
   i. To maintain a high level of municipal services to North Arlington residents and non-residential taxpayers.
   j. To preserve and enhance community appearance by encouraging property maintenance on the part of private owners and by the municipality in the case of Borough-owned property.
   k. To maintain and enhance community appearance through proper attention to design standards.
   l. To provide for the proper circulation of traffic on the streets within the Borough and to provide the necessary traffic regulation for safety.
   m. To provide an ongoing street maintenance program to prevent disrepair.
   n. To provide for adequate storm drainage in all parts of the Borough.
   o. To cooperate with adjacent municipalities, the New Jersey Meadowlands Commission [now the New Jersey Sports and Exposition Authority], the County and the State in reviewing planning proposals along North Arlington's boundaries.
2. **Land Use Element 2003**
   a. The land use pattern in North Arlington has not changed significantly since 1988, as the Borough is a developed community.

b. Although the Borough is developed, changing development pressures and revisions to current land uses require the Borough to analyze the existing zones and propose various changes to boundaries and permitted uses within each zone.

c. The Borough adopted the Ridge Road Redevelopment Plan in August 2001 that replaced the C-1 Zone along Ridge Road. This Plan provides specific design guidelines for the retail and commercial uses that are located on Ridge Road.

3. **Circulation Element 2003**

a. The Ridge Road Redevelopment Area provides a focus on enhanced pedestrian activity and related economic development.

b. Public transit in North Arlington is currently bus service based.

4. **Economic Plan Element 2003**

a. Ridge Road is a prime location for commercial and retail activity.

b. North Arlington should continue to support commercial and retail activity along Ridge Road ... The businesses should provide services to residents of North Arlington and attract customers from the surrounding region.

5. **2016 Master Plan Reexamination Report**

a. The Ridge Road Redevelopment Plan is intended to help facilitate the revitalization of the Borough's primary commercial corridor.

b. The Borough should consider the use of statutory redevelopment as a tool for revitalizing under-utilized properties. In particular, the areas along Ridge Road and Schuyler Avenue may be strong candidates for redevelopment. Where redevelopment is utilized, the potential to incorporate open space and recreation opportunities into the redevelopment plans, where feasible, should be considered.

c. The Ridge Road Redevelopment Plan ... should [be] reviewed and updated. Ridge Road has the potential to serve as a Main Street for the Borough, and has not seen the level of redevelopment anticipated by the original plan.

d. Three apartment complexes are all located along Ridge Road.

e. The primary retail and office corridor, and the largest commercial corridor is Ridge Road (State Route 17). Ridge Road runs north/south throughout the Borough and is lined with small retail shops and restaurants, as well as other small commercial services.

IV. GOALS AND OBJECTIVES OF THE AMENDED REDEVELOPMENT PLAN

The intent of this Amended Redevelopment Plan is to amend the 2001 Ridge Road Redevelopment Plan with respect to the South End Retail Commercial Zone.

The 2001 Redevelopment Plan sought to establish the Ridge Road corridor as a destination for shopping, eating, and services as well as a location for multi-family residential development, with the South End being the most pedestrian oriented stretch of the corridor.

In 2019, the South End has a number of restaurants, retail, and housing options and is home to commercial services such as legal offices. Numerous storefronts that were vacant a decade ago are now occupied, and other commercial spaces have seen tenant turnover and improved facade appearance.

New construction by the writing of this Amended Redevelopment Plan has been limited to the following:

- NA Orthodontics building at 68 Ridge Road (a medical office with residential above) has been completed;
- A one-story Kearny Bank drive through bank was constructed at 76 Ridge Road;
- The Ridge apartment building at the corner of Front Street has been completed; and
- The tenants at 77 Ridge Road have vacated and demolition has begun to clear the property for a 60-foot high residential building,

North Arlington's efforts to revitalize Ridge Road are subject to the same challenges and obstacles faced by other communities in New Jersey who are looking for ways to revitalize their downtown districts and promote an active pedestrian friendly environment. These include:

- Traditional "brick and mortar" retail establishments are struggling to survive as shoppers turn to online sales.
- Where brick and mortar stores are surviving, they prefer to locate in shopping centers or established urban shopping districts.
- Younger consumers prefer to spend their money on experiences over material purchases or alcohol.
- Demand for physical office space has decreased as more company employees work from home or in shared work spaces.
- The northeastern U.S., including New Jersey, has experienced slower growth or population loss in recent years.

To further complicate things, Ridge Road is a state-owned road, which limits the Borough's ability to make some significant transportation and streetscape improvements. Additionally, North Arlington shares borders with similar urban communities -- including Kearny and Lyndhurst to the south and north along NJ-17 and Belleville Township across the Passaic River -- who are effectively in competition with the Borough to establish their downtown as a dominant living, working, and shopping destination.

The strategy of this amendment to the Ridge Road Redevelopment Plan is to look beyond the traditional mixed-use downtown vision that guided the 2001 Redevelopment Plan and to differentiate the South End of Ridge Road from other mixed-use districts by employing form-based zoning, performance zoning, and incentive zoning techniques.

The principals guiding this strategy include:

- Providing more flexibility for developers to create spaces that meet a variety of market needs typically absent in a mixed use environment without having a detrimental affect on the character of Ridge Road or

the neighboring residential zones;

- Creating a self-sustaining cycle of development interest by bringing new workers and residents to Ridge Road, which create opportunities for new businesses, which make Ridge Road an increasingly desirable place for residents and employers, which stimulates additional development;
- Making efficient use of each story within a building by prioritizing the occupancy of street level spaces by businesses that have the most frequent turnover and require the most visibility;
- Promoting a streetscape and circulation pattern that is visually appealing and safe for pedestrians.

The properties comprising the South End Subzone are listed in **Table 1.**

Additionally, although the redevelopment plan is non-condemnation, the Borough has identified the following properties for potential acquisition, as shown on **Map 2:**

- 2 Ridge Road (Block 101, Lot 1)
- 4 Ridge Road (Block 101, Lot 2)
- 6 Ridge Road (Block 101, Lot 3)
- 8 Ridge Road (Block 101, Lot 4)
- 10 Ridge Road (Block 101, Lot 5)
- 73 Ridge Road (Block 10, Lot 50)
- 75 Ridge Road (Block 10, Lot 50)
- 77 Ridge Road (Block 10, Lot 50)
- 85 Ridge Road (Block 10, Lot 49)
- 89 Ridge Road (Block 10, Lot 48)
- 601-623 Ridge Road (Block 100, Lot 6.01) (North End)
- 264 Belleville Turnpike (Block 101, Lot 34)
- 260 Belleville Turnpike (Block 101, Lot 35)

BLOCK	LOT	BLOCK	LOT	BLOCK	LOT	BLOCK	LOT
10	61	17	23	101	13	117	9
10	62	17	26	101	18	117	14.01
10	62.02	17	25	101	15	117	5
10	51	17	24	101	1	117	8
10	55	23	24.01	101	17	117	10
10	56	23	26	101	6	117	6
10	58	23	24	101	10	117	1
10	59	23	27	101	12	117	11
10	65.02	23	28	101	20	117	13.01
10	53	23	25	101	19	117	4
10	49	29	10	101	7	117	3
10	63	29	7	101	14	134	1.02
10	52	29	9	101	11	134	3
10	65.01	29	13	101	5	134	2
10	64	29	14	101	8	134	1.01
10	48	29	12	101	3	135	1
10	60	29	11	101	2	135	2
10	50	29	8	101	16	135	6
10	54	35	11.02	117	12.01	135	4
10	57	35	10	117	12.02	135	5
15	25	35	9	117	15.01	135	3
15	24	35	11.01	117	7	136	21
15	27	101	4	117	2	136	1
15	26	101	9	117	14.02		

Table 1: Redevelopment Area Properties (Block & Lot).

Map 2: Potential Property Acquisitions in the South End

V. EXISTING REDEVELOPMENT PLAN STANDARDS:

The following are the land use standards for the South End Retail Commercial Zone at §50A-23.c.i in the 2001 Ridge Road Redevelopment Plan, excluding the applicable design, streetscape, and landscape standards at §50A-29 et seq. of the 2001 Ridge Road Redevelopment Plan:

1. The Retail Commercial Zoning District is intended to provide a core pedestrian oriented commercial area including retail sales and services, office space and residential uses, which includes uses open after normal business hours.
2. The district is located at the south end of Ridge Road, which is categorized as the densest commercial area within the Borough. As such, the Retail Commercial District is envisioned to provide for a dense pedestrian environment, while still catering to the car.

   The sidewalks will be upgraded with paving, lighting, street trees, parking meters, and seating The creation of "bump outs" with expansion of sidewalks at key locations will provide sufficient space for temporary outdoor dining and entertainment. The Plan envisions a thriving night time pedestrian environment.

   The layout of the Retail Commercial Zone should have a strong emphasis on design, landscaping integration with existing facilities. Buildings shall be a minimum of two stories in height to encourage a consistent streetscape. Gaps in the streetscape and buildings setback off of Ridge Road is strongly discouraged. Parking should be located to the rear or side of buildings. Parking along Ridge Road should be screened and appropriately landscaped. Development should encourage pedestrian traffic.
3. **Principal Permitted Uses:** Restaurants (non drive-through), retail sales and service, financial institutions (non drive-through), residential (upper floor only), office (upper floors only), health clubs, public uses, child care centers, theaters and parking facilities, bars and taverns.
4. **Uses Specifically Prohibited:** Massage parlors, tatoo parlors, adult entertainment establishments, gravestone sales and engraving, cemetery related uses, video arcades and auto related uses, which include gasoline stations and auto repair.
5. **Accessory Uses:** Uses accessory and incidental to the principal uses such as: office, gym, facilities associated with residential or office space, off-street parking, signage.
6. **Standards:**
   a. Maximum Height: Four Stories / 48 ft.
   b. Minimum Height: Twenty-five (25) feet.
   c. Maximum Setbacks: Five (5) feet from Ridge Road right-of-way.
   d. Parking (new construction)
      i. Retail: Minimum three (3) spaces per 1,000 square feet of gross floor area
      ii. Residential: One (1) space per dwelling unit
      iii. Restaurant: One (1) space per four (4) seats

   All or a portion of required parking may be accommodated off-site at the discretion of the Board.
7. **Signage:** Signage shall not exceed ten (10) percent of the first story portion of the facade to which it is fixed. Only one (1) sign is permitted per use and shall not exceed sixty (60) square feet in area. Additional lettering

is permitted on ground story awnings, but at no time shall the total sign square footage exceed 10% of the first story portion of the facade or sixty (60) square feet in area. Buildings with more than one use are allowed one (1) sign for each use. Top lit signs are the preferred type of signage. Signs shall be wall mounted or perpendicular hanging. Freestanding signs are prohibited. Illuminated board signs are prohibited. Additional criteria on signs are located within the design guidelines sections of this document.

