



150 SOUTH WASHINGTON AVENUE REDEVELOPMENT PLAN

BOROUGH OF BERGENFIELD, NJ



Borough of Bergenfield
150 South Washington Avenue
Redevelopment Plan

Block 243, Lot 20

Prepared for:
Borough of Bergenfield
Bergen County, New Jersey

Prepared by
Neglia Group
34 Park Avenue, Lyndhurst, NJ 07071

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The original of this report was signed and sealed in accordance with Chapter 41 of Title 13 of the State Board of Professional Planners

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ACKNOWLEDGEMENTS

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A. INTRODUCTION

1. Basis for the Plan

The Borough of Bergenfield Council adopted RE 25-170 on May 20, 2025, directing the Borough Planning Board to conduct a preliminary investigation and to hold a public hearing in order to determine if Block 243, Lot 20 qualified as an area in need of redevelopment under the criteria set forth in The Local Redevelopment and Housing Law N.J.S.A. 40A:12A-1, et seq. (the “Redevelopment Law”). The resolution also included that the hearing notice shall state that the redevelopment area determination shall not authorize the municipality to exercise the power of eminent domain, thus establishing a “Non-condemnation redevelopment area”.

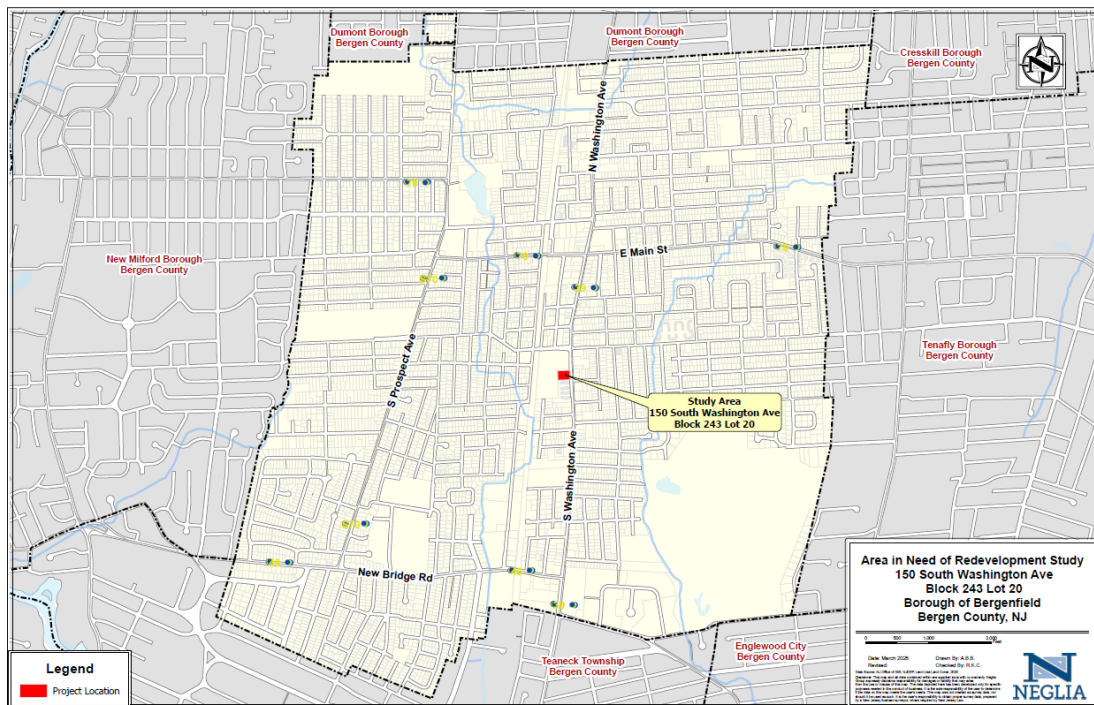
The Borough of Bergenfield Council adopted Resolution RE 25-001 on July 28, 2025, designating Block 243, Lot 20 as an area of redevelopment without the power of condemnation, and authorizing the Borough Planner, Neglia Group.

