



300 Chestnut Ridge Road Redevelopment Plan

Block 602 Lot 1

**BOROUGH OF WOODCLIFF LAKE,
BERGEN COUNTY, NEW JERSEY**

July 21st, 2025

Prepared by:

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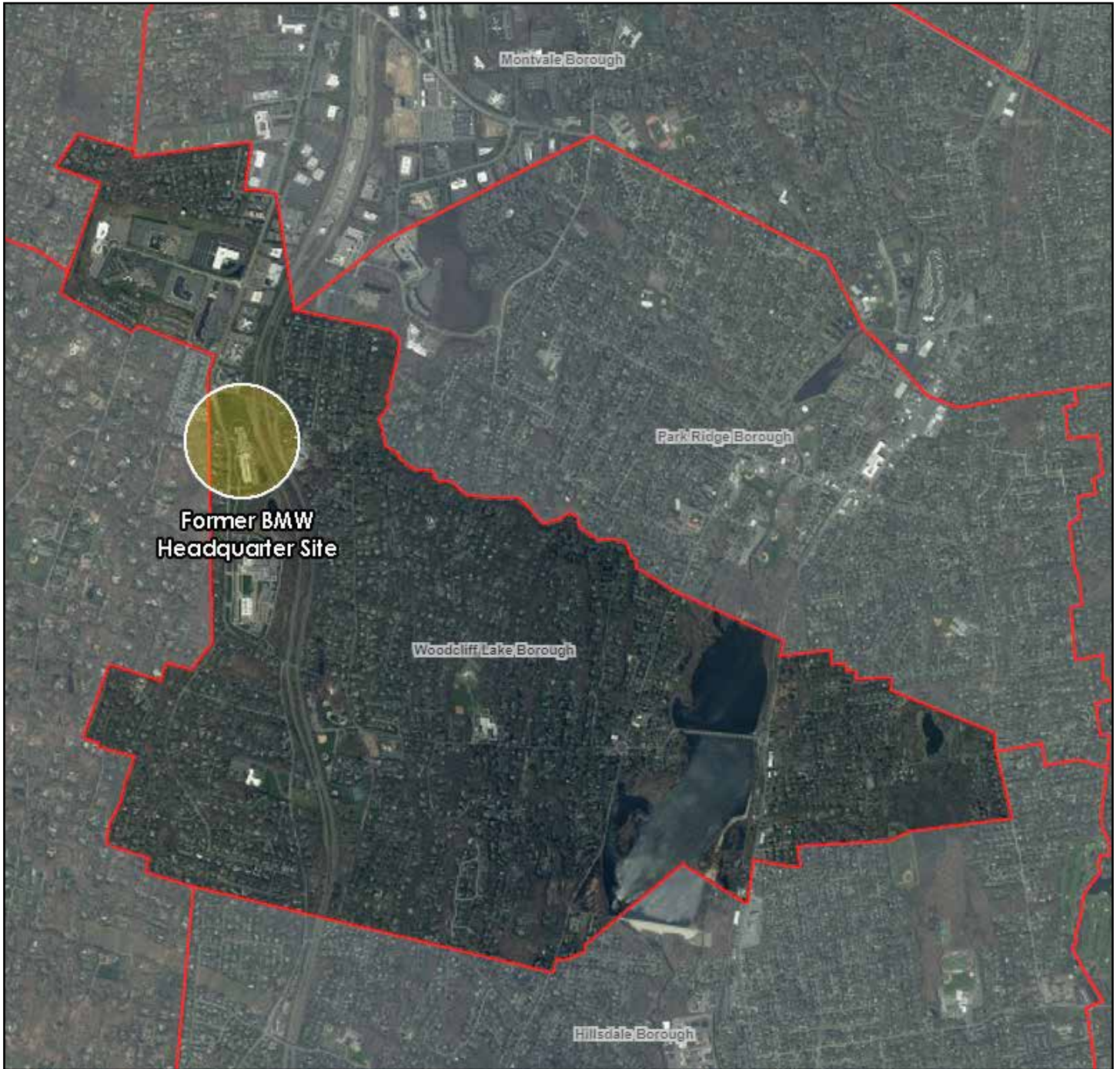


FIGURE 1: Borough-wide map showing location of Study Area (Yellow).

1.0: INTRODUCTION:

A. PURPOSE

The Borough's Mayor and Council adopted Resolution No. 24-311 on December 16th, 2024, which authorized the undertaking of a preliminary investigation pursuant to the Local Redevelopment and Housing Law (LRHL), to determine whether the property (Block 602, Lot 1) (the "Area of Investigation" or "Study Area"), depicted in Map 2, constitutes an "area in need of redevelopment" without condemnation in accordance with the criteria set forth in N.J.S.A. 40A:12A-5.

B. INTRODUCTION

This report is written pursuant to Section 6 of the LRHL, serving as the "statement setting forth the basis for investigation." The LRHL requires the following procedures:

1. No area of a municipality shall be determined a redevelopment area unless the Governing Body of the municipality shall, by resolution, authorize the Land Use Board to undertake a preliminary investigation to determine whether the proposed area is a redevelopment area according to the criteria set forth in Section 5 of P.L. 1992, c.79 (C:40A:12A-5). The Governing Body of a municipality shall assign the conduct of the investigation and hearing to the Land Use Board of the municipality.
2. After completing its hearing on this matter, the Land Use Board shall recommend that the delineated area, or any part thereof, be determined, or not be determined, by the municipal Governing Body to be a redevelopment area. After receiving the recommendation of the Land Use Board, the municipal Governing Body may adopt a resolution determining that the delineated area, or any part thereof, is a Redevelopment Area.

C. REDEVELOPMENT PLAN OVERVIEW AND CONTEXT

The Borough of Woodcliff Lake is nestled in the northwest portion of Bergen County, New Jersey. It occupies an area of approximately 2,300 acres, equivalent to 3.6 square miles. It is part of an area generally referred to as the Pascack Valley. The Borough was incorporated in 1894 under the name of Woodcliff. The word "Lake" was appended to the name in 1910 to be the same as that of the Post Office.