8. **Streetscapes:** See design guidelines
9. **Outdoor Dining:** Temporary outdoor dining shall be permitted subject to the following conditions:
   a. The outdoor dining must not inhibit pedestrian traffic on public sidewalks.
   b. The sidewalk shall be a minimum of ten (10) feet wide where outdoor dining is proposed, which maintains a pedestrian pathway of five (5) feet in width.
   c. The placement of outdoor tables shall be limited to the area directly adjacent to the building approved for outdoor dining.
   d. Sidewalk dining is permitted from April 1 to October 31.

VI. NEW REDEVELOPMENT PLAN STANDARDS

RELATION TO CHAPTER 205, "LAND DEVELOPMENT", AND 2001 RIDGE ROAD REDEVELOPMENT PLAN

The intent of this amendment to the Ridge Road Redevelopment Plan is to supersede and replace those portions of the 2001 Redevelopment Plan pertaining to the South End Retail Commercial Zone. Specifically, this Redevelopment Plan replaces Section 5.C.i (also known as §50A-23.A.i of the Borough code) of the Ridge Road Redevelopment Plan. Additionally, the sections of this Amended Redevelopment Plan pertaining to streetscape, landscaping, and building design standards supersede Sections 11 through 15 and 17 of the 2001 Redevelopment Plan (aka §50A-29 through 33 and 35) with respect to the South End Zone, but leaves those sections of the Redevelopment Plan intact as applies to the remainder of the Ridge Road Redevelopment Area.

The Borough's Land Development regulations at Borough Code Chapter 205 shall remain in effect except where superseded and supplemented by this Redevelopment Plan.

DEFINITIONS

The words and terms used in this Redevelopment Plan shall have the same meanings as contained in §205-5 and 6 of the Borough Code except as superseded or supplemented here.

Amenity: A facility or service provided by a developer or property owner to office or residential tenants to make the property more attractive, enjoyable, or useful to the tenants and their visitors. May include private fitness space, swimming pools, party rooms, laundry facilities, and the like.

Artisanal Manufacturing: The making or fabrication of products either by hand or with minimal automation, which may include direct sales to consumers. This definition includes uses such as small-scale fabrication, manufacturing, and other uses and processes typically not permitted in residential or mixed-use zoning districts.

Awning: A roof-like cover that projects from the wall of a building for the purpose of shielding a doorway or window from the elements.

Fence - Solid, Semi-Open, Open: See §205-89.A.

GFA: Gross floor area

Ground Story: See "Story, First" at §205-6

Commercial Manufacturing: Research and development facilities, testing laboratories, programming, computer and information technology, software engineering, and manufacturing, production, and fabrication of products, excluding hazardous materials and substances, where the impacts such as noise, odors, light, vibration, etc. are contained to the unit (space) where the use is located within a building. Uses shall occur indoors, except for storage meeting accessory use standards.

Nightclub: An establishment that is open only at night, in which music is provided, along with space in which dancing may be conducted.

Nuisance: Any environmental pollutant, such as smoke, odors, liquid wastes, solid wastes, radiation, noise, vibration, glare, or heat, or other conditions or situations that interfere with the use and enjoyment of property or with the public wellbeing.

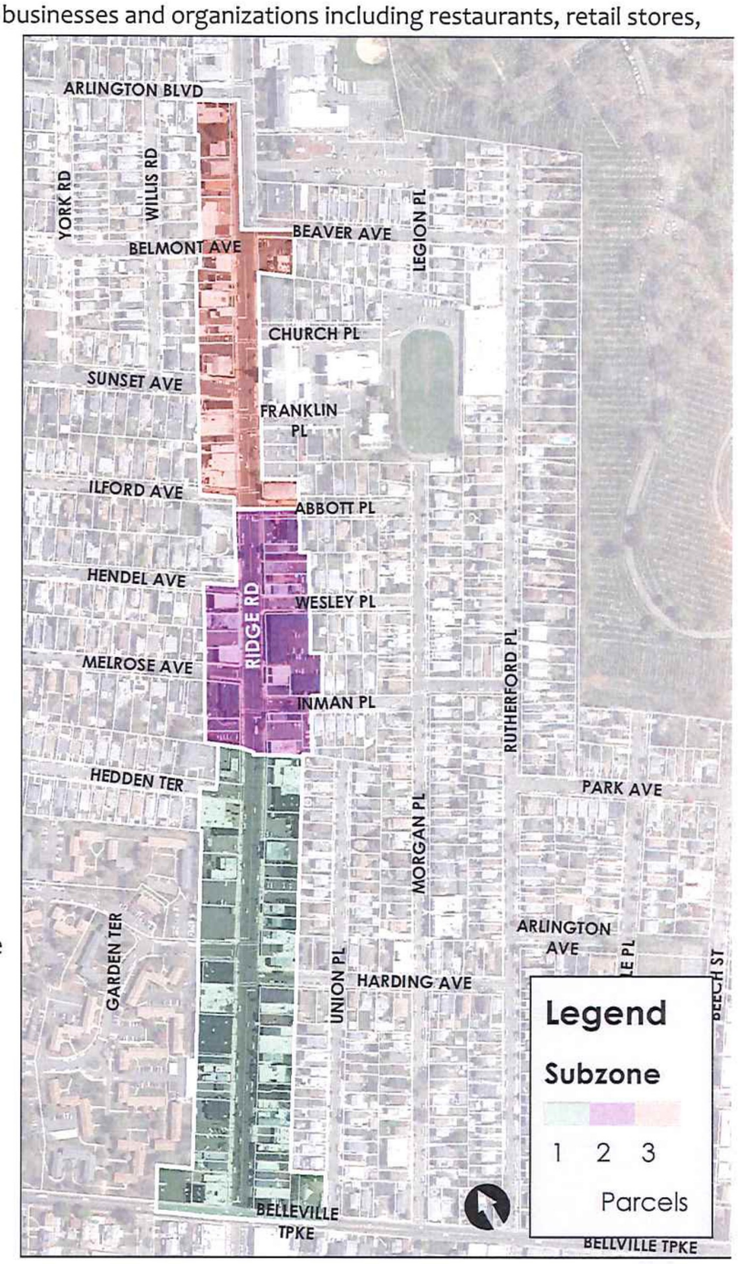
Secondary Street: Any street within the Redevelopment Area other than Ridge Road.

Specialized Instruction: Part time educational or instructive activity not associated with a K-12 school or post-secondary institution. Includes test preparation classes, tutoring, dance and martial arts practice, art instruction, and the like.

SOUTH END SUB-ZONES

The South End Zone shall be subdivided into 3 sub-zones, as follows:

1. **Sub-Zone 1:**
   a. Extends from Belleville Turnpike to mid-block between Hedden Terrace and Inman Place. This is the most densely developed stretch of Ridge Road and is the most accessible to residents of North Arlington, Kearny, and Belleville. It is also the entry point to the Ridge Road corridor from Kearny.
   b. The Sub-Zone is home to a wide range of businesses and organizations including restaurants, retail stores, barbershops, professional offices including medical offices, service providers, banks,and more.
   c. The intent of the standards for this Sub-Zone shall be to create a high-density, active pedestrian oriented mixed-use district by minimizing setbacks so that buildings create a continuous street wall consistent with best practices in pedestrian oriented districts and emphasizing efficient vertical distribution of uses within buildings (by limiting the street-level presence of uses that do not generate street traffic or depend upon high visibility to attract customers).
   d. Ground-floor uses in this Sub-Zone are preferably experiential uses such as eating, drinking, and entertainment as well as retail and services that have relatively frequent customer turnover so that there is a constant flow of potential shoppers on Ridge Road.
2. **Sub-Zone 2:**
   a. Extends from Inman Place to Abbot Place / Ilford Avenue.
   b. The Sub-Zone is smaller and less densely developed than Sub-Zone 1. Unlike Sub-Zone 1, it includes single-use multi-family apartment buildings among commercial uses that include gas and automobile



Map 3: South End Subzones

service stations and retail stores and services. Just outside of the Sub-Zone, on the west side of Ridge Road is a Church.

c. Whereas the character of Sub-Zone 1 is consistent with a downtown with bars, restaurants, and various stores and services packed tightly together, Sub-Zone 2 is more spread out and characterized by uses that are more consistent with "neighborhood retail" zones that cater to daily residential needs.

d. Because the neighborhood has historically been and will likely continue to be less geared toward 24/7 shopping, dining, and drinking activity than Sub-Zone 1, Land uses standards in this Sub-Zone will be more relaxed with respect to the location of land uses on or above street level and the distance between land uses of the same category.

e. Side yard setback and coverage standards will be geared toward less dense development than Sub-Zone 1, and parking standards in this Sub-Zone will be greater than Sub-Zone 1 in anticipation that more people will drive to businesses in this section of Ridge Road.

3. **Sub-Zone 3:**

a. Extends from Abbot Place / Ilford Avenue to the end of the South End at Arlington Boulevard.

b. As with Sub-Zone 2, this district is less densely developed than Sub-Zone 1, and businesses are more automobile and neighborhood service oriented. The Sub-Zone is also adjacent to multiple religious, educational, and governmental buildings and complexes as well as the Cemetery Zone of the RRRA.

c. The purpose of Sub-Zone 3 is to generally provide the same flexibility provided in Sub-Zones 1 and 2 while having more strict parking, bulk, and use standards that are intended to be sensitive to the context of the existing uses on Ridge Road, the proximity to the Cemetery Zone, and the residential character of the adjacent neighborhoods.

A. PERMITTED USES

1. **Purpose:**
   a. As the goal of this Amended Redevelopment Plan for the South End of the Ridge Road Redevelopment Area is to advance the Borough's goal of creating a vibrant mixed-use, live/work/play district, the purpose of this section of the Amended Redevelopment Plan is to permit uses in a manner that activates the street by placing destinations with high turnover on the ground level and by reducing the frequency of or locating on upper stories any commercial uses that do not depend on visibility for business or which are considered "eye sores".
   b. Uses such as restaurants, bars, and retail sales are most desirable on the ground story as much of their business depends on being visible to passersby.
   c. Uses such as services like grooming, veterinary offices, banks, child care, and most retail services (insurance sales, financial advisory) are premeditated destinations that are likely to be as successful above ground level as on ground level, and should be limited on ground level to maximize street level space available to uses that produce and capitalize on high pedestrian activity.
   d. The Amended Redevelopment Plan also permits commercial and artisan manufacturing uses (as defined herein)on upper stories to help establish and distinguish the South End as an employment destination for a variety of industries.
2. **Permitted Uses**
   a. Land uses shall be permitted, conditional, and accessory uses in each of the sub-zones according to **Table 2.**

Image 1: Mixed use building with office space

Image 2: Mixed use building with retail and residential

Image 3: Streetscape with retail and residential above

Table 2: Permitted Principal, Conditional, and Accessory Uses by Subzone.