B. REDEVELOPMENT PLAN AREA

1. Site Description

The Redevelopment Area includes one (1) parcel, Block 243, Lot 20 on the Borough of Bergenfield Tax Map. The Redevelopment area is the current location of mixed use building and is commonly referred to as 150 South Washington Avenue. The property that was studied and approved as an area in need of redevelopment is known as the 150 South Washington Avenue Redevelopment Area (the “Redevelopment Area”). The one (1) parcel consists of 0.68 acres and is situated near public bus transportation. The property is rectangular shaped with frontage on South Washington Avenue and the rear of the property bordering Roy W. Brown Middle School

Block	Lot	Address	Acreage
243	20	150 South Washington Avenue	0.68
TOTAL			0.68 acres



2. Surrounding Land Uses

The Redevelopment Area is located in the B-2 (Business and Professional) Zone District. To the north and west of the subject property is Roy W. Brown Middle School. The school building is located directly to the north and the athletic fields are situated to the west of the subject property. Additionally, a three-story, mixed-use building is located directly to the east across South Washington Avenue. The properties on the eastern side of South Washington Avenue consists of a mix of office and commercial uses. Four (4), two-story, multi-family apartment buildings are located to the south.

C. REDEVELOPMENT PLAN COMPONENTS

1. Required Components of a 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 displace residents will be available to them in the existing local housing market.
4. An identification of any property with 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;
 - 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. Proposed locations for zero-emission vehicle fueling and charging infrastructure within the project area in a manner that appropriately connects with an essential public charging network.
9. 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.
10. 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.).
11. 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.
12. 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.

2. Notes on Plan Terminology

Throughout this Redevelopment Plan, a meaningful distinction is made in the regulations between “shall” and “should.” “Shall” or “must” means that a developer is required to comply with the specific regulation, without deviation. “Should” means that a developer is encouraged to comply but is not required to do so. If the exact recommendation cannot be met, the Planning Board will entertain any modification that meets the underlying spirit and intent of the regulation and/or the Redevelopment Plan generally.

3. Goals and Objectives

The goals and objectives of this Redevelopment Plan are as follows:

1. Redevelop a site in the Borough of Bergenfield which has been found to be an area in need of redevelopment and satisfies certain criteria of the Local Redevelopment and Housing Law;
2. Create a mixed-use development that reinvigorates the site and the surrounding neighborhood;
3. Encourage the development of high-quality housing and multi-generational communities that provide a variety of housing types for different age and income groups;
4. Incorporate appropriate indoor amenities for residents of the community to utilize, as well as connection to adjacent parks and walkways;
5. Provide streetscape improvements that create an enjoyable environment for passersby and residents of the area.

4. Relationship to Local Goals and Objectives

The Borough of Bergenfield adopted their current Master Plan in 2005 which has been supplemented by mandated periodic Re-examination Reports in 2005, 2013, 2017, and 2024. The Redevelopment Plan consists of the following goals and objectives listed in the 2024 Re-examination Report:

Land Use – Objective 1

“Support the upgrading of substandard properties through the Borough through code enforcement efforts, zoning ordinance amendments, and other initiatives.

Land Use – Objective 3

“Continue efforts to enhance the downtown business district by encouraging business and appropriate non-residential, mixed-use development along Washington Avenue and throughout the downtown business district.”

Land Use – Objective 4

“Develop a program to identify the development potential of remaining underdeveloped and/or vacant parcels and provide through the zoning ordinance for development and redevelopment options at a scale consistent with the Borough’s pattern of development.

Circulation – Objective 3

“Provide for adequate parking and on-site loading facilities for future development and redevelopment.”

5. Relationship to the Borough's Land Use Procedures

The Redevelopment Area is located within the B-2 (Business and Professional) Zone district. The Redevelopment Area shall be redeveloped in accordance with the standards detailed within this Redevelopment Plan. Where indicated, the provisions of the Redevelopment Plan shall supersede the development regulations and standards of the B-2 Zone district and the Borough Land Development Ordinance.