As of the 2020 United States census, the borough's population was 6,128. The Garden State Parkway and County Route 503 pass through Woodcliff Lake. The Garden State Parkway may be entered, southbound, or exited from, northbound, at exit 171. Due to the fact that not all movements are possible at that exit, exits 168 in Washington Township and 172 in Montvale are also used to access the borough.

Woodcliff Lake is served by NJ Transit at the Woodcliff Lake train station, located at Broadway and Woodcliff Avenue. The station offers service on the Pascack Valley Line, which runs north-south to Hoboken Terminal with connections via the Secaucus Junction transfer station to New Jersey Transit one-stop service to New York Penn Station and to other NJ Transit rail service.



FIGURE 2: Redevelopment Area Map

D. CURRENT ZONING:

The Study Area is located in the Office Research (OR) Zoning District . This zone is intended to permit a wide range of executive and administrative offices, with accessory uses including parking structures and food services for employees. In addition, conditional uses include technical service, product diagnostics, training, research, testing, repair, engineering and development which provides on-site curricular training, engineering, analysis, testing, repair of company-owned products, instruction, creation of training manuals, training videos and technical service, training courses in classroom, work shop, testing, laboratory or service areas (which may include the use of lifts, bays, or similar equipment to be located indoors) and in furtherance of and ancillary to the primary business of the occupants of the structures and buildings used for offices and research purposes.

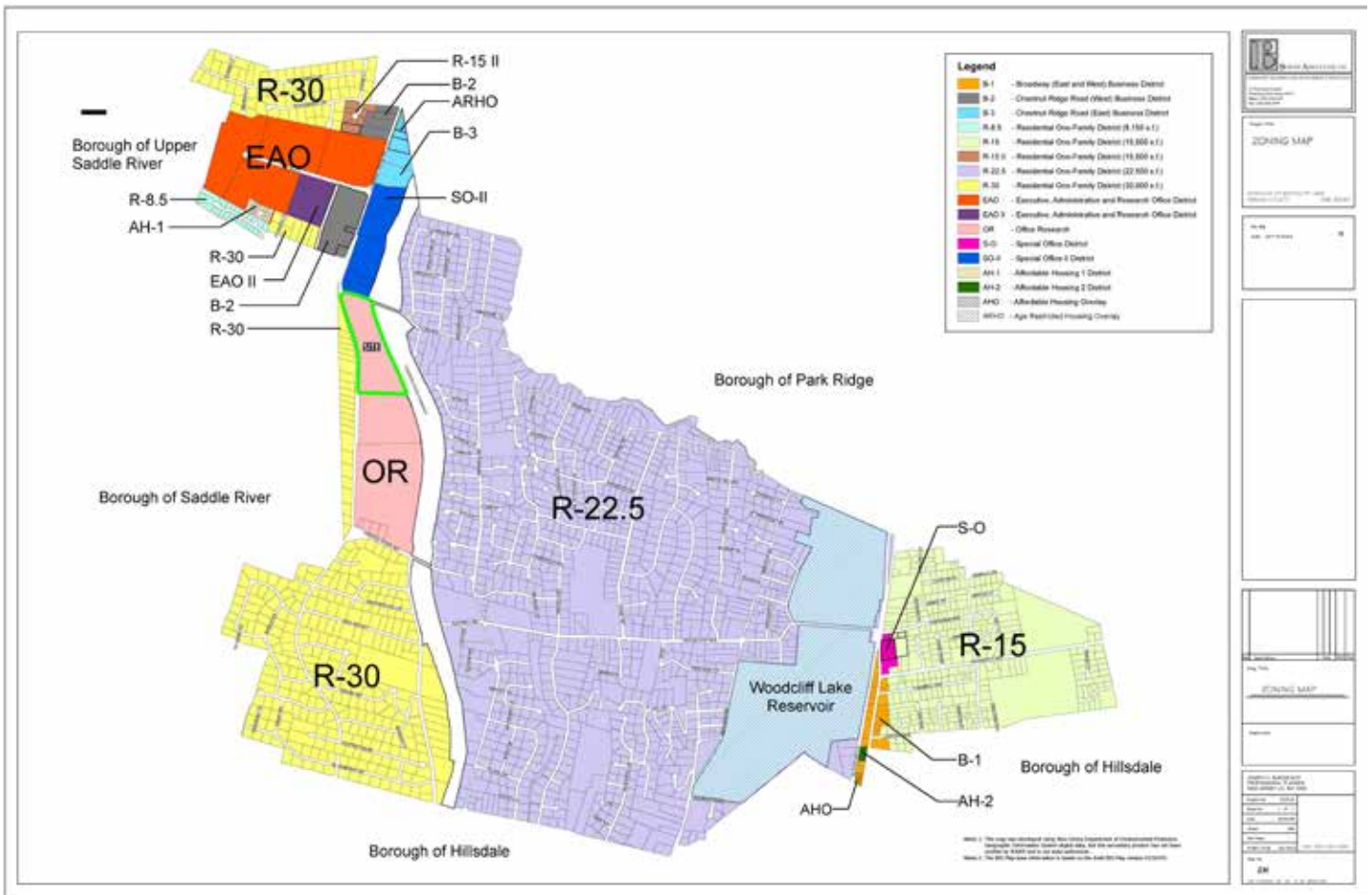


FIGURE 3: Borough Zoning Map

2.0: GENERAL PROVISIONS:

A. 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 Woodcliff Lake shall be submitted by the applicant for review specific to this Redevelopment Plan for completeness and compliance, prior to any submission to the Land Use Board, 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.

B. 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.

C. 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.

D. 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 Governing Body.

E. DEVIATION REQUESTS:

In accordance with N.J.S.A. 40:55D-70 c(1), the Land Use Board shall have the power to grant variances allowing deviations from the regulations contained within this Redevelopment Plan, including Sections 7 and 8, 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. 40:55D-70c(2), the Land Use Board shall also have the power to 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, 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.

Additionally, in accordance with N.J.S.A. 40:55D-51, the Land Use Board shall have the power to grant design exceptions from the requirements of Section 9 of this Redevelopment Plan as may be reasonable and within the general purpose and intent of the provisions for site plan review, if the literal enforcement of one or more provisions of the design standards is impracticable or will exact undue hardship because of peculiar conditions pertaining to the land in question.