Permitted Use	SZ 1	SZ 2	SZ 3
Animal Boarding	C(U)	C	C
Animal Hospital, Veterinary Office	C(U)	C	C
Art Studio	C	P	P
Artisanal Manufacturing	C	C	C
Bank	C	P	P
Bars / Taverns	P	P	P
Beauty Salon and Grooming	C	P	P
Billiards, bowling, and other indoor recreation	P	P	
Child Day Care	C(U)	C(U)	C
Commercial Manufacturing	C	C	C
Convenience Retail	C	C	C
Gym and Fitness Center	U/A	U/A	P/A
Multi-family Residential	U	U	U
Nightclub	P	P	
Office (Business, Medical, or Professional)	U	U	P
Office, Management	A	A	A
Parking	C/A	C/A	C/A

Permitted Use	SZ 1	SZ 2	SZ 3
Restaurants	P	P	P
Retail and Food Sales	P	P	P
Retail Services	U	P	P
Spa and Massage	C	C	P
Automated Teller Machine (ATM)	A	A	A
Specialized Instruction	U	P	P
Shared Work Space	P/A	P/A	P/A
Tailoring and Related Services	C	U	P
Theaters & Entertainment	P	P	
Video Arcades	P	P	

Note 1: Single-family attached or detached dwellings are prohibited along Ridge Road.

Legend

P = Principal permitted on any story.

U = Permitted above the ground floor in mixed-use building, but (if non-residential) below any dwellings in the same building.

C = Conditionally permitted.

A = Accessory.

x/A = Use is permitted as a by-right (P), conditional (C), or upper story principal use (U) and/or as an accessory use .

B. CONDITIONAL USES:

1. **Purpose:**
   a. Permitting uses on a conditional basis creates opportunities for uses that, if not for the conditions imposed, might not be entirely compatible with a particular district;
   b. The practice can also enable a municipality to abate the undesirable effects of uses that are otherwise appropriate for a particular district.
   c. In the case of this Redevelopment Plan, conditions are placed upon artisanal manufacturing and commercial manufacturing uses so they may be permitted in the South End as long as their existence does not compromise the public welfare or impair the attractiveness of Ridge Road as a 24/7 work, live, and shop district.
   d. Conditions are also imposed to create minimum distances between uses that could impede the desired improvement of the corridor if clustered too close together or which may occupy space better suited for uses that activate the street.

Image 4: Mixed use with restaurant and retail uses

2. **Convenience Retail:**
   a. Convenience retail uses are permitted in any section of the South End except that dollar stores, pawn shops, cash for gold stores, and the like may not be located within one-half mile (2,640 feet) from another such business.
3. **Other Spacing Conditions:**
   a. Where indicated in **Table 2** as conditional uses, the following uses are permitted on upper stories but are prohibited on street level if they are closer than the distances stated below to another use of the same type:
      i. Dry cleaning: 800 feet.
      ii. Laundromat: 600 feet.
      iii. Beauty salon and grooming: 600 feet.
      iv. Bank: 400 feet.
      v. Art studio: Not more than three (3) permitted within a distance of 800 feet.
      vi. Spa and massage: 600 feet.
      vii. Showroom: 1,000 feet.

Image 5: Mixed use with parking structure behind

4. **Animal Boarding or Hospital, Veterinary Offices, and Child Care**
   a. These uses are permitted in any building containing existing commercial and artisan manufacturing uses provided that the building inspector or an expert presented by an applicant provides written or spoken testimony to the Zoning Officer and/or the Board's

Image 6: Parking Structure with retail on ground level

satisfaction that the space proposed for occupation by the animal or child care uses is sufficiently insulated from the harmful effects of noise, vibration, or airborne emissions from the manufacturing use.

5. **Parking Lots and Structures:**
   a. Surface parking shall only be permitted as a principal use on existing surface parking areas provided that they meet the standards set forth for parking areas in this Amended Redevelopment Plan.
      i. No new surface parking areas may be created
   b. Parking structures are permitted as a principal use provided that the Ridge Road facing facade is designed to resemble a commercial or residential building.
6. **Commercial and Artisan Manufacturing, and Research Uses:** These uses are permitted above the ground story provided they fit the definitions in this Redevelopment Plan and satisfy the following conditions:
   a. Compatibility: Uses in this Zone must be able to exist inconspicuously among residences, offices, retail, and food and drink establishments without compromising the well-being of people living and working in the Zone or walkable, mixed-use character of the South End. Examples of compatible uses include:
      i. Confectioneries;
      ii. Chocolatiers;
      iii. Bakeries;
      iv. Craft food and drink manufacturing, including brewing and distilling of alcohol products;
      v. Research and Development;
      vi. Programming, computer and information technology, software engineering, and the like;
      vii. Arts and crafts, textile and apparel;
      viii. Perfume and candle manufacturing;
      ix. Hobby suppliers;
      x. Filming and film production;
      xi. Carpentry and furniture assembly;
      xii. Other uses involved in the production or assembly of materials for distribution or consumption, which can meet the performance and design standards of this section.
   b. Nuisances: Any noise, vibrations, emissions, or other noxious outputs from the use shall not affect or disturb persons or properties beyond the property limits. Projects shall comply with Section 205-84 and the following:
      i. Noise: Noises emitted by such uses not exceed the daytime or night time noise levels permitted at section 243-7 to be emitted by commercial uses and received

Image 7: Streetscape with outdoor dining

Image 8: Restaurant with roll up doors

Image 9: Outdoor dining with roll up windows

by residential uses. At the time of this adoption, the maximum daytime noise emission permitted is 65 decibels and the maximum night time noise emission permitted is 50 decibels. Noise is measured at the setback line.

ii. Glare: No uses shall be permitted that emit glare from inside the building that can be detected from outside the lot line.

iii. Electrical and Signal Interference: No uses shall be permitted involving activities that may disrupt electrical services or signals beyond the lot line.

iv. Vibration: Shall not be felt beyond the interior walls of a building occupied by such use.

(1) If the building has a 0-foot side yard setback or is attached to an adjacent building, vibrations shall not be felt in the adjacent building.

c. The slaughtering of live animals or processing of raw animal parts or by-products with the exception of dairy and egg products shall be prohibited.

d. Loading:

i. Deliveries and shipments shall not occur during peak traffic hours or during the hours of 8:00 pm to 6:00 am.

ii. Loading areas shall be limited to either rear yards or curb area reserved for loading during specific hours.

e. Location:

i. The uses permitted in this section are prohibited on any ground story within the South End District except that Artisanal Manufacturing uses on upper stories may sell their products directly to consumers as an accessory retail sales on the ground or upper story.

ii. These uses shall not be permitted above any stories containing residential dwellings, animal boarding, animal hospitals / veterinary offices, or child care facilities within the same building.

(1) No use that emits noise, vibrations, or odors that are benign to humans but disturbing to animals may be located in the same building as any residential dwelling, animal boarding facility, or animal hospital / veterinary office.

f. Appearance:

i. Except as may be necessary for such uses to operate safely and efficiently, the street-facing architectural character of a building containing the uses addressed in this section should be largely indistinguishable from a building housing any other permitted use.

Diagram 1: Illustrative section view of a 4-story building with multiple non-residential uses.

C. ACCESSORY USES

1. **General:**
   a. Any use identified in **Table 2** or in this section as a permitted accessory use shall be permitted on any property in the Redevelopment Area provided it is located on the same property as and clearly incidental and subordinate to a by-right permitted or conditionally permitted principal use.
   b. Uses that are not specifically identified in **Table 2** or in this section as a permitted accessory use may be an accessory use if it is clearly incidental and subordinate to another by-right permitted or conditionally permitted principal use, is located on the same property as that use, and complies with the standards of this Amended Redevelopment Plan and/or §205-38.b(4) and (7).
2. **Amenity Spaces:**
   a. The following uses are permitted as accessory to residential uses, provided they are located on the same property as the residential units and are only available to residents and their guests:
      i. Gym or fitness center;
      ii. Laundry facility;
      iii. Storage;
      iv. Library or other physical book or media sharing amenity;
      v. Recreational space;
      vi. Shared work space;
      vii. Other use that may be allowed at the discretion of the planning board or governing body.
   b. The following uses are permitted as accessory to tenants of a non-residential building, provided they are located on the same property as the tenant spaces and are only available to tenants and guests:
      i. Gym or fitness center;
      ii. Storage;
      iii. Recreational space;
      iv. Shared work space;
      v. Other use that may be allowed at the discretion of the planning board or governing body.
3. **Accessory Parking Areas or Structures:**
   a. Shall not be operated as paid short term parking;
   b. Accessory parking areas for uses in Subzone 1, not including access driveways, shall be limited to rear yards.
   c. Accessory parking areas for uses in Subzones 2 and 3 shall be permitted in the rear yard and the side yard, provided that there shall not be more than one row of parking in the side yard and the parking shall be screened from the public right of way in accordance with the standards in this Redevelopment Plan.
4. **Detached Accessory Buildings:**
   a. Are prohibited on lots with a depth less than 100 feet or a lot area less than 20,000 square feet. Accessory uses on these lots shall be located within the principal building.

5. **Solid Waste Storage:**
   a. Solid waste shall be stored indoors or outdoors within the side or rear yards, and shall be screened in accordance with this Redevelopment Plan.
6. **Freestanding HVAC Units:**
   a. Subject to the bulk standards for an accessory structure.

D. PROHIBITED USES

1. Any use not specifically stated as permitted is not permitted in the redevelopment area.
2. Retail sales of marijuana are expressly prohibited in the redevelopment area.
3. Any interpretation of a permitted use shall be determined by the Zoning Officer and/or the Zoning Board of Adjustment.