In the event of any inconsistencies between the provisions of this Redevelopment Plan and any prior ordinance of the Borough of Bergenfield, the provisions hereof shall be determined to govern. All other definitions, parts, portions, and provisions of the Borough of Bergenfield's Land Development Ordinance shall apply and govern.

D. REDEVELOPMENT PLAN

1. Permitted Principal Uses

- a. Multifamily residential above ground floor
- b. Mixed-Use with ground floor commercial
 - 1. Cafes, restaurants, and other businesses serving food on the premises, on the ground floor of a mixed-use building.

2. Permitted Accessory Uses

- a. Private indoor amenities accessory to the residential uses, such as community rooms, lobby areas, or similar;
- b. On-site surface parking to serve residential use, parking underneath the buildings at grade, and surface parking;
- c. Private outdoor amenities connected to the residential buildings and located above grade, including common area terraces and rooftop common areas;
- d. Solar canopy array or roof mounted systems;
- e. Stormwater management/flood storage systems;
- f. Signage;
- g. Generators; and
- h. Public utility uses.

3. Bulk Requirements

- | | |
|-------------------------------------|--|
| a. Minimum Lot Area: | 29,500 square feet |
| b. Minimum Lot Width: | 145 feet |
| c. Minimum Lot Depth: | 200 feet |
| d. Minimum Front Yard: | 20 feet |
| e. Minimum Rear Yard: | 15 feet |
| f. Minimum Side Yard (one): | 10 feet |
| g. Minimum Side Yard (both): | 20 feet |
| h. Maximum Residential Density: | 45 units |
| i. Minimum Affordable Housing: | 20% of residential units must be affordable. |
| j. Maximum Building Height: | 55 feet / 4 stories |
| k. Maximum Lot Coverage (Building): | 70% |

- I. Maximum Improved Lot Coverage: 90%

4. Parking Requirements

- a. 1.35 spaces per unit
 - 1) A maximum of 6.5% of parking spaces may be tandem
 - 2) A maximum of 25% of parking spaces may be compact. Compact spaces shall not be smaller than 8 feet x 18 feet.
 - 3) On-site parking stalls are intended for residential use only.
- b. Drive aisles must be a minimum of 24 feet for two-way traffic.
- c. Macadam pavement shall be provided for the ground level parking.
- d. Concrete block walls shall be incorporated to separate the parking area from the residential amenity rooms.
- e. All ground level parking along all sides of the subject property line shall be screened with a fence, retaining wall, or landscaping for visibility purposes. Stilts shall be provided throughout the parking structure to support the main building and shall use different materials aside from the main building materials.
- f. The developer shall provide a Traffic Study which includes the potential on-street parking impact of the Redevelopment Area on adjacent South Washington Avenue, to the satisfaction of the Planning Board Engineer.
- g. A Traffic Circulation Plan shall be provided depicting the turning radius of emergency vehicle routes around the site. No truck circulation traffic or parking shall interfere with any surrounding on-street parking, driveways, or rights-of-way. All off-street parking shall likewise be coordinated with the public street system serving the Redevelopment Area in order to avoid conflicts with vehicular traffic and/or obstruction to pedestrian walkways and thoroughfares.
- h. Fire lanes and restricted parking areas shall be provided as directed by the Borough Fire Official prior to approval of site plan.
- i. All driveways and parking spaces located on the property shall be maintained by the owner.

5. Design Standards

- a. The intention of this Redevelopment Plan is that the façades of all buildings are constructed and designed with brick veneer as the predominant building material. EIFS (Exterior Insulating Finishing Systems), vinyl siding, blank tilt-up concrete panels, artificial stone, and brick-face veneer ("Permastone" & "Brickface") and other similar façade materials may not be used within this Redevelopment Area. Similarly, jumbo brick and concrete block of any type are not permitted as façade materials within this Redevelopment Area.
- b. Roof projections shall be incorporated into design for and bay windows which to add scale & texture to the building façade.
- c. The building shall be designed to be attractive and inviting when viewed from all transit, vehicular, and pedestrian pathways within the redevelopment area and from vantage points outside of the redevelopment area.
- d. Decorative wall light fixtures shall be located along the ground level of the building at a pedestrian scale on either side of the residential lobby doors. All outdoor lighting shall be LED and lighting shall be shielded down.