F. 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 and shall further reimburse the Borough for reasonable consulting costs, fees and expenses to undertake such amendment.

G. GENERAL DEVELOPMENT REGULATIONS:

1. The regulations set forth herein shall supersede all Borough of Woodcliff Lake land development regulations, including but not limited to use regulations, bulk regulations, design standards, steep slope disturbance, tree removal, and historic preservation, unless otherwise noted herein. Nothing herein shall be construed to circumvent the application procedural requirements of the Borough of Woodcliff Lake land development regulations and the Municipal Land Use Law at N.J.S.A. 40:55D-1 et. seq. The regulations set forth herein shall supersede any or all prior redevelopment plans for this site, if such plan(s) exist.
2. The regulations set forth herein shall apply to the tract as a whole, not to individual lots which may be created therein. For the purposes of this redevelopment plan, the word "tract" shall mean the entire redevelopment area.
3. The tract shall be permitted to be consolidated or subdivided into one or more lots. The tract and any lots therein shall be permitted to contain one or more buildings or uses. The tract shall be permitted to be developed in one or more phases.
4. All dimensional and other requirements shall apply to the tract as it exists at the time of the adoption of this redevelopment plan, and conforming conditions that are rendered nonconforming as a result of changes to the tract perimeter such as road widening or other municipal purposes shall not be considered deviations and shall not require variance relief on future applications for the full duration that the redevelopment area remains in effect.

5. There shall be no requirement that the entire redevelopment area be developed. If the redevelopment area is partially developed and then the remainder portion is developed separately, there shall be no requirement that the same redeveloper be responsible for the development of both portions.

3.0: REDEVELOPMENT PLAN COMPONENTS:

A. 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, or redevelopment, 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 within the redevelopment area which is proposed to be acquired in accordance with this 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 rehabilitation) 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 public electric vehicle charging infrastructure and electric vehicle parking spaces within the project area to be in compliance with Electric Vehicle Charging Station Law (P.L. 2021, c. 171).
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.). The redevelopment plan shall supersede applicable provisions of the development regulations of the municipality. When the redevelopment plan supersedes any provision of the development regulations, the ordinance adopting

the redevelopment plan shall contain an explicit amendment to the zoning district map included in the zoning ordinance. The zoning district map as amended shall indicate the redevelopment area to which the redevelopment plan applies. Notwithstanding the provisions of the "Municipal Land Use Law," P.L.1975, c.291 (C.40:55D-1 et seq.) or of other law, no notice beyond that required for adoption of ordinances by the municipality shall be required for the hearing on or adoption of the redevelopment plan or subsequent amendments thereof.

All provisions of a 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.

B. NOTE ON PLAN TERMINOLOGY:

Throughout this Redevelopment Plan, a distinction is made between "shall" and "should."

"Shall" 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.

C. 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 the property does not include any existing residential units there is no requirement to relocate any residents as part of this Redevelopment Plan.

D. 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. As the Redevelopment Area was with non-condemnation there is no intent to acquire property as part of this Redevelopment Plan.

E. AFFORDABLE HOUSING:

The redevelopment plan requires the construction that at least 20% of all residential units created pursuant to the standards of this plan shall be set aside for low and moderate income households consistent with the requirements of Chapter 45A, "Affordable Housing" or any superseding section of the Borough's regulatory code and all applicable superseding State and Federal statutes and regulations including the Uniform Housing Affordability Controls at N.J.A.C. 5:80-26.1 and COAH regulations at N.J.A.C. 5:93-1 et seq.

F. LONG TERM FINANCING CONSIDERATIONS:

Due to the size, scale, vital location and anticipated nature of the potential projects contemplated under this plan, the Borough anticipates that it would be eligible for a PILOT if the project commences within five (5) years of plan adoption. After that time, the specific economic conditions would have to be reevaluated to determine the duration of an exemption that would be deemed financially feasible and appropriate. The actual entry of any financial agreements for a long term tax exemption are subject to governing body approval under the processes required by law. In order for the Borough to determine if a PILOT is necessary the developer would be required to submit a preliminary fiscal impact analysis as part of the process.

G. TRAFFIC STUDY:

A traffic study shall be provided as a part of any site plan submission to the Land Use Board. The analysis should forecast additional traffic associated with both the proposed development and taking into account all approved projects within a 1/2 mile. The study should determine vehicular and pedestrian improvements necessary to accommodate the proposed development to help ensure safe and reasonable traffic conditions and reduce the negative impacts created by the development for existing intersections within the 1/2 mile study area. If the Land Use Board deems the impacts have a negative impact, the applicant shall take necessary steps to eliminate such impacts.

H. PUBLIC ELECTRIC VEHICLES:

This redevelopment plan provides the identification of appropriate locations for the development of zero-emission vehicle fueling and charging infrastructure.

I. PROJECT SIGNAGE:

During construction, the Redeveloper shall erect signage at locations to be determined by the Redeveloper and Borough within 30 days of receiving approval from the Land Use Board that contains a rendering or renderings of the finished Project and other details concerning the Project that shall be agreed to by the Redeveloper and Borough Administrator.

J. MASTER PLAN CONSISTENCY:

This plan is consistent with the State Plan, Borough of Woodcliff Lakes Master Plan and Reexamination Studies as well as the Redevelopment Plan for the Main Street Area in Need of Rehabilitation as identified in Section 8 of this report.

4.0: GOALS AND RELATIONSHIP TO LOCAL OBJECTIVES

A. PURPOSE:

This Redevelopment Plan provides a framework for the redevelopment of the 300 Chestnut Ridge Road (Block 602 Lot 1) property. The Redevelopment Plan sets forth standards and guidelines for land use, bulk, parking, and design. Some Plan elements are fixed while other standards are flexible and are to be used as guidelines for ensuring that development meets the Plan's goals and objectives described below.