E. BULK, SETBACK, AND DESIGN STANDARDS

1. **Purpose:**
   a. The bulk, setback, and design standards provided in this section of the Amended Ridge Road South End Redevelopment Plan are intended to create a pedestrian oriented downtown core with compact development and an attractive streetscape that is also conducive to efficient traffic flow. In order to make Ridge Road more pedestrian friendly, the intent of the standards herein is to:
      i. Minimize the number of curb-cuts;
      ii. Bring buildings close to the sidewalk and close to each other;
      iii. Minimize sidewalk obstructions;
      iv. Maximize visibility between the street and ground floor uses; and
      v. Balance density and spatial efficiency with creative and attractive architecture and design.
2. **General Standards:**
   a. All development shall be subject to the bulk and setback standards at **Table 3**.
3. **Building Heights:**
   a. One-story buildings shall be permitted provided that a parapet is constructed, the top of which reaches a height of 20 feet, having false windows and other design elements that create the appearance from the street of a two-story building.
   b. Buildings are permitted to a maximum of 4 stories / 48 feet.
      i. Parapets and other architectural features are permitted to extend above the permitted height by a maximum of 8 feet not including elevator or stairwells.
4. **Facade Breaks and Articulation:**
   a. Horizontal Articulation:
      i. Building facades in excess of 80 feet in length shall be designed with varying facade materials and treatments, wall plane projections or recesses, as well as at least one (1) visual break at 40 feet, to avoid

a monolithic appearance;

ii. Where expanses of solid wall are necessary, on street facing facades they may not exceed the lesser of 20 feet in length or half of the total facade width;

iii. Each building façade greater than 40 feet in length but less than 80 feet shall incorporate wall plane projections or recesses that are compatible with the proposed building architecture. Breaks should occur every 20 to 30 feet.

iv. Each building façade shall incorporate a change of materials and at least two of the following elements:

(1) Change in building materials - at least 3 materials for a façade facing a street or other public area and at least 2 materials for another facade;

(2) Change in building colors;

(3) Change in textures;

(4) Variation in window design.

b. Vertical Articulation:

i. Each principal mixed-use and non-residential building taller than 20 feet shall be designed so that the massing or facade articulation of the building presents a clear base, middle, and top. First floors in the South End shall be designed with adequate floor to ceiling height to accommodate storefronts to the maximum extent practicable. Lower levels can be differentiated from upper stories by incorporation of elements including, but not limited to, the following:

(1) Low planters and walls;

(2) Use of veneer banding or wainscot, change in materials, and change in textures;

(3) Heavier materials and darker colors on lower levels;

(4) Integrated covered walkways, trellises, or architectural awnings; or

(5) Other design elements that distinguish lower levels as determined by the Board.

5. **Window Coverage and Transparency:**

a. A minimum of 70% of the ground story facade facing Ridge Road, and 30% of the ground story facade facing any secondary street. All stories above ground level, shall be occupied by windows or transparent doors;

b. Ground floor windows should provide a view at least 12 feet into the interior of

Table 3: General Bulk Standards by Subzone.

Bulk Standards	SZ 1	SZ 2	SZ 3
Min. Lot Size	5,000 s.f.	5,000 s.f.	10,000 s.f.
Setbacks to Building			
Min. Front Yard	0 ft.	0 ft.	5 ft.
Max. Front Yard	5 ft.	5 ft.	5 ft.
Min. Side Yard	0 ft.	0 ft.	0 ft.
Max. Side Yard	5 ft.	10 ft.	10 ft.
Where Driveway on Ridge Road is Required & Lot Width ≤50 ft.	10 ft.	10 ft.	20 ft.
Where Driveway on Ridge Road is Required & Lot Width >50 ft.	20 ft.	20 ft.	20 ft.
Min. Rear Yard	10 ft.	10 ft.	10 ft.
Min. Building Height	24 ft.	24 ft.	24 ft.
Max. Building Height	48 ft.	48 ft.	48 ft.
Max. Impervious Coverage	90%	80%	75%
Accessory Structure	See §205-38.b(4) and (7)		

the building;

c. No development may have exterior walls with a reflectivity value in excess of 35 percent;

d. Windows shall be accented and defined with detail elements, such as frames, sills, and lintels, and shall be located to visually establish and define the street or pedestrian ways facing portions of a building and to establish human scale and proportion.

e. The front facades on a principal building on any corner lot shall include a window that wraps the street-facing corner of the building such that it extends a minimum length of 20 feet in each direction.

6. **Doors and Entrances:**

a. Entrances for buildings on a corner should be chamfered at a 45 degree angle at least 10 feet from the building corner to face the intersection of such corner to the maximum extent practicable.

b. Buildings that front on parks, plazas, common areas and public open space should have a primary building facade with a customer entrance that faces the common or public area in addition to a street facing facade.

c. All customer or resident/visitor entrances shall create architectural interest and variation from other portions of the building by incorporating at least three (3) of the following:

i. Changes in building plane through recesses and/or projections;

ii. Canopies, awnings, arcades, galleries, or other overhangs;

iii. Tower elements;

iv. Architectural embellishments;

v. Changes in building material, color, and/or texture; or

vi. Other design elements that add visual interest as determined by the director.

7. **Awnings:**

a. Awnings, canopies, and similar projections shall have an overhead clearance of at least 10 feet, and may not encroach into the public right-of-way without permission from the Governing Body;

b. Ground supports for projecting features must be located within the lot or within 18 inches of the curb face where the projection legally encroaches into the public right-of-way;

i. In no event shall ground supports obstruct or interfere with pedestrian or vehicular movement.

8. **Balconies:**

a. Balconies are permitted above the second story provided they do not project more than 4 feet into the public right-of-way.

9. **Mechanical Equipment Screening:**

a. The screening of rooftop mechanical equipment is required.

b. All rooftop mechanical equipment including cell phone antennae shall be screened from view from all adjacent public streets, open spaces and parks in all directions and elevations to minimize the negative impact from any public street, neighborhood or adjacent building;

c. Screening materials shall be consistent with the architectural detail, color and materials of the building;

i. Wire mesh screening is not permitted;

d. All roof HVAC systems must be set back a minimum of 15' from Ridge Road or Belleville Turnpike and 10' from any other public street or public open space from the building edge and screened as to not be visible from any adjacent public street or public property;

e. Any wall pack ventilation unit facing a public street must match the adjacent material color.

F. SIGNAGE

1. All signage shall comply with Article XI, "Signs" of Chapter 205 except as superseded or supplemented in this section.
2. **Freestanding signs:**
   a. Prohibited, except that sandwich signs with each face not exceeding 12 square feet shall be permitted within 18 inches of the entrance to a restaurant or a food retail store.
3. **Wall Sign**
   a. One (1) wall sign is permitted per business on the Ridge Road-facing facade and the facade facing the parking area for that business.
   b. On a corner lot, one (1) wall sign is permitted on the facade facing the secondary street for all building tenants.
   c. Cumulatively, wall signs may not exceed the lesser of ten percent (10%) of the building facade or 60 square feet.
      i. Where a sign consists of individual letters or symbols attached, painted, or applied directly to a building, wall, or window, the area shall be considered to be the smallest rectangle encompassing all the letters and symbols.
   d. Wall signs are subject to the following standards:

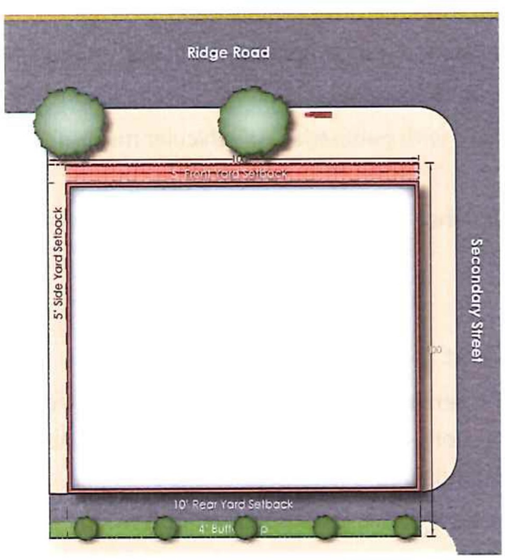


Diagram 2: Illustrative layout view of site including setbacks.

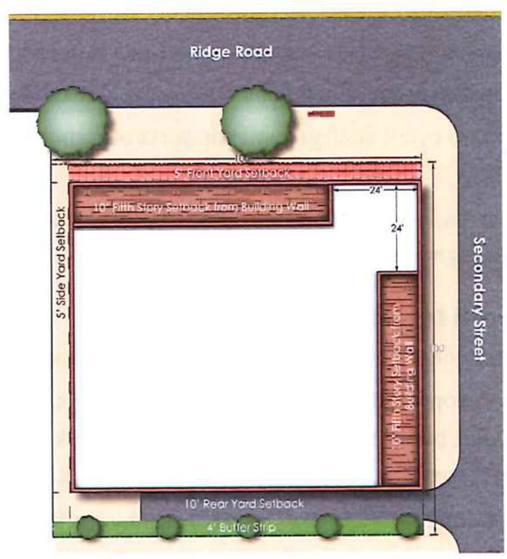


Diagram 3: Illustrative layout view of site including setbacks and recessed fifth floor at 10 feet.

i. Maximum letter height: 18 inches;

ii. Maximum sign projection: 6 inches

iii. Minimum height of bottom of sign: 8 feet;

iv. Maximum height of top of sign: 14 feet.

4. **Projecting Sign**
   a. Shall not project more than 4 feet from the wall face.
      i. Additionally, no blade sign may project beyond the edge of an awning, canopy or the like projecting from the same building.
   b. Shall not be taller than 4 feet.
   c. Bottom of sign shall not be less than 8 feet above the sidewalk grade.
5. **Window Sign**
   a. Logos, letters, and other opaque components of a window sign shall not cover more than 20% of the window area.
   b. Temporary advertising signs shall not exceed more than 25% of the window area, not including the area covered by permanent signage.
   c. No window signage may obscure or limit visibility into a storefront more than four (4) feet above the sidewalk.
6. **Awning Sign**
   a. Shall be subject to the same standards as wall signs and count toward the maximum wall signage area.