- e. There shall be alternating setbacks along the entire building frontage in order to create recessed areas to break up the mass of the building.
- f. Windows and doors shall comprise of glass material and arranged in an organized manner and windows for residential units shall be functional.
- g. Building trash and recycling collection areas shall be fully contained within the building; no exterior dumpsters or similar containers are permitted.
- h. All rooftop mechanical equipment shall be screened from view on the adjacent right of ways or faced in a material harmonious to that used in the façade of the building.
- i. A buffer shall be provided within the required minimum front yard setback. If sunlight and growing conditions allow, the buffer should include a mixture of deciduous and evergreen plantings. Where vegetation cannot be expected to survive, an attractive fence or masonry wall should be provided to serve as a year-round visual screen.

6. Signage

- a. Signs shall be consistent with the architecture of the building and relate to the features of the building in terms of location, scale, color, lettering, materials, texture and depth;
- b. Sign illumination design and sign area shall be consistent throughout the project;
- c. The street address of the building shall be displayed on the front façade or front door of each use so that it is clearly visible from the adjoining right-of-way;
- d. Window signs may consist of lettering and graphics which shall be limited to the name of the business occupying the commercial space/store front and similar information.
- e. No electrical wiring associated with a sign shall be visible to public view;
- f. Signs may be lit from gooseneck fixtures, backlit halo, or up-lights. Internally lit signs and box signs are prohibited;
- g. During construction, one (1) temporary sign indicating: the name of the project or development, general contractor, subcontractor, financing institution, and public entity officials (where applicable) shall be permitted. The sign area shall not exceed fifty (50) square feet;
- h. Prohibited Signage:
 - 1) Internally or externally illuminated box signs;
 - 2) Electronic message boards – including those that have flashing or animated signs; spinners, pennants, reflective materials that sparkle or twinkle;
 - 3) LED TVs in windows for advertising, rope lighting around windows;
 - 4) Roof signs, billboards, signboards;
 - 5) Posters, plastic or paper, that appear to be attached to the window;
 - 6) Pole signs;
 - 7) Free-standing signs;
 - 8) Fluorescent and/or glowing paint for any signage or building within the Redevelopment Area;
 - 9) Waterfall style awnings, or plastic awnings;
 - 10) Product advertising signage of any kind. Product advertising is defined here to include, but not be limited to signage on: parking meters, signage in windows, on light poles, benches, or other street furniture associated with the development of the project. Nothing in this paragraph shall be deemed to prohibit either lamppost mounted seasonal banners or traditional holiday decorations.

7. Phasing Plan

The designated redeveloper shall, as part of the site plan application to the Planning Board, provide a phasing schedule for the project. All components of the phasing plan shall be reviewed and approved by the Planning Board.

8. Traffic Study

The Redeveloper shall provide a Traffic Study, which includes the potential on-street parking impact of the Redevelopment Area on South Washington Avenue at the time of the site plan hearing before the Planning Board, and shall address the traffic impact of the proposed development on the Borough's traffic circulation and roadways, as well as access to the site in accordance with the Borough, Residential Site Improvement Standards ("RSIS"), and any applicable New Jersey Department of Transportation (the NJDOT) regulations.