B. REDEVELOPMENT PLAN GOALS AND OBJECTIVES:

The specific goals and objectives of the Redevelopment Plan are as follows:

1. To create land use requirements specific to the Redevelopment Area that are sensitive to the Area's topography, as well as the development pattern of nearby residential neighborhoods.
2. To foster appropriate relationships between buildings, streets, parking areas, walkways, and landscaped areas within the Redevelopment Area and in the context of the surrounding area.
3. To improve the aesthetics of the property and establish site and building design standards that will foster high-quality development within the Redevelopment Area.
4. To provide an additional opportunity for affordable housing in satisfaction of the Borough's fair share housing obligation.
5. To transform, through adaptive reuse, a vacant underutilized building into a viable, more productive mixed use residential property that incorporates both retail with public open space.

C. RELATIONSHIP TO LOCAL OBJECTIVES:

The Borough's most recent Master Plan was adopted in March 2022. The Master Plan noted the following with relevance to the Redevelopment Area:

"Section 3.1.9 Vacant Land: While not classified as vacant land on property tax records, the Borough has witnessed an increase in the vacation of corporate tenants and has several vacant office buildings along Chestnut Ridge Road and Broadway." (Page 13)

"Section 2.2.4 State Development and Redevelopment Plan: The Land Use Element of the 2022 Woodcliff Lake Master Plan identifies potential areas for infill development and redevelopment, with particular focus on the revitalization of the main commercial corridors and downtown properties, including the Broadway Business District, Chestnut Ridge corridor, and Tice's Corner Shopping Center. The Master Plan is consistent with the SDRP and encourages patterns of development recommended within the PA-1 Metropolitan Planning Area.

"Section 3.4.2 Condition of Major Commercial Corridors: Chestnut Ridge Road is currently developed with a mix of large corporate office complexes, smaller scale office buildings, higher density residential uses, and retail strips. In terms of non-residential uses, the northern end of the corridor contains a concentration of medical offices. To the south across from Tice's Corner are a number of smaller, older office buildings, as well as a multi-tenant shopping strip at 520 Chestnut Ridge Road; a Whole Foods is slated to open within the shopping center. Further south beyond Glen Road is the BMW of North America corporate campus, which stretches across approximately 86 acres of land. The

campus contains over 600,000 square feet of floor area and is in active use as BMW of North America's corporate headquarters and eastern regional headquarters/technical training center."

"Section 3.6 Recommendations: Goal #2: Maintain and Enhance the Economic Vitality of Non-residential Districts Woodcliff Lake's major non-residential districts, including the Broadway, Tice, and Chestnut Ridge Corridors, contribute to the Borough's ratable base, ensure that the Borough has a balanced land use mix, and are key to ensuring continued economic vitality of the Borough. The Borough should ensure that there is a supportive land use regulatory framework to facilitate enhancements to these corridors, and also consider economic development strategies to retain existing businesses and support their growth and expansion, while attracting new businesses and tenants."

"Objective #2: Strengthen the existing business centers of Tice & Chestnut Ridge corridors Tice Boulevard and Chestnut Ridge Road are home to major office buildings, corporate campuses, shopping centers, medical and institutional facilities, and other non-residential uses that contribute to the economic vitality and ratable base of the Borough. As noted previously, Woodcliff Lake has a range of Class A office buildings that continue to attract tenants, and is also home to a state-of-the-art corporate campus for the BMW of North America. A small number of vacancies and distressed commercial properties aside, Woodcliff Lake compares relatively favorably against the state as a whole, which has seen stagnant and shrinking office and retail markets. Ensuring that these areas continue to have a mixture of non-residential developments that are actively utilized and tenanted by a variety of businesses, employers, and institutions is crucial for achieving a balanced land use mix. The Borough should build relationships with local businesses and employers and proactively engage with them to understand pressing issues and concerns. By establishing rapport with local businesses and employers, addressing their needs, and supporting their growth/expansion, the Borough can facilitate retention of existing businesses and corporate tenants. At the same time, the Borough should be attentive to emerging market trends and support efforts to attract new businesses to ensure that Woodcliff Lake continues to have a vibrant economic base in the future. While the retention of the existing non-residential land use and ratable base, should be a priority, the Borough should also diligently monitor changes in market trends and proactively plan for potential redevelopment in the future."

"Action #4: Establish a vision to guide potential future redevelopment, if they occur, of major non-residential properties along Tice and Chestnut Ridge corridors based on sound planning principles and community needs As noted in previously sections, the Borough has high-quality non-residential developments with relatively low vacancy compared to the NJ market. As such, the primary focus of the Borough is to retain its current commercial, office, and institutional tenants and the underlying zoning to ensure the continued economic vitality of the Borough's non-residential districts. However, the Borough also recognizes that it should be diligent in responding to future changes in the market and should proactively plan for the event in the future that its major non-residential tenants relocate or its major non-residential properties undergo redevelopment. In order to encourage development that benefits the public welfare while minimizing adverse impacts, the following planning principles are recommended to guide any future redevelopment, if they occur, of major non-residential properties along Tice and Chestnut Ridge corridors:

- Incorporate attractive site and architectural designs that enhance the visual realm while complementing the aesthetic character of surrounding neighborhoods.
- Include a mix of non-residential uses, including but not limited to retail sales and services, entertainment, office, and institutional uses, that complement other non-residential districts while providing additional services and opportunities to improve residents' quality of life. A significant portion of any redevelopment should be devoted to job producing office or other commercial uses.
- If residential use is proposed, it should complement the predominantly single-family residential neighborhood character of Woodcliff Lake. Single-family housing is continued to be encouraged. At the same time, subject to suitability with a site and the neighboring context, there may be opportunities to provide a variety of housing types to expand housing options for residents, including age-restricted housing, assisted living, townhomes and stacked flats, and smaller lot single-family residential units.
- Contribute to the ratable base of the Borough and ensure that development does not negatively affect the Borough's budgetary finances.
- Limit scales of development and residential density to the extent allowed by the capacity of public infrastructure, utilities, and services, including but not limited to the roadway network, water and sewer lines, emergency services, public safety, and schools.
- Deliver community benefits, such as public gathering spaces, recreational fields and amenities, and new community facilities.
- Provide substantial open space, minimize disturbance to critical environmental features, and utilize sustainable design and construction practices."