Image 10: Blade Sign

Image 11: Window Sign

Image 12: Retail Signage

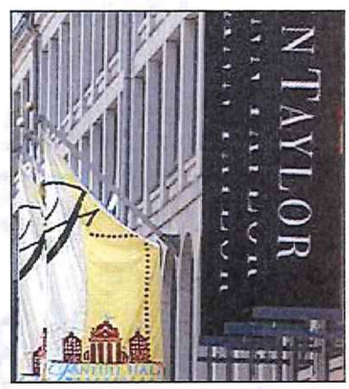


Image 13: Banner signs

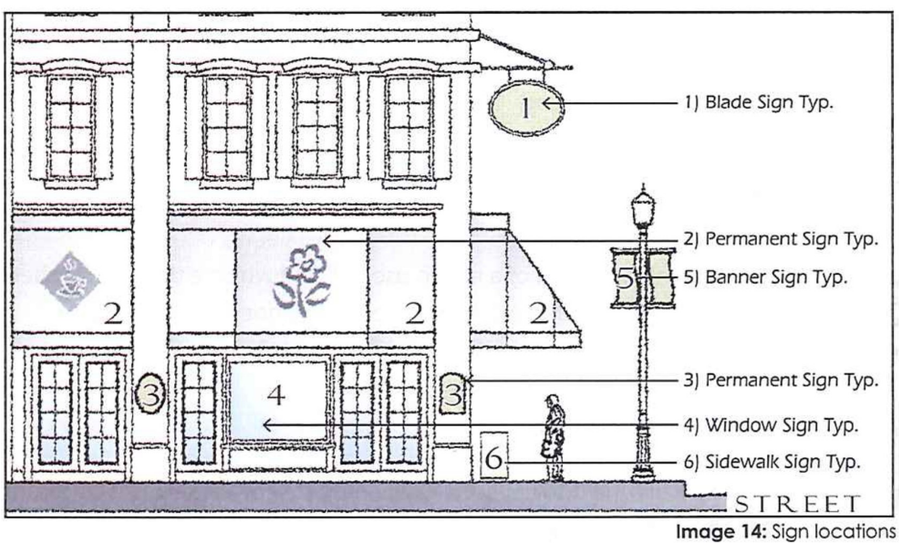


Image 14: Sign locations

G. PARKING AND CIRCULATION STANDARDS

1. **Parking Dimensions:**
   a. Parking spaces and aisles shall be designed in accordance with **Diagram 4**.
   b. On-Street Parking:
      i. The Borough should consider redesigning existing on-street parking spaces with tandem style parallel parking spaces, as illustrated in the diagram at **Diagram 3**.
         (1) This form of parallel parking aims to reduce conflicts between vehicles entering or exiting parking spots and vehicular traffic, at the cost of losing on-street parking spaces, by delineating one maneuvering space before and after every two parking spaces.
         (2) Maneuvering spaces may be as little as 6 feet long where parking spaces are at least 22 feet long and as wide as 18 feet where parking spaces are 18 feet long.
         (3) These spaces provide motorists with additional room to pull forward or reverse into open parking spaces without needing to stop in or project into driving lanes.
         (4) Maneuvering spaces should be identified with painted X's or other indicators to deter drivers from illegally parking in them.
      ii. The Borough should retain the option of restricting up to two parking spaces on each block within Sub Zone 1 as taxi and ride share drop-off/pick-up spaces to reduce traffic disruption on Ridge Road.
      iii. The Borough should also consider restricting or reserving parking spaces within Sub Zone 1 for temporary use by food trucks.
2. **Left Turns:**
   a. In order to reduce traffic disruptions and dangers to pedestrians posed by left turning vehicles, the Borough should prohibit left turns between Ridge Road and any driveway or parking area during the hours of 6 am through 9 am in the mornings of Monday through Friday, and evening hours of 4 pm through 7 pm Monday through Thursday, 4 pm through midnight Friday and 6 pm to midnight on Saturdays (the purpose of the extended Friday and Saturday evening hours would be to protect patrons of local bars and nightlife).
3. **Minimum Parking Requirement:**
   a. Residential:
      i. Subzone 1: One (1) parking space per unit.
      ii. Subzones 2 and 3: 1.5 parking spaces per unit.
   b. Non-residential:
      i. Any non-residential building or non-residential portion of a mixed-use building which either has not been designed or fitted out for a specific use or which is designed for a specific use not listed in **Table 4** or §205-70.A shall provide three (3) parking spaces per 1,000 square feet of gross floor area.
4. **Municipal Rights:**
   a. Payment in Lieu of Parking
      i. The Borough may adopt an ordinance permitting it to collect a Payment in Lieu of Parking (PILOP) from developers who are unable to meet their off-street parking requirement on site.

(1) The PILOP paid by the developer shall be commensurate to the parking deficit for their particular use or development.

(2) The PILOP may be used by the Borough toward the creation of one or more shared or public parking facilities and/or the acquisition of easements on other properties along Ridge Road for parking purposes, including paying the debt service on existing municipally owned parking facilities.

(3) The Borough should consider using PILOPs to acquire the NJ Transit parking lot at Block 10, Lot 52 and combine it with the municipally owned lot at Block 10, Lot 51 as the location of the first public parking structure serving the South End.

(4) Municipal parking facilities funded by PILOPs for the purpose of reducing the need for on-site off-street parking should be spread out every 400 to 800 feet.

(5) The Board, at its discretion, may permit a developer to pay a PILOP for up to 100% of its parking requirement for a development or use within 400 feet of a public/shared parking area.

b. At such time that a redeveloper applies for new development, rehabilitation, or to construct an addition to an existing building, the Borough shall have the right to condition its approval on payment into a PILOP where the applicable parking requirements cannot be met on-site.

PARKING LAYOUT DIMENSIONS

Parking Angle	Stall Width Projection (WP)	Module Width (1) (MW)	Vehicle Projection (VP)	Aisle Width (AW)
User Comfort Factor 4				
		w = 9'-0"		
45	12'-9"	49'-10"	17'-7"	14'-8"
50	11'-9"	51'-7"	18'-2"	15'-3"
55	11'-0"	53'-0"	18'-8"	15'-8"
60	10'-5"	54'-6"	19'-0"	16'-6"
65	9'-11"	55'-9"	19'-2"	17'-5"
70	9'-7"	57'-0"	19'-3"	18'-6"
75	9'-4"	58'-0"	19'-1"	19'-10"
90	9'-0"	62'-0"	18'-0"	26'-0"
User Comfort Factor 3				
		w = 8'-9"		
45	12'-4"	48'-10"	17'-7"	13'-8"
50	11'-5"	50'-7"	18'-2"	14'-3"
55	10'-8"	52'-0"	18'-8"	14'-8"
60	10'-1"	53'-6"	19'-0"	15'-6"
65	9'-8"	54'-9"	19'-2"	16'-5"
70	9'-4"	56'-0"	19'-3"	17'-6"
75	9'-1"	57'-0"	19'-1"	18'-10"
90	8'-9"	61'-0"	18'-0"	25'-0"

Note: (1) Wall to wall, double loaded aisle.

Parking Angle	Stall Width Projection (WP)	Module Width (1) (MW)	Vehicle Projection (VP)	Aisle Width (AW)
User Comfort Factor 2				
		w = 8'-6"		
45	12'-0"	47'-10"	17'-7"	12'-8"
50	11'-1"	49'-7"	18'-2"	13'-3"
55	10'-5"	51'-0"	18'-8"	13'-8"
60	9'-10"	52'-6"	19'-0"	14'-6"
65	9'-5"	53'-9"	19'-2"	15'-5"
70	9'-1"	55'-0"	19'-3"	16'-6"
75	8'-10"	56'-0"	19'-1"	17'-10"
90	8'-6"	60'-0"	18'-0"	24'-0"

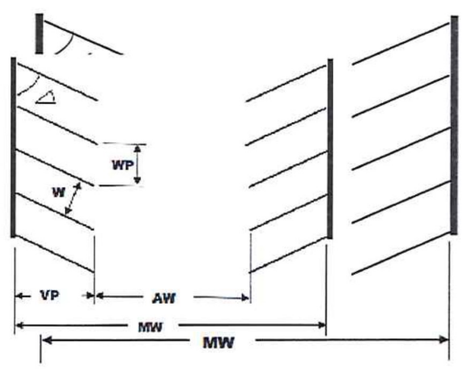


Diagram 4: Parking Space and Aisle Dimension Requirements; Courtesy of design guidelines prepared by Kimley Horn for Boise, ID

5. **New Curb Openings:**
   a. In order to reduce the number of curb openings and driveways on Ridge Road and make the South End safer and more enjoyable for pedestrians, there shall be prohibited any new curb openings on Ridge Road in the South End zone within 150 feet of any existing curb openings on Ridge Road on the same side of the street or any street intersection between Ridge Road and another public street, except that a new curb opening to a rear yard parking area may be permitted within 100 feet of a street intersection or existing curb opening provided it connects to a shared rear-yard parking area or a parking area that is approved on the condition that it will be shared with adjacent lots and results in the elimination of existing driveways on properties subject to a shared parking agreement.
   b. There may not be more than one (1) two-way driveway curb opening on Ridge Road associated with any parking area.
   c. Consistent with item F.4.b of this Redevelopment Plan, where a developer or redeveloper is unable to obtain C variance approval to construct a new curb opening on Ridge Road to permit on-site parking associated with a proposed development the Borough shall have the right to condition approval of such development on the payment of a PILOP.
6. **Surface and Open Air Parking Lots:**
   a. Surface parking lots shall be subject to the following standards:
      i. If on a corner lot, vehicular ingress and egress shall only occur from a secondary street;
      ii. Parking areas on an Interior lot shall only have one point of two-way driveway access on Ridge Road not exceeding 24 feet wide.
      iii. Screening:
         (1) Any surface or open air parking lot shall be

Table 4: Required Number of Parking Spaces, By Use

		Number of Spaces		
Land Use	**Unit**	**SZ 1**	**SZ 2**	**SZ 3**
Commercial and Artisanal Manufacturing	Per 1,000 square feet GFA	2	2	2
Convenience Retail	Per 1,000 square feet GFA	2.5	2.5	3
Retail Services	Per 1,000 square feet GFA	3	3	3
Supermarket	Per 1,000 square feet GFA	3.5	3.5	4
General office, banks, research and development	Per 1,000 square feet GFA	2.5	3	3
Medical Office	Per 1,000 square feet GFA	3	3	3
Theater	Per Seat	0.2	0.333	0.5
Restaurant, club, bar The greater of	Per 1,000 square feet GFA Per Seat	15 0.25	15 0.25	15 0.25
Child Day Care	Per Employee	2	2	2 +1 for pickup
Bowling	Per Aisle	4	4	4

screened in accordance with the standards in the On-Site Landscaping and Screening section of this Redevelopment Plan.

iv. At least one point of pedestrian access between any public sidewalk and a parking lot or structure shall be provided separately from any vehicular driveways. Any access walkways provided adjacent to driveway access shall be separated from the driveway by lighted bollards and/or (in the case of structured parking) a dedicated pedestrian door and raised walkway.