9. Borough of Bergenfield Streetscape Standards

- A. **Street Trees:** Street Trees shall be planted in either grates or open landscape areas. Trees planted in open landscape areas shall have a minimum of 4' x 8' area. Street trees shall be provided at intervals of approximately 30 to 35 feet along each side of all streets. Spacing requirements are as follows:
1. If tree grates are installed, they must be 4' x 4' or 5' x 5' cast iron, raw cast gray iron finish, "Coho" model grate and frame by Urban Accessories, or approved equal.
 2. Tree grates should not be planted in front of building entrances in order to permit easy access by the Fire Department.
 3. Do not plant within bus stops.
 4. Minimum distance from a streetlight or utility pole to the tree trunk is 25 feet;
 5. Minimum distance from a stop sign to the tree trunk is 30 feet;
 6. No street tree shall be planted in a planting strip, between the curb and sidewalk, within 25 feet of the intersecting curb lines of an intersection or within 10 feet of a driveway.
 7. Street trees shall be planted a minimum of 3 ½ feet inside the sidewalk, on or near the right-of-way line. The placement and type of street trees shall be such so as not to interfere with below grade utilities, roadways, sidewalks or streetlights.
 8. The species of trees planted shall be selected from the recommended Borough's street tree list provided by the Shade Tree Commission.
 9. Street trees shall be planted at a minimum size of three inches in caliper at the time of planting.
 10. Newly planted trees shall be monitored for a period of one year to ensure the health of the trees. If the street trees die within the one-year period, the developer/property owner shall replace the dead tree(s). The developer/property owner shall remain liable to replace trees, notwithstanding that the subject premises may have been conveyed to another person or entity.
 11. Above ground planters may be considered but, only in situations where underground utilities prevent tree pits.
 12. When tree grates are used they should be planted every 30 to 35 feet along each side of the all streets.



13. Tree grates should allow for tree growth and use a suspended pavement system like DeepRoot Silva Cells.

14. Management through absorption, evapotranspiration, and interception.

B. **Decorative Street Lighting:** All lighting fixtures shall incorporate the options of a single hanging basket planter or streetscape banner (one). In addition, placemaking signs shall be incorporated where applicable.

1. All lighting located on any street shall be Borough of Bergenfield standard pedestrian scale light pole, and fixture, with black finish;
2. Lights should be centered between the street trees and a minimum of 3 ½ feet inside the sidewalk, on or near the right-of-way line.
3. Street light specifications and location should be included in any site plan review prior to installation to ensure conformance.

C. **Street Furniture:** Seating should be provided in busier pedestrian nodes or common gathering areas.

1. Seating should be an amenity to the public and thoughtfully placed within the redevelopment area.
2. Seating should not be placed in a manner to obstruct the flow of pedestrian or vehicular traffic.
3. Seating should not obstruct the views of signs or displays for businesses.
4. All benches shall be DuMor 140-60 and DuMor 140-80.
5. Benches shall be placed between street trees where streetlights are not present.

D. **Movable Planters:** Movable planters shall be encouraged for sidewalks too narrow to accommodate curbside planting areas.

1. Movable planters shall be placed in areas where pedestrian and vehicular traffic will not be disturbed.
2. Movable planters can be used to separate pedestrian areas from vehicular traffic.

E. **Bicycle Racks:** Bicycle racks should be located in high bicycle traffic areas along pedestrian and vehicular zones. Bicycle racks should be used to encourage the use of bicycles and not placed in areas to restrict views or disrupt pedestrian and vehicular traffic.

1. Bike racks should be DuMor 83-00/S-1 or 83-00/S-2 powder coated bike rack. They can be embedment mounted or surface mounted.



2. Alternative designs may be approved through the Planning Board during Site Plan Review.

F. **Trash Receptacles:** Trash receptacles should be placed on each corner and at least one mid-block in areas with high pedestrian traffic.

1. Trash receptacles should be a top opening high volume trash receptacle in a black finish. The model to be used shall be DuMor 157-22.
2. Businesses with outdoor seating should provide additional trash receptacles near seating areas.
3. Trash receptacles with litter and recycling container should be located

every other receptacle.

G. **Decorative Paving:** Paver upgrades to replace existing pavers with a more realistic looking molded paver brick. Paver bands across the sidewalk break up the linear expanse and creates rhythmic cadence down the sidewalk. When decorative pavers are not used, concrete walks should include designed scoring and finishes to improve the appearance of such areas.