"Section 7.4.1 Traffic Incidents and Areas of Concern: Chestnut Ridge Road and Glen Road

- The intersection of Chestnut Ridge Road and Glen Road is perhaps the largest intersection within the Borough, based on number of lanes. Chestnut Ridge Road has a total of six lanes (two northbound lanes, two southbound lanes, and various dedicated turn lanes near the intersection. Glen Road has about four to five lanes at this intersection, with east and west bound through lanes, and dedicated turn lanes as well. Glen Road necks down to one lane in each direction, east of the Garden State Parkway. According to WLPD vehicles heading south on Chestnut Ridge Road, turning left (east) onto Glen Road tend to depart or veer out of their lanes while the two lanes are turning simultaneously. Data collected by WLPD between 2015 and 2021 indicates approximately 60 motor vehicle collisions (MVCs) at this intersection, 8 of which resulted in injuries.
- This intersection may benefit from an amended signage and striping configuration to provide additional and more advanced warning to drivers about the multiple turning lane alignments. It is recommended that the Borough consider coordinating with the County to improve circulation at this intersection."

Based on the information provided herein, it is the opinion that the Redevelopment Plan is consistent with the Borough Master Plan, the Bergen County Master Plan and the State Plan.

5.0 DEFINITIONS:

It is the intention of this Redevelopment Plan 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. This plan adopts the definitions of the Borough's Land Use Ordinance Section 380-6 Definitions 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 Section 380-6 Definitions apply to the Redevelopment Plan with the exception of the following terms:

EATING AND DRINKING ESTABLISHMENTS: Includes restaurants, bakeries, delicatessens, bars, cafes, coffee houses, and any other business establishments where the primary business is the sale of alcohol for consumption on site (except for clubs or other drinking establishments with dance floors), or the sale of freshly made food for consumption either on-site or off site (except for convenience stores, corner stores, or bodegas where more than 40% of the customer-accessible floor area is used for display and storage of prepackaged goods and/or non-food items). Does not include drive-through establishments.

LIVE ENTERTAINMENT: Establishments or accessory uses which provide live entertainment consisting of vocalist, instrumental music or dancers, and, for the purpose of this Plan, spoken word, theatrical performance, comedy, or similar entertainment where patrons are entertained typically for a fee, whether such fee shall be direct or indirect through a charge for other products or services, but not including halls, auditoriums, or religious, civic or fraternal organizations.

MEAN GRADE: is measured six feet from the building and is calculated as the average grade.

MULTI-FAMILY: Housing accommodations that are designed principally for residential use, conform to standards satisfactory to the Secretary of Housing and Urban Development, and consist of not less than five (5) units on 1 site. These units may be detached, semidetached, row house, or multifamily structures.

PERSONAL SERVICE ESTABLISHMENTS: Establishments providing services, other than medical or beauty services, to individual consumers. Such uses include, but are not limited to: clothing rental; funeral parlors and undertaking establishments; dry-cleaning pickup stores; psychic readers; shoe repair shops; travel agencies.

POCKET DOOR: A pocket door is defined as a sliding door that disappears into a recessed compartment (or "pocket") within a wall when fully open.

REDEVELOPER: Any person, firm, corporation or public entity that is seeking any financial incentives shall be designated as a Redeveloper by the City Council or Redevelopment Entity and shall enter into a Redevelopment Agreement as set forth in Section 5 of this Redevelopment Plan, all in accordance with the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1 et seq.

RESTAURANT: A building or structure designed, used or intended for use in which food and beverages are sold and consumed.

SUPPORTIVE HOUSING: is a type of affordable permanent housing that also makes use of support services for people with different special needs. Supportive housing does not have a limit on how long a person stays within the supportive housing setting. This type of housing aims to help people live more stable, productive lives. Supportive housing can help people with disabilities access better health care, assist seniors to continue living in the community, and help families in crisis stay together.

TANDEM PARKING: Two parking spaces with one car in front of the other to be allocated to a single apartment.

6.0: ZONING:

A. PERMITTED PRINCIPAL USES:

1. The following uses are permitted principal uses in the Redevelopment Plan, except as otherwise provided herein:

a. Residential:

- Multi-family residential (apartments / condominiums)
- Townhomes
- Affordable and Supportive Housing
- Any combination of the above

b. Commercial / Retail:

- Health clubs & day spas
- Hotel
- Live Entertainment
- Art gallery,
- Indoor amusement and recreation
- Restaurants or other eating and drinking establishments
- Specialty Market (Food related)
- Personal services
- General and Neighborhood Retail

c. Public Park / Plaza / Open Space:

- Passive / Active Uses / Outdoor dining

d. Civic, Cultural, Institutional:

- Libraries / Museums,
- Community / Recreation / Municipal Center

e. Parking:

- Shall be permitted to be structured parking, surface parking or subterranean parking (if conditions permit subterranean parking), or any combination thereof.

f. Roads

- Shall be permitted to be public or private.

g. Utility related Facilities: Such as distribution lines, railroad rights-of-way, telephone repeater stations, and water storage tanks.

2. Omission of Use: Any use not stated as a Permitted Use is not allowed in the Redevelopment Area;

B. ACCESSORY USES:

1. Accessory uses and structures shall be permitted which are clearly and customarily incidental and subordinate to a permitted or conditional principal use on the same property. Examples of permitted accessory uses include, but are not limited to, the following:

a. Residential

- i. Lobby, sales, management, leasing offices;
- ii. Conference center, meeting rooms, business center, flex office / coworking space, billiards, pool, game, arcade, simulator, spa, lounge (for tenant use only);

- iii. Community kitchen for tenant use only;
- iv. Drop off / package delivery area, loading spaces and docks, recycling and refuse storage areas;
- v. Tenant amenities typically included in luxury rental communities, including but not limited to recreational facilities (indoor / outdoor) including but not limited to active or passive amenity courtyard space and/or terraces, roof top, pool, fitness center and multipurpose rooms for tenant use only;
- vi. Child care, pet boarding (for tenant use only);
- vii. Lockers and storage including for mail parcels and packages (for tenant use only);
- viii. Rooftop amenities.