7. **Shared Parking:**

a. A determination of the actual parking requirement for a project shall be based upon the shared parking opportunities provided by the mixed-use nature of the projects. The Applicant shall be required to submit a shared parking analysis as part of the site plan application before either the Planning Board. The shared parking analysis must be prepared by a qualified parking expert or licensed professional planner based on the anticipated hours of operation and specific operational characteristics of the anticipated users in the proposed development. The shared parking study should include the following steps;

i. Determine the minimum parking requirement for the individual uses in the development project- The minimum number of parking spaces that are to be provided of reach use shall be based on the parking ratios established in **Table 4** or Section F.3 of the Redevelopment Plan or §205-70.A;

(1) The parking ratio for non-residential uses may be the generic three (3) spaces per 1,000 s.f. GFA if applicable.

ii. Adjust for shared parking- The minimum parking requirement for each use shall be multiplied by the "occupancy rate" as indicated in the table below. The applicant and its professionals shall provide documentation to the Board for any land uses not included in **Table 5** are proposed for inclusion in the project. Absent documentation, which is subjective to review and approval by the Board, 100% of the required parking shall be included in the Shared Parking Study;

iii. Tabulate the minimum parking requirement for each time period- Sum of the adjusted minimum parking requirements for each land use for each of the six time periods shall be calculated to determine an

Table 5: Parking Occupancy Rates

	Time Period					
	Weekdays			Saturday & Sunday		
Land Use	8am-6pm	6pm-Midnight	Midnight-8am	8am-6pm	6pm-Midnight	Midnight-8am
Education	100%	20%	5%	10%	10%	5%
Entertainment	40%	100%	10%	80%	100%	50%
Hotel	80%	100%	100%	80%	100%	100%
Institutional	100%	20%	5%	10%	10%	5%
Office	100%	20%	5%	10%	10%	5%
Theater	40%	80%	10%	80%	100%	10%
Religious	20%	40%	5%	100%	50%	5%
Residential	60%	100%	100%	80%	100%	100%
Restaurant	70%	100%	10%	70%	100%	20%
Retail/Commercial	90%	80%	5%	100%	70%	5%

overall project minimum parking requirement for each time slot;

iv. Total minimum parking requirement- The highest of the six time periods total shall be the minimum parking requirement for the mixed use development project.

Image 14: Bicycle racks

b. In the event there is a change in the size, distribution or use of any of the project components than the property shall be required to appear before the approving Board to demonstrate the modifications do not negatively affect the results of the approved Shared Parking Study and analysis;

c. The Shared Parking Study is subjective to review and approval by the Board and its professionals. If the shared parking analysis is deemed acceptable, the Board may relax the aggregate total of required parking spaces to account for the shared use of the provided spaces. The application and acceptance of this policy is at the sole discretion of the approving Board;

8. **Structured/Underground Parking Decks:**
   a. Residential developments, including mixed-use with a residential component can provide security for residents by controlling vehicular and pedestrian access to structured or underground parking in areas designated for the residential parking.

9. **Bicycle Parking:**
   a. Bicycle parking is required for new developments at one bicycle parking space for every 50 vehicle parking spaces, up to 200 vehicle parking spaces;
      i. Thereafter, one (1) bicycle parking space shall be provided for every 100 vehicle parking spaces. Fractions equal to or greater than one half resulting from this calculation shall be considered to be one (1) bicycle space.

10. **Tandem and Stacked Parking**
    a. No parking facility may have tandem or vertically stacked parking spaces without a parking attendant present during all operating hours.

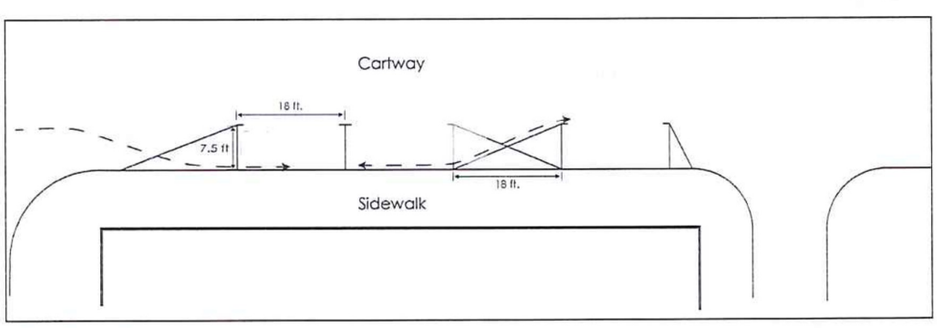


Diagram 5: Tandem Parallel Parking Illustration.

H. STREETSCAPE STANDARDS

1. **Street Furniture:**
   a. The Borough shall develop and maintain a list or catalogue of street furniture, equipment, and structures (including the make, model, identification codes and other information that may be appropriate) that satisfy the requirements of this section and contribute to a consistent and attractive streetscape across the South End.
   b. Seating
      i. Seating options should include benches, planter walls, stoops, steps, ledges, fixed bench and table sets, and movable chairs and tables in enclosed spaces or anchored by chains.
      ii. Seating with canopy shelter shall be provided to accommodate at least four (4) persons at any bus stop.
      iii. Walls, ledges or steps designed as seating should be between 12 and 30 inches high and 16 inches deep.
      iv. All seating except for seating at bus stops shall either face the pedestrian right-of-way (sidewalks or plazas) or face the center of a cluster of two (2) or more seating fixtures facing each other, tables or other furniture that is provided in conjunction with the seats.
      v. Seating shall not project into the sidewalk unless a pedestrian walkway of at least 5 feet is preserved between the edge of the seat and the nearest building wall or building projection lower than eight (8) feet above the sidewalk.
   c. Newspaper Racks
      i. Racks shall be located in not more than one section of each block.
      ii. Racks shall be set back at least 2.5 feet from the curb or against a building wall, but at no point may encroach into a pedestrian walkway.
         (1) Racks located near the curb shall be located at least 15 feet from any street corner.
         (2) Decorative plantings or artistic elements may be placed on a newspaper rack conditioned upon approval by the Borough Council (if in the public right-of-way) or the Planning Board (if within lot boundaries).
      iii. Newspaper racks shall be composed of metal or treated, industrial grade wood.
2. **Street Trees:**
   a. Grates:
      i. Open tree grates should be at least 4 ft. x 4 ft.;
      ii. The grates should be designed to accommodate root and trunk growth;
      iii. Grates shall have a dark, durable finish and be of a design/style appropriate for the character of the street;
      iv. Electrical outlets should be provided in the tree grate area where trees are expected to have up lighting or string lights.

b. Tree Location:

i. Trees should be placed so that they will not interfere with wiring, street lighting, utilities, and similar street features at maturity;

ii. Trees should be the same or have similar characteristics on both sides of the street;

iii. Trees should be spaced 30 feet on-center with moderate deviations where needed to account for species-specific characteristics or curb openings;

iv. Trees should not be planted within 30 feet of the curb face at intersections and street corners within the sight triangle;

v. Plants within sight triangles except for deciduous trees shall be no taller than 30 inches;

vi. NJ DOT should be consulted to determine sight triangle requirements;

vii. Trees should be located a minimum of 24 inches from the curb face;

viii. Streetlights shall be centered between street trees at distances determined based on photometrics;

ix. A minimum distance of 10 feet should be provided between trees and buildings;

x. Use columnar shaped trees where sidewalks are narrower or building projections such as awnings limit canopy size.

c. Tree Types, Planting, and Maintenance:

i. Street tree species shall be selected according to the list at Section 17.D of the 2001 Ridge Road Redevelopment Plan (aka §50A-35.D).

ii. Trees should be installed at a 4" caliper and planted in accordance with the standards set by the premier American nurserymen organization;

iii. Shrubs should be 24 to 30 inches or five (5) gallons upon installation;

iv. A minimum 2-year watering plan should be put into place for all trees;

v. Trees shall be trimmed up to eight (8) feet;

vi. Branches should not hang lower than seven (7) feet

Image 15: Streetscape with lighting and landscape

Image 16: Streetscape

Image 17: Outdoor dining on the street

Image 18: Streetscape landscape pit

above the sidewalk due to weight from rain or snow;

vii. Trees should be single trunked, upright, produce a minimal amount of fruit and seeds, and have a medium to long life expectancy;

viii. Trees with large roots on the surface should only be used in special conditions;

ix. When replacing trees, the new tree should be similar to the one being replaced;

x. Trees should be deep-rooted to avoid warping of the sidewalk and/or curb;

xi. Root restricting rings and pits are not recommended;

xii. Plant materials with low water needs and water-efficient irrigation techniques should be used where possible;

xiii. Use species with smaller and/or more spread out leaf types to allow better visibility of building facades and signage;

xiv. Branches should not break easily.

3. **Street Lighting:**
   a. Shall be either:
      i. Not more than 16 feet tall, spaced at 30 feet on center; or
      ii. Not more than 18 feet tall, spaced at 60 feet on center.
4. **Trash Receptacles:**
   a. Shall be easily accessible for pedestrians and trash collection services;
   b. Shall be placed at all crosswalks, near bus stops and benches, and in public gathering areas;
   c. Restaurants shall provide waste and recycling bins inside and near outdoor eating areas, which shall be maintained by the business owner;
   d. Public trash and recycling receptacles shall be firmly attached to the pavement to avoid vandalism and resist wind;
   e. Public trash and recycling receptacles shall be designed for easy trash pickup, removal, and separation of recycling and waste, and shall complement or enhance the aesthetic character of the area.
5. **Bollards:**
   a. May be used to separate cartways or driveways from sidewalks and walkways;
   b. Should serve dual purposes, such as providing low level lighting, bike locking, cigarette disposal, as may be appropriate;
   c. Bollards on public sidewalks shall be set 2.5 feet from the curb face;
   d. There shall be clearance of at least 36 inches between bollards, or 60 inches if arranged in a line up perpendicular to the pedestrian right-of-way, or at street corners, or where pedestrians would otherwise have difficulty maneuvering around bollards set closer together;
   e. Chains or ropes may be used to link bollards together as may be needed to control entry to business establishments or discourage parking during loading-only hours or special events, provided such chain or rope is highly visible in nighttime conditions, does not create a tripping hazard, and does not obstruct regular pedestrian movement.