E. REDEVELOPMENT ACTIONS

1. Affordable Housing

A minimum of 20 percent of the residential dwelling units are required to be set aside for affordable households. The affordable units will be designed, marketed, and administered in accordance with all applicable affordable housing rules and regulations.

2. Demolition

The Redevelopment Plan will involve the demolition of the existing improvements on the site. As a part of the demolition, all remains from the foundations of prior structures shall be removed. It is the responsibility of the Redeveloper to remove all debris, including crushed concrete and garbage from the site, regardless of whether the debris was on the site prior to the start date of the project. The reuse of crushed concrete or other materials may be acceptable and shall be addressed as part of the site plan approval, subject to the Redeveloper receiving the proper permits and approvals from NJDEP. The Redeveloper shall defend and indemnify the Borough for its use and/or proper disposal if removed from the site, of all existing and remaining improvements and other materials, including soils, on the site.

3. New Construction

The Redevelopment Plan will involve the new construction of a maximum of forty-five (45) units with associated supportive features and amenities, ground level parking, and commercial space, along with all related roadways, pedestrian walkways, and off-tract, as further described in this Redevelopment Plan. No more than one (1) principal structure shall be erected within the Redevelopment Area.

4. Properties to be Acquired

The Redevelopment Plan relates to Block 243, Lot 20 which is located in the 150 South Washington Avenue Non-Condemnation Redevelopment Area.

5. Relocation

No residents will need to be relocated to complete this redevelopment plan.

F. RELATIONSHIP TO LAND USE/ZONING ORDINANCE

This Redevelopment Plan shall supersede all provisions of the Zoning and Development Regulations of the Borough of Bergenfield regulating development in the area addressed by this Redevelopment Plan. Final adoption of this Redevelopment Plan by the Borough Council shall be considered an amendment of the Borough of Bergenfield Zoning Map.

The zoning district map in the zoning ordinances of the Borough shall be amended to include the boundaries described in this Redevelopment Plan and the provisions therein. All of the provisions of this Redevelopment Plan shall supersede the applicable development regulations of the Borough's ordinances, as and where indicated, for the Redevelopment Area. In the event of any inconsistencies between the provisions of this Redevelopment Plan and any prior ordinance of the Borough of Bergenfield, the provisions hereof shall be determined to govern.

G. RELATIONSHIP TO OTHER PLANS

1. Adjacent Municipalities

The Borough of Bergenfield shares a border with the Borough of Dumont to the north, the Borough of New Milford to the northwest and west, the Township of Teaneck to the southwest, the City of Englewood to the southeast, the Borough of Tenafly to the east, and the Borough of Cresskill to the northeast. The

Redevelopment Area is centrally located in the Borough and therefore, it is unlikely that neighboring municipalities will be significantly impacted by the site's conversion to a mixed-use development.

BOROUGH OF CRESKILL

Bergenfield shares a boundary with Creskill along its northeastern corner. The land uses in this area are single- and two-family residential. Creskill's Master Plan Reexamination Report designates the area bordering Bergenfield as "medium density residential". The Borough's 2010 Master Plan Reexamination Report does not have any significant plans that would affect Bergenfield or Creskill.

BOROUGH OF DUMONT

The entire northern border of Bergenfield is shared with the Borough of Dumont. Most of Bergenfield's land uses are single- and two-family residential along with (parkland/borough property). Between the West Shore Railroad Right-Of-Way and Washington Avenue there are business and professional uses. The Borough of Dumont's 2014 Master Plan Reexamination identifies the need for public parking along the Dumont and Bergenfield border. This same note was included in the Borough's 2007 however, no changes are proposed at this time or Dumont.

CITY OF ENGLEWOOD

Bergenfield and Englewood share a boundary along the southeast corner of the Borough, paralleling Ivy Lane. The primary use along the boundary in the Borough is Knickerbocker Country Club, R15 Residential and Garden Apartment zone. The zoning along the boundary line in Englewood is single-family residential and is compatible with the zoning in the Borough of Bergenfield. The City of Englewood does not have any significant plans that would affect Bergenfield or Englewood.