b. Eating and Drinking Establishments

- i. Outdoor beer gardens and patios;
- ii. Rooftop dining and service areas, including rooftop bars;

c. Parking

- i. Shall be permitted as an accessory to any permitted use and may be structured parking, surface parking, mechanical parking, automated parking, or subterranean parking (if conditions permit subterranean parking), or any combination thereof;
2. Accessory structures shall comply in all respects with the setback, building / impervious coverage, and height requirements of this Redevelopment Plan applicable to the principal structure, with the following exceptions.
- a. No accessory structure shall be located closer to the street right-of-way line than the principal structure except surface parking which services the permitted use.
 - b. The aggregate area covered by accessory structures shall not exceed twenty-five percent (25%) of the rear yard (less required buffer areas), with the exception of parking structures and outdoor patios.
 - c. Accessory structures below grade shall have a minimum rear or side yard, when not abutting a street, of five feet;
 - d. No permitted accessory use or structure may occupy or prevent proper usage of any off-street or on-street parking spaces except as may be temporarily permitted by the Borough for special events or purposes.
3. No accessory structure shall be constructed or placed on any lot unless the principal structure is first constructed or placed upon said lot, with the exception of parking facilities (surface or structure) which may be constructed prior to the primary use.
4. In no event shall the height of an accessory structure exceed the height of the principal building except for parking structures.
5. Except for structured or sheltered parking areas wrapped or below multi-family residential uses, no portion of an accessory structure shall include living quarters;
6. Other Accessory Uses: The following standards shall apply to the below listed accessory uses
- a. Live Entertainment Uses: Live entertainment may be provided as an accessory use in any eating or drinking establishment, cafe, civic, cultural, or institutional establishment in accordance with all applicable Borough codes.
 - b. Outdoor Open Markets: Permitted by special permit for selling fresh food and plants based on state laws and regulations. This special permit shall not be required for the display/selling of goods on the sidewalk

immediately outside of a retailer's principal business location, which shall be specifically allowed.

- c. Outdoor Music: Permitted per any Borough Code restrictions.
 - d. Alcohol Sales: Permitted per state liquor license laws on any outside patio, deck or similar retail amenity associated with the liquor license holder's premises.
7. Additional Regulations for Permitted and Accessory Uses:
- a. All building facades facing a public street shall be designed as a primary building facade and shall be designed to include or preserve and accentuate all of the required components of the Building Architectural Materials & Character within the Design Development Standards of this redevelopment plan.
 - b. All maneuvering for loading, refuse, recycling and service areas shall be within the property.
 - c. All parking shall be screened from any public street per the Design Standards of this Redevelopment Plan and as approved by the Borough Planner.
 - d. Rooftop amenities are permitted.

C. PROHIBITED USES:

1. Any use not specifically designated as a principal permitted use, an accessory use or a conditional use, and any use explicitly prohibited in the Borough Code is prohibited in the redevelopment area.
 - a. Drive-thru's

7.0 BULK STANDARDS: DENSITY, AREA, YARD AND HEIGHT REQUIREMENTS:

1. Overall Requirements:

- a. Maximum Number of Project Units: 370 units
- b. Maximum Number of Phases: 4 (four)

- i. Multifamily / Townhome / / Supportive Housing / Commercial & Retail are each considered a single phase regardless of the number of structures within that phase. The specific subdivision for each sub-area shall be determined as part of Land Use Board submissions.

- c. Setback requirements are not applicable to any future subdivision within the Redevelopment Area and shall be measured from the boundaries of the property as of the date of this Redevelopment Plan. All buildings shall provide adequate dimensions between buildings to satisfy all building requirements.



FIGURE 4: Redevelopment Plan Sub-Area Map

- d. Maximum Surface Coverage 55%
- e. Maximum Building Coverage 30%
 - i. The maximum surface and building coverage is measured from the entire Redevelopment Area and not by each sub-area.

2. Affordable Housing Requirements:

- a. A minimum 20 percent set-aside for affordable housing shall be provided as part of any TCO as calculated for each phase of the project, based on the Redeveloper Agreement and UHAC requirements.

3. Multi-Family Sub-Area:

- a. Maximum Number of Multi-Family Units: 297 units
 - i. Maximum three bedroom market rate units: 24 units
- b. Maximum Number of Stories / Building Height: 4 story / 50 ft
 - i. The multi-family building will not exceed 4 stories facing Chestnut Ridge Road.
 - ii. Building Height is measured from the vertical distance of the proposed mean grade along Chestnut Ridge Road measured six feet from the building to the top of the highest roof beam.
 - iii. Levels below the Chestnut Ridge Road facade facing the Garden State Parkway do not count toward this requirement.
 - iv. Roof top appurtenances including but not limited to mechanical equipment, elevator / stairwells do not count toward the building height and are permitted up to 15 ft above the maximum building height.
 - iv. Parapets may extend up to 5 ft above the maximum building height.

c. Building Setbacks:

- i. Chestnut Ridge Road: 125 ft
- ii. Glen Road: 125 ft
- iii. Side Yard 50 ft (from adjacent property)
- iv. Garden State Parkway 35 ft

4. **Townhome Sub-Area:**

- a. Max. Number of Market Rate Townhome Units: 47 units
- b. Max. Number of Stories / Building Height: 3.5 story / 46 ft
 - i. Building Height is measured from the vertical distance of the mean grade measured six feet from each townhome to the midpoint of the highest ridge for a pitched roof and to the top of the parapet for a flat roof of that townhome.

c. Setbacks: Same as the multifamily

- i. Chestnut Ridge Road: 100 ft
- ii. Glen Road: 100 ft
- iii. Garden State Parkway 35 ft
- iv. Buildings shall be setback a minimum of 14 feet from the face of curb to the front facade (including sidewalks, which requirement shall not be eligible for "c" variance relief.
 - Stoop / porches / overhangs / bay windows and similar architectural features, less than 4'-0" shall not count toward this requirement.

d. The following requirements shall be provided for all townhomes and are not subject to a variance relief.