6. **Fences and Walls:**
   a. Where used to prevent hazards relating to grade changes, fences or walls shall be a minimum of 42 inches tall, with intermediate rails, balusters, ornamental or patterned infill;
   b. In all other situations, shall be not less than 32 inches and not more than 96 inches tall, except as prohibited within this Redevelopment Plan or the Borough's Zoning Ordinance;
   c. Railings related to bike paths shall comply with AASHTO standards;
   d. Walls and railings for sitting or leaning at a bus stop shall be between 27 and 42 inches tall;
   e. Fences used to separate outdoor dining spaces from pedestrians shall be movable and shall not be taller than 48 inches.
7. **Planters and Planting Pots:**
   a. Planters should occupy an area of at least four (4) square feet and not obstruct other streetscape elements such as signs, meters, lights, waste/recycling receptacles, and the like;
   b. Planting of trees or wood shrubs in planters or planting pots shall not be planted November 1 through January 10 of each year to avoid freezing of roots.
8. **Parking Meters:**
   a. At such time that at least one-third of the parking meters on any block are found to be in need of replacement or significant repair, or earlier, the Borough should replace all parking meters on that block with one (1) (or more if necessary) digital meter at the center of the lot.
      i. The Borough should consider a system that associates meter payments with a vehicle's license plate number so that shoppers can go from one parking area of Ridge Road to another without needing to feed more than one meter.
   b. Meters shall be located at least 18 inches from the curb.
9. **Utilities within the Public Right of Way:**
   a. Utility structures in the public right of way, including electric and cable boxes but excluding traffic regulating and emergency service structures such as traffic lights and fire hydrants, should be designed as or encased in sculptures and/or be painted or decorated by local artists in order to double as public art. Where feasible, utility boxes and structures should be integrated with street furniture or into exterior building walls in order to be less visible and take up less space on the sidewalk;
   b. Alternatively, the Borough should locate utility boxes on side streets where they are less visible to pedestrians and are less disruptive to foot traffic.
10. **Outdoor Dining**
   a. Sidewalk dining is permitted from April 1 - October 31.
   b. The placement of outdoor tables shall be limited to the area directly adjacent to the building approved for outdoor dining. Outdoor dining area shall be delineated with a temporary fence or movable bollards;
   c. Outdoor seating areas shall not be permitted where the remaining unobstructed sidewalk width would be less than five (5) feet.
   d. A front-yard setback of 10 feet shall be required at the ground level where outdoor dining space is proposed;
      i. Where neither the front yard depth nor the width of a sidewalk between the building and the curb

can accommodate outdoor dining on the street, the Borough Council may permit a restaurant or food retail use to erect a platform no larger than the width and length of on-street parking spaces within the Ridge Road cartway on which to provide outdoor dining space. Such platform shall separate restaurant patrons from vehicles with semi-open or closed railing and shall have no other projections into the vehicular right-of-way, and shall provide a minimum of five (5) feet of unobstructed sidewalk between the platform and the exterior building wall.

11. **Curb-side Parklets:**
    a. Where appropriate, the Borough should consider converting one (1) to three (3) contiguous street parking spaces into "parklets", or small temporary open spaces using a mix of turf and street furniture.
12. **General Streetscape:**
    a. The Borough shall strive to ensure that its selection of structures in the public right of way such as street lighting, street furniture, bollards, and trash receptacles will have a consistent design theme and be aesthetically compatible.

I. ON SITE LANDSCAPING AND SCREENING

1. **Landscape Buffer:**
   a. Any screening or buffer areas used to comply with the provisions of this section or other ordinance provisions must consist of a planted area which is at least four (4) feet wide.
      i. This area may contain any type screening materials sufficient to separate visually the land uses, provided such materials meet the requirements of this section;
      ii. If only a wall or fence is used, then the area devoted to the screen need only be wide enough to accommodate the wall or fence and allow for its maintenance. The composition of the screening material and its placement on the lot will be left up to the discretion of the property owner, so long as the purpose and requirements of this section are satisfied; and
      iii. Where trees or shrubs are used in conjunction with a wall or fence, said trees or shrubs shall be planted and maintained so as to not compromise the structural integrity of the wall/fence.
      iv. In any case, a fence no shorter than six (6) feet and no taller than eight (8) feet shall be provided along the rear lot line.
2. **Off Street Parking:**
   a. A planted buffer shall be provided for all proposed off street parking areas with 10 spaces or more shall include trees planted 25 feet on center;
      i. Except where in conflict with other sections of this Redevelopment Plan, such planted buffer shall be at least four (4) feet wide shall be provided between the parking area and any street frontage or public open space area, and along all rear lot lines, and shall include evergreens or other all-season plantings for screening purposes;
      ii. Trees shall be trimmed up to eight (8) feet in height at the time of planting;

Image 19: Streetscape Planter with seating.

Image 20: Streetscape with outdoor dining

Image 21: Planter with seating.

iii. Parking areas shall be further screened from neighboring single-family dwellings with a six-foot (6 ft.) to eight-foot (8 ft.) tall closed vinyl or high-quality wood fence.

iv. Parking areas with fewer than 10 parking spaces shall not be required to include a four (4) foot wide buffer but shall be required to be screened from neighboring residential lots with a fence meeting the standards of this section.

3. **Interior Landscape Planting:** All open parking areas of 36 or more parking spaces or at least 12,000 square feet in area shall provide at least one 4-inch caliper tree for every eight (8) parking spaces, which include perimeter trees. (See the Streetscape Standards section for minimum street tree requirements.)

   a. Fractions equal to or greater than one half resulting from this calculation shall be considered to be one (1) tree;

   b. Each such tree shall be located in a planting island with a minimum area of 150 square feet of pervious surface;

   c. The following distribution of trees shall apply:

      i. Each end space in a row of twelve or more parking spaces shall fully abut a planting island or a perimeter landscaped area along the long dimension of the end space;

      ii. No more than 20 parking spaces shall be permitted between planting islands, or a planting island and a perimeter landscaped area;

4. **Required Screening:** The following site elements and uses must be screened from abutting property and view from a public street:

   a. On-site dumpsters, recycling containers (except for recycling containers located at recycling collection centers), or solid waste handling areas in side yards;

      i. Shall be screened with a closed six-foot (6 ft.) tall fence on three sides and a gate on the fourth side, except that an exterior building wall may substitute one or more sides of fence when the storage area is adjacent to the building.

   b. Service entrances or utility structures associated with a building, except in an area where a service entrance faces or abuts other service entrances or utility structures on the adjacent property;

   c. Loading docks or spaces, except where the loading area or space faces or abuts other loading docks or spaces on the adjacent property;

   d. Outdoor storage of materials, stock and equipment; and

   e. Any other uses for which screening is required under these regulations or pursuant to Chapter 205 of the Borough's code.

5. **Installation Requirements:** The following contains standards to be used in installing screening:

   a. Trees must be installed with a minimum 4-inch caliper and must be large deciduous or evergreen species which have a minimum growth height of 25 feet; (See design Standards for minimum street tree requirements);

   b. Trees should be trimmed up eight (8) feet at the time of planting;

   c. Shrubs used in any screening or landscaping must be evergreen, at least three (3) feet tall with a minimum spread of two (2) feet when planted and no further apart than four (4) feet. They must be of a variety and

adequately maintained so that an average height of three (3) to four (4) feet could be expected as normal growth within four years of planting.

d. Any fence or wall used for screening shall be constructed in a durable fashion of decorative masonry (excluding smooth face masonry), stone, brick, iron, steel, vinyl, wood, wood composite, or other comparable materials specifically designed as fencing materials;

e. Fences along property lines associated with single-family residential uses or zones shall be solid fencing;

f. Chain link or woven wire fences are prohibited from being used as perimeter fences, except chain link fences no taller than four (4) feet are permitted in the following cases;

   i. Along the side lot line in the rear half of a property where the purpose of such fence is to separate adjacent parking areas;

   ii. In the rear yard, such fences may be used to enclose air conditioning units or transformers provided shrubs are planted on at least two (2) sides.

g. Barbed wire fences are prohibited except under extraordinary or unusual circumstances in which such fences are necessary for public safety, in which cases barbed wire shall be no closer than seven (7) feet above ground and shall not tilt outward toward the public right-of-way;

h. Electric fences are prohibited.

I. GENERAL REQUIREMENTS

1. **Site Plan & Subdivision Review:**

Prior to commencement of any construction within the Redevelopment Area, a site plan prepared in accordance with the requirements of the Municipal Land Use Law (N.J.S.A. 40:55D-1 et seq.) and the Land Development Ordinance of the Borough of North Arlington shall be submitted by the applicant for review by a Design Review Committee specific to this Redevelopment Plan for completeness and compliance, prior to any submission to the Planning Board of the Borough of North Arlington, so that compliance with the Redevelopment Plan can be determined. This shall also pertain to revisions or additions prior to, during and after completion of the improvements.

2. **Adverse Influences:**

No use or reuse shall be permitted which, when conducted under proper and adequate conditions and safeguards, will produce corrosive, toxic or noxious fumes, glare, electromagnetic disturbance, radiation, smoke, cinders, odors, dust or waste, undue noise or vibration, or other objectionable features so as to be detrimental to the public health, safety or general welfare.

3. **Non-Discrimination Provisions:**

No covenant, lease, conveyance or other instrument shall be affected or executed by the Borough Council or by the developer or any of his/her successors or assignees, whereby land within the Redevelopment Area is restricted upon the basis of age, race, creed, color, national origin, ancestry, marital status, affectional or sexual orientation, gender identity or expression, disability, or sex in the sale, lease, use or occupancy thereof. Appropriate covenants, running with the land forever, will prohibit such restrictions and shall be included in the disposition instruments. Any contractor or subcontractor engaged to perform work within the Redevelopment Area shall, where applicable, state in all solicitations or advertisements for employees placed by or on behalf of

the contractor, or subcontractor, that all qualified applicants will receive consideration for employment without regard to age, race, creed, color, national origin, ancestry, marital status, affectional or sexual orientation, gender identity or expression, disability or sex.

There shall be no restrictions of occupancy or use of any part of the Redevelopment Area on the basis of age, race, creed, color, national origin, ancestry, marital status, affectional or sexual orientation, gender identity or expression, disability, or sex in the sale, lease, use or occupancy thereof.

4. **Duration of the Plan:**
The provisions of this Redevelopment Plan and the restrictions with respect thereto shall be in effect for a period of thirty (30) years from the date of approval by the Borough Council.

5. **Deviation Requests:**
In accordance with N.J.S.A. 40:55D-70 c(1), the Planning Board may grant variances allowing deviations from the regulations contained within this Redevelopment Plan where, by reason of exceptional narrowness, shallowness or shape of a specific piece of property, or by reason of exceptional topographic conditions, pre-existing structures or physical features uniquely affecting a specific piece of property, the strict application of any such regulation adopted pursuant to this Redevelopment Plan, would result in peculiar practical difficulties to, or exceptional and undue hardship upon, the developer of such property.

In accordance with N.J.S.A. 40:55c(2), the Planning Board may also grant such relief where the purposes of this Redevelopment Plan would be advanced by a deviation from the strict requirements of the Plan and the benefits of the deviation would substantially outweigh any detriments. No relief may be granted under the terms of this section unless such deviation or relief can be granted without substantial detriment to the public good and without substantial impairment of the intent and purpose of this Redevelopment Plan. An application for a variance from the requirements of this Redevelopment Plan shall provide public notice of such application in accord with the requirements of public notice as set forth in N.J.S.A. 40:55D-12a and b.

Notwithstanding the above, any changes to the uses permitted in the Redevelopment Area, any deviation from any of the Conditional Uses or any change requiring a "d" variance in accordance with N.J.S.A. 40:55D-70 shall be permitted only by means of an amendment of the Redevelopment Plan by the Borough Council and only upon a finding that such amendment would be consistent with and in furtherance of the goals and objectives of the Plan.

6. **Procedure for Amending the Approved Plan:**
This Redevelopment Plan may be amended from time to time upon compliance with the requirements of State law. If the designated redeveloper requests such amendment said redeveloper shall pay an application fee of $3,500 and shall further reimburse the Borough for reasonable costs, fees and expenses to undertake such amendment.

7. **Temporary and permanent relocation:**
The Local Redevelopment and Housing Law requires that any redevelopment plan make adequate provision for temporary or permanent relocation of any resident in the project area. As their are residential buildings in the rehabilitation area, the provision for temporary or permanent relocation of any resident would be required.

8. **Identification of property to be acquired:**
The Local Redevelopment and Housing Law requires that any redevelopment plan identify any property within

the redevelopment area which is proposed to be acquired in accordance with the redevelopment plan. The area has been designated as a non-condemnation Redevelopment Area; as such, the Borough will not use eminent domain to acquire any properties within the Redevelopment Area.

9. **Affordable housing:**
   In the event existing Affordable Housing is displaced due to a proposed redevelopment project, the redeveloper shall provide alternative housing options for any displaced tenants.

10. **Long term financing considerations:**
    Based on the nature and size of the potential project(s) contemplated under this plan and given the designation as an area in need of rehabilitation, the property owner can request consideration for a 5 year tax abatement as part of any future development project. The actual entry of any financial agreements for a tax exemption are subject to governing body approval under the processes required by law.

VII. RELATIONSHIP OF THE REDEVELOPMENT PLAN TO STATE / COUNTY / LOCAL MASTER PLANS AND STUDIES:

STATE DEVELOPMENT AND REDEVELOPMENT PLAN (SDRP):

In reviewing the New Jersey State Development and Redevelopment Plan Volumes 1 - 4 the following information pertains to goals and policies for a program of rehabilitation which discuss the development and redevelopment policies for urban areas.

1. **Volume II – State Plan Goals and Policies include the following:**
   a. Revitalize the State's Cities and Town Centers: Revitalize New Jersey's cities and towns by investing wisely and sufficiently in improvements in their infrastructure systems, public spending programs, tax incentives and regulatory programs to leverage private investment and to encourage infill and redevelopment in ways that are consistent with the State Plan's vision and goals.
   b. Promote Beneficial Economic Growth: Promote beneficial economic growth in locations and in ways that improve the quality of life and the standard of living for all New Jersey residents by providing infrastructure in advance of, or concurrent with, the impacts of new development sufficient to maintain adequate facility standards, by encouraging partnerships and collaborative planning with the private sector and by capitalizing on the State's strategic location, economic strengths including its existing business enterprises, entrepreneurship, the research and development capacity of its institutions of higher learning, skilled workforce, cultural diversity and logistic facilities in ways that are consistent with the State Plan's vision and goals.
   c. Protect the Environment, Prevent and Clean up Pollution: Protect the environment, prevent and clean up pollution by planning for growth in compact forms at locations, densities and intensities that protect land, air and water quality, allow expeditious regulatory reviews and encourage multi-modal transportation alternatives to the automobile to help achieve and maintain acceptable air quality standards.
   d. Provide Adequate Public Facilities and Services at Reasonable Cost: Provide adequate public facilities and services by supporting investments based on comprehensive planning and by providing financial incentives for jurisdictions that cooperate in providing public infrastructure and shared services. Encourage the use of infrastructure needs assessments and life-cycle costing. Provide adequate public facilities in ways that are consistent with the State Plan's vision and goals.
   e. Increase Energy Efficiencies and Reduce Greenhouse Gas Emissions: Increase Energy Efficiencies and Reduce Greenhouse Gas Emissions by promoting the improved coordination and integration of transportation planning and land-use planning and decision-making to reduce vehicle miles traveled (VMT); and by the citing, development, design and use of green-building construction materials and techniques in ways that are consistent with the State Plan's vision and goals.
2. **The State Planning Act (N.J.S.A. 52:18A-196 et seq.) states:**
   a. "Among the goals of the act is the following: ... conserve its natural resources, revitalize its urban centers, protect the quality of its environment, and provide needed housing and adequate public services at a reasonable cost while promoting beneficial economic growth, development and renewal."
   b. "It is in the public interest to encourage development, redevelopment and economic growth in locations that are well situated with respect to present or anticipated public services and facilities, giving appropriate

priority to the redevelopment, repair, rehabilitation or replacement of existing facilities and to discourage development where it may impair or destroy natural resources or environmental qualities that are vital to the health and well-being of the present and future citizens of this state." (N.J.S.A. 52:18A-196 (d))

3. **The State Plan Policy Map (SPPM):**
   a. Recognizes that New Jersey requires different approaches in its Metropolitan, Suburban, Rural and Environmentally Sensitive Planning Areas. The New Jersey State Development and Redevelopment Plan adopted by the State Planning Commission, places the Borough of North Arlington in Planning Area 1 - the Metropolitan Planning Area and states:
   b. The Metropolitan Planning Area: This Planning Area includes a variety of municipalities that range from large Urban Centers to 19th century towns shaped by commuter rail and post-war suburbs. The Communities in this Planning Area have strong ties to major metropolitan centers – New York/Newark/Jersey City metropolitan region; the Philadelphia/Camden/Trenton Metropolitan Region; and on a smaller scale the Easton/Phillipsburg Metropolitan Region.
   c. These municipalities have many things in common: mature settlement patterns; infrastructure systems that are approaching their reasonable life expectancy; an aging housing stock in need of rehabilitation; recognition that redevelopment will be the predominant form of growth; and a growing realization of the need to regionalize services and systems. In addition, the wide and often affordable choice of housing in proximity to New York and Philadelphia has attracted significant immigration, resulting in noticeable changes in demographic characteristics overtime.
   d. In the Metropolitan Planning Area, the State Plan's intent is to do the following:
      i. Provide for much of the State's future development and redevelopment;
      ii. Revitalize Cities and Towns;
      iii. Take advantage of increased densities and compact building design;
      iv. Encourage distinctive, attractive neighborhoods with a strong sense of place;
      v. Provide for mixed-use concentrations of residential and commercial activity;
      vi. Create a wide range of residential housing opportunities and choices with income mix;
      vii. Provide for a variety of multi-modal transportation alternatives;
      viii. Prioritize clean-up and redevelopment of brownfields and greyfields sites;
      ix. Create cultural centers of state-wide significance;
      x. Re-design any existing areas of low-density sprawl.

BERGEN COUNTY MASTER PLAN

In reviewing the Vision Bergen County, the visioning component of the Bergen County Master Plan the following information pertains to goals and policies for a program of rehabilitation.

1. **Bergen County Master Plan Overview:**
   a. County master plans can educate municipalities and the general public with respect to a wide range of planning-related issues. They can publicize best practices and planning tools, drawn both from within the county, and from outside, that municipalities can pursue locally in search of solutions to common problems.

2. **Bergen County Master Plan Land Use Section:**
   a. Because Bergen is a mature county in terms of its development pattern, future growth will primarily occur through redevelopment and infill.

NEIGHBORING MUNICIPALITY PLANS

The Redevelopment Plan is required to consider the Master Plans and other planning documents for neighboring municipalities, County governments, and other major jurisdictions.

1. **Neighboring Municipalities:**
   a. Kearny: Kearny is directly south of North Arlington and is also traversed by NJ-17 (Ridge Road in North Arlington and Kearny Avenue in Kearny). The land use decisions of either municipality that affect NJ-17 have significant implications for the other municipalities' growth. The Town's 2008 Master Plan Reexamination Report calls for the revitalization of the Kearny Avenue commercial corridor in order to establish the corridor as a retail destination. Its economic objectives include focusing economic activity in the Town's major economic centers which include Kearny Avenue, improving the appearance of the corridor. The Town conducted public outreach as part of the preparation of the Reexamination Report, during which it heard several complaints and recommendations for improving Kearny Avenue, which included enhancing its appearance and upkeep, attracting niche stores and anchor businesses, and reducing the number of nail salons, dollar stores, and laundromats. Kearny's efforts to promote Kearny Avenue as a commercial destination are a double edged sword for North Arlington; they create competition for North Arlington to attract businesses and shoppers, but also create opportunities for the municipalities to cooperatively grow the economy of their respective stretches of the NJ-17 corridor.
   b. Lyndhurst: Similar to Kearny, the Township of Lyndhurst's 2001 Master Plan and subsequent Reexamination Reports (as recent as 2014) emphasize the need to reinforce the viability of businesses along Ridge Road as well as promoting the maintenance of properties along Ridge Road.
   c. Belleville: Belleville Township is west of North Arlington, on the other side of the Passaic River. Access between the two municipalities occurs from Belleville Turnpike (NJ-7), which also delineates North Arlington's southernmost boundary. NJ-7 becomes Rutgers Street when it enters Belleville Township, and connects directly to the main commercial district of Belleville Township. The Township's 2019 Master Plan Reexamination Report identifies Rutgers Street as a key commercial district and recommends changing the zoning in the district to strengthen the commercial character of the district.

PUBLIC NOTICE

PUBLIC NOTICE IS HEREBY GIVEN THAT, AT A REGULAR MEETING OF THE MAYOR AND COUNCIL OF THE BOROUGH OF NORTH ARLINGTON HELD ON THURSDAY, January 13, 2022, THE ABOVE ORDINANCE WAS INTRODUCED AND PASSED ON ITS FIRST READING. SAID ORDINANCE SHALL BE TAKEN UP FOR FURTHER CONSIDERATION FOR FINAL PASSAGE AT A REGULAR MEETING OF THE MAYOR AND COUNCIL TO BE HELD IN THE COUNCIL CHAMBERS, BOROUGH HALL, 214 RIDGE ROAD, NORTH ARLINGTON, BERGEN COUNTY, NEW JERSEY ON February 10, 2022 at 7:00 PM OR AS SOON THEREAFTER AS THE MATTER CAN BE REACHED, AT WHICH TIME AND PLACE ALL PERSONS WHO MAY BE INTERESTED THEREIN SHALL BE GIVEN AN OPPORTUNITY TO BE HEARD CONCERNING SAME. DURING THE WEEK PRIOR TO AND UP TO AND INCLUDING THE DATE OF SUCH MEETING, COPIES OF SAID ORDINANCE WILL BE MADE AVAILABLE AT THE BOROUGH CLERK'S OFFICE TO THE MEMBERS OF THE GENERAL PUBLIC WHO SHALL REQUEST SAME.

Kathleen Moore, RMC
Borough Clerk