BOROUGH OF NEW MILFORD

The entire length of Bergenfield's western boundary is shared with the Borough of New Milford. Residential and public land uses are present as the area is predominantly single- and two-family residential on 5,000 and 6,000 square foot lots. Land uses along its border with Bergenfield are designated as low density residential, these uses are compatible with the land uses in the Borough.

Additionally, New Milford adopted its comprehensive Master Plan in July 2004. The Master Plan Update identifies the need for flood mitigation in areas adjacent to the Hirschfeld Brook. Hirschfeld Brook runs south into Bergenfield. The Borough has purchased properties in floodplains through the New Jersey Department of Environmental Protection's Blue Acres program but no other action has taken place. At this time, the Borough does not have any significant plans that would affect Bergenfield or New Milford.

TOWNSHIP OF TEANECK

Most of Bergenfield's southern boundary is shared with the Township of Teaneck. West of Hirschfeld Brook the uses are single- and two-family residential dwellings. East of the creek are a mix of retail and commercial uses, multi-family garden apartments off Liberty Road and a portion of the Knickerbocker Country Club. The Township of Teaneck does not have any significant plans that would affect Bergenfield or Teaneck.

BOROUGH OF TENAFLY

The Borough of Tenafly is located to the east of Bergenfield and shares an entire eastern border. The most recently adopted 2013 Land Use Element and Master Plan Reexamination calls for the continuation of residential uses along the border with Bergenfield. Both municipalities consist of residential uses along the border. The Borough of Tenafly does not have any significant plans that would affect Bergenfield or Tenafly.

2. Bergen County Master Plan

“This master plan seeks to recognize and meet the present day challenges and address the jurisdictional fragmentation that constitutes the county’s landscape. It identifies ways to reinforce the county’s strengths and mitigate its weaknesses through a critical examination and evaluation of current conditions, and develops a common vision that transcends municipal boundaries and empowers small local governments to collaborate on shared initiatives, key to a smarter, more efficient future.”

The 2023 Bergen County Master Plan sets guidelines for the municipalities of Bergen County and aims to increase economic growth through commercial, residential and transportation development. The Bergen County Master Plan promotes development through redevelopment of existing sites and structures to meet present housing market needs while strengthening the economic growth by recognizing that “land use patterns, such as mixed-use development and transit-oriented planning can link neighborhood and economic activity centers, attract business and investment, and increase land value, tax revenue, and retail spending.”

The Bergenfield 150 South Washington Avenue Redevelopment Plan is consistent with the Bergen County Master Plan, in that it involves the construction of mixed-use development with multi-family apartments for multiple income groups which contributes to more variety of housing types within Bergenfield.

3. New Jersey State Plan and Redevelopment Plan

The Redevelopment Area is mapped within the Metropolitan Planning Area PA I as depicted on the New Jersey State Development and Redevelopment Plan. “In the Metropolitan Planning Area, the State Plan’s intention is to provide for much of the state’s future redevelopment; revitalize cities and towns; promote growth in compact forms; stabilize older communities; redesign areas of sprawl; protect the character of existing stable communities.”

In 2001, the New Jersey State Planning Commission adopted The New Jersey State Development and Redevelopment Plan. A Final Draft of the State Development and Redevelopment Plan was reissued in 2010. The State Planning Act contains three key provisions that mandate the approaches the Plan must use in achieving State Planning Goals. The Plan must encourage development, redevelopment and economic growth in locations that are well situated with respect to present or anticipated public services or facilities and to discourage development where it may impair or destroy natural resources or environmental qualities; reduce sprawl; and promote development and redevelopment in a manner consistent with sound planning and where infrastructure can be provided at private expense or with reasonable expenditures of public funds. (N.J.S.A. 52:18A-196. et seq.). The general redevelopment plan strategy is to achieve all the State Planning Goals by coordinating public and private actions to guide future growth into compact, ecologically designed forms of development and redevelopment, and to protect the Environs, consistent with the Statewide Policies and the State Plan Policy Map.