- i. All end unit townhomes shall have an elevator.
- ii. All townhomes shall be rear loaded.
- iii. The building elevations shall closely match the townhome elevation (**Figures 6 & 22**) within this Redevelopment Plan for design, materials, color, layout and percentage of material types.
- iv. Vinyl siding of any kind is not permitted on any building facade within the redevelopment plan.
- vii. All townhomes shall include foundation planting along the perimeter.
- viii. End unit side elevations shall include a minimum of 4 windows and shall have similar architectural features and material percentages as the front elevations.



FIGURE 5: Rendering of the multi-family building



FIGURE 6: Rendering of the townhome building



FIGURE 7: Rendering of the multi-family building

5. **Supportive Housing:**

- a. Maximum Number of Supportive Housing Units: 26 units
 - i. Minimum Number of Beds: 40 beds (combo of 1, 2 & 4 bedroom units)
- b. Maximum Number of Stories / Building Height: 3.5 story / 46 ft
 - i. Building Height is measured from the vertical distance of the proposed mean grade along Chestnut Ridge Road measured six feet from the building to the top of the highest roof beam.
 - ii. Roof top appurtenances including but not limited to mechanical equipment, elevator / stairwells do not count toward the building height and are permitted up to 15 ft above the maximum building height.
 - iv. Parapets may extend up to 5 ft above the maximum building height.
- c. Building Setbacks: 70 ft from Chestnut Ridge Road
 - i. Chestnut Ridge Road: 75 ft
 - ii. Glen Road: 75 ft
 - iii. Garden State Parkway 35 ft
 - iv. Buildings shall be setback a minimum of 14 feet from the face of curb to the front facade (including sidewalks, which requirement shall not be eligible for "c" variance relief.
 - Stoop / porches / overhangs / bay windows and similar architectural features, less than 4'-0" shall not count toward this requirement.
- d. The following requirements shall be provided for the supportive unit building and are not subject to a variance relief.
 - i. Front doors shall face the commercial / retail uses.
 - iii. The building elevations shall closely match the townhome elevation (**Figures 6 & 22**) within this Redevelopment Plan for design, materials, color, layout and percentage of material types.
 - iv. Vinyl siding of any kind is not permitted on any building facade within the redevelopment plan.
 - vii. All building shall include foundation planting along the perimeter.
 - viii. End side elevations shall include a minimum of 6 windows and shall have similar architectural features and material percentages as the front elevations.

6. **Commercial / Retail Sub-Area:**

- a. Minimum Commercial Retail Square Footage: 9,000 sq. ft.
- b. Minimum Affordable Housing Requirement: 2.5% assessed value
 - i. The development fee of 2.5% shall be calculated on the difference between the equalized assessed value of the preexisting land and improvement and the equalized assessed value of the newly improved structure, i.e., land and improvement, at the time final certificate of occupancy is issued. If the calculation required under this section results in a negative number, the nonresidential development fee shall be zero.
- c. Minimum / Maximum Number of Stories / Building Height: 2 min. / 3 max. story & 24 ft min. / 40 ft max.
 - i. Building Height is measured from the vertical distance of the mean grade measured six feet from each building to the top of the highest ridge or roof beam of that building.
- d. Setbacks:

- | | |
|-------------------------------------|----------------|
| i. Chestnut Ridge Road: | 30 ft |
| ii. Glen Road: | 15 ft |
| e. Minimum Public Park / Open Space | 21,780 sq. ft. |
| i. Inclusive of land banked parking | |

7. **Flood Mitigation / Storm-water Management Requirements:**

- a. Any redevelopment pursuant to this redevelopment plan shall comply with the NJDEP's Flood Hazard and Water Management Rules (FHA NJAC 7:13 and Stormwater NJAC 7:8).
- b. Any redevelopment activities carried out pursuant to this Redevelopment Plan shall be undertaken in strict compliance with all applicable federal, state, and local regulations, including but not limited to the FEMA Flood Insurance rules, New Jersey Department of Environmental Protection's (NJDEP) Flood Hazard Area Control Act Rules (N.J.A.C. 7:13) and the Stormwater Management Rules(N.J.A.C. 7:8). The Developer shall be responsible for ensuring that the design and construction of any improvements within the redevelopment area shall meet the design and performance standards of the stormwater management rule and minimize damage to life and property from flooding caused by development within the flood hazard areas, to preserve the quality of surface waters, and to protect the wildlife and vegetation that exist within and depend upon such areas for sustenance and habitat as required by the flood hazard area control act rules. The Developer shall be responsible for obtaining all necessary permits and approvals from NJDEP and any other applicable regulatory agencies prior to any land disturbance or construction activities.

8. **Infrastructure Improvements:**

- a. Any redevelopment project shall provide adequate potable water, storm water, sanitary sewer and other necessary utility infrastructure to the site, to the satisfaction of the Borough Engineer.
- b. All costs necessary for the infrastructure improvements (including off-site and off-tract) associated with a development project are the responsibility of the redeveloper.
- c. The project shall be responsible for an impact fee as part of an overall utility plan if the Redeveloper does not fully fund all utility upgrades required to service the project and if required by the Borough of Woodcliff Lake.
- d. The costs may be paid by the redeveloper for off-site or off-tract improvements if they are associated with a larger municipal capital project, which shall be negotiated as part of a Redevelopment Agreement.
- e. Green infrastructure should be included within the design approach. Features such as bio-retention, permeable pavement, solar panels, etc. can be considered as part of the sustainable design approach.
- f. Utility and/or infrastructure improvements and structures shall be permitted in any required setbacks, whether above ground or below ground.

9. **Mechanical Equipment and Utilities:**

- a. All exterior mechanical equipment shall be located on rooftops behind parapet walls to limit visibility. Exterior ground-mounted mechanical equipment shall be fully screened with planting or other architectural elements.

10. **Other Requirements:**

- a. See Development / Place-Making Design Standards section for all design requirements.

- b. A minimum 9,000 sq. ft. of commercial / retail is required as part of the Commercial / Retail Sub-Area. In the event a restaurant / food related establishment cannot be leased after a period of 4 years from the first TCO of the multi-family phase, the redeveloper will be permitted to come back to the Borough to discuss alternative uses based on the Redeveloper Agreement.
- c. A minimum half acre public open space / park with all improvements provided by the redeveloper shall be constructed prior to the first TCO of the townhome phase and shall be maintained by the developer in perpetuity and programmed in conjunction with the Borough of Woodcliff Lake as detailed in the Developer's Agreement.
- d. Streetscape improvements are required along the property frontage of all public streets for the entire redevelopment area and shall meet the Borough Engineers requirements.
- e. All internal roadways shall be maintained by the Redeveloper and/or HOA including but not limited to all maintenance, upkeep and snow removal, etc.
- f. All trash removal shall be through a private hauler.
- g. All project signage shall either meet the Borough's sign ordinance or Redeveloper shall submit a separate sign package to the Land Use Board for review and approval, which signage may be approved in the Land Use Board's discretion without conformance to the Borough's sign ordinance and without meeting variance criteria.

Notwithstanding the above paragraph, the project shall be allowed four free standing signs that shall be allowed to have a maximum of 50 square feet of area, and which shall be set back 10 feet from the property line. Additionally, any building mounted signage shall not exceed an area equivalent to 10% of the total areal of the façade it is attached to, or that may be approved in the Land Use Board's discretion without conformance to the Borough's sign ordinance per the above paragraph.

- h. A traffic study shall be provided as a part of any site plan submission to the Land Use Board. Approval shall be contingent upon Bergen County review and approval of all access points along Glen and Chestnut Ridge Road.

8.0 PARKING STANDARDS:

1. Parking Requirements:

The minimum parking requirements for the Redevelopment Area are as follows:

<u>Use</u>	<u>Parking Ratio</u>
- Multi-family:	1.7 spaces per unit
- Townhomes:	RSIS
- Supportive Housing:	0.5 space per unit
- Commercial / Retail:	Min 5.0 sp and Max 12.0 sp per 1,000 gfa
- Civic / Cultural / Institutional:	5.0 sp per 1,000 gfa

Notes:

- a. When the formula or parking spaces required results in a fraction of a space exceeding 0.49, a full space shall be required;
- b. Gross Floor Area is the total interior floor area of all floors determined by measuring the inside dimension of the outside walls of the structure;

- c. Up to 20% of the required parking stalls may be designated for compact cars in the multi-family area only. Compact spaces are not permitted in the commercial / retail area;
- d. Accessory uses including but not limited to outdoor seating, dining or accessory areas do not count toward the required parking requirements;
- e. Tandem parking is only permitted within the townhomes.
- f. Parking requirements shall be met by phase.
- g. Open space located at the northeast corner of the property at the intersection of Glen Road and the Garden State Parkway shall be designated as land banked parking. After 12 months of operation of the commercial / retail buildings, should additional parking be needed to support the commercial / retail uses on site, Developer may submit an amended site plan application, supported by a parking study completed by a third-party parking consultant evidencing such need. Upon review, the Land Use Board may approve the conversion of this area into additional parking as is necessary to adequately address such need up to a max of 36 spaces.

2. **Minimum Parking Setbacks:**

- a. Parking areas from Chestnut Ridge Road: 30 ft
- b. Parking areas from Glen Road: 15 ft
- c. Parking areas from internal driveway/roadways: 10 ft
- d. Parking areas from the Garden State Parkway: 0 ft
- e. Parking areas along the southern property line: 9 ft

3. **Move-in / Loading / Trash Removal:**

- a. Loading for move-ins shall be located outside the public right of way and shall not interfere with traffic.
- b. Trash collection shall be located outside of the public right of way.

4. **Electric Vehicle Parking and Charging Stations:** Projects shall provide electric parking spaces in accordance with all applicable State requirements.

5. **Bicycle Parking:** Bicycle parking is required for each phase at one bicycle parking space for every 25 vehicle parking spaces, up to 200 vehicle parking spaces.

- a. Thereafter, one bicycle parking space shall be provided for every 50 vehicle parking spaces;

6. **Setback Maneuvering:** No surface parking or maneuvering space is permitted within any required setback, or between the permitted use and the required setback, except driveways providing access to the parking area may be installed across these areas.

7. **Handicapped Parking Requirements:** All handicapped parking requirements shall be met in each phase.

8. **Additional Off-Street Parking Regulations:**

- a. Parking spaces shall have a minimum 9'-0" x 18'-0" with a 24'-0" drive aisle.
- b. Compact parking spaces shall have a minimum dimension of 8'-0" x 16'-0" with a 24'-0" drive aisle.

9.0 DEVELOPMENT / PLACE-MAKING DESIGN STANDARDS:

The following Development / Place-Making Design Standards addresses an overall approach for the design of the project that are to be considered as part of the Redevelopment Plan. These standards are meant to establish the minimum criteria that will be required. The provisions of this section shall be met at the time land is developed. All provisions shall be installed by phase prior to TCO of that phase.

A. ARCHITECTURAL DESIGN STANDARDS:

1. **Materials:**

- a. All building facades adjacent to any street shall be composed of quality wood, masonry, glass, or metal materials, except that fiber cement siding, such as HardiePlank® or the equivalent is acceptable.
- b. For all townhome units, the building elevations shall be substantially similar to the townhome elevation (Figure 19) within this Redevelopment Plan (as determined by the Land Use Board) for design, materials, color, layout and percentage of material types.
 - i. Vinyl siding of any kind is not permitted on any building facade within the Redeveloper Area.

2. **Articulation:**

- a. The building façade shall have a clearly defined base, body, and cap.
- b. The building façade shall create a defining wall along the streetscape.
- c. Building exteriors shall have vertical and/or horizontal offsets to create visual breaks on the exterior.
- d. Wall offsets, including projections and recesses, such as balconies, bays, canopies, awnings, and other architectural details, are encouraged on all buildings.
- e. Townhome and end unit side elevations shall include a minimum of 4 windows and shall have similar architectural features and material percentages as the front elevations, which requirement shall not be eligible for "c" variance relief.

3. **Roofs:**

- a. The shape, pitch, and color of a roof should be architecturally compatible with the style, materials, and colors of such building.
- b. If the building has a flat roof, a parapet shall project vertically to hide any roof-mounted mechanical equipment.
- c. Rooftop heating, ventilating, and air conditioning (HVAC