The New Jersey State Plan Policy Map integrates the two critical spatial concepts of the State Plan—Planning Areas, and Center and Environs—and provides the framework for implementing the Goals and Statewide Policies. Each Planning Area has specific intentions and Policy Objectives that guide the application of the Statewide Policies. The Policy Objectives ensure that the Planning Areas guide the development of location of Centers and protect the Environs. Applying the Statewide Policies through the State Plan Policy Map will achieve the goals of the State Planning Act.

According to the New Jersey State Development and Redevelopment Plan, the Redevelopment Area is located in the Metropolitan Planning Area, PA1. PA1 provides for much of the state’s future redevelopment: revitalize cities and towns; promote growth in compact forms; stabilize older suburbs; redesign areas of sprawl; and protect the character of existing stable communities. As the name implies, the communities in this Planning Area often have strong ties to, or are influenced by, major metropolitan

centers—the New York/Newark/Jersey City metropolitan region in the northeastern counties. The investment in passenger rail service in the Metropolitan Planning Area is represented by over 130 stations on eleven (11) heavy rail lines, two (2) rapid transit lines, two (2) light rail lines, and one (1) subway line.

This Redevelopment Plan is consistent with and will reinforce the goals and objectives of the State Development and Redevelopment Plan.

H. GENERAL PROVISIONS

1. Number of Buildings

No more than one (1) principal structure shall be erected within the Redevelopment Area.

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. 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.

4. Procedure for Amending the Approved Plan

This Redevelopment Plan may be amended from time to time upon compliance with the requirements of the Redevelopment Law. If the designated redeveloper requests such amendment said redeveloper shall pay an application fee and shall further reimburse the Borough for reasonable consulting costs, fees and expenses to undertake such amendment.

5. Development Review Process

Applications for redevelopment by a Redeveloper shall be reviewed as set forth herein. The application for redevelopment shall be reviewed by the Borough staff and professionals for a consistency determination which shall include, but not be limited to, a review of the project to determine general compliance with the proposed development and uses of the parcel and related standards in the Redevelopment Plan, the aesthetics of the project and the projects coordination with other existing projects and with proposed development and uses. The Borough and the Redeveloper shall negotiate a redevelopment agreement. The Borough Council may then adopt a resolution designating the redeveloper as the “Redeveloper” for the Redevelopment Area and authorizing the execution of the redevelopment agreement. No application may proceed to preliminary/final site plan approval prior to the designation of a redeveloper and the execution of a redevelopment agreement.

I. DEFINITIONS

It is the intention of this Redevelopment Plan for the Redevelopment Area to supersede existing zoning (except as noted herein) as provided under the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1, et seq. However, this plan adopts the definitions of the Borough's Land Use Ordinance §186-3 by reference.

The definitions of the Borough's Land Use Ordinance shall apply to this plan, unless this plan provides a superseding definition. The definitions defined in §186-3 apply to the redevelopment area with the exception of the following terms:

Mixed Use Development: The development of a neighborhood, tract of land, building, or structure with a variety of complementary and integrated uses, such as, but not limited to, residential, office, manufacturing, retail, public, and recreation, in a compact urban form.

Make Ready Parking: Make Ready parking shall mean a parking space that is equipped with the necessary electrical infrastructure to easily accommodate electric vehicle (EV) charging stations in the future.

Pedestrian Scale: The relationship of a particular building, in terms of mass and scale to a pedestrian.

Pop-Out / Protrusion: A portion of the primary building facade that projects into the building setback.

Redeveloper: Any person, firm, corporation or public entity that shall voluntarily seek and is designated as a Redeveloper by the Mayor and Council and shall enter into a Redevelopment Agreement in accordance with the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1 et seq.

Tandem Park: shall mean a parking space that is occupied by two vehicles, one space in front of the other.

J. CONCEPT PLAN



RIGHT SIDE ELEVATION
[1/16 = 1'-0"]



LEFT SIDE ELEVATION
[1/16 = 1'-0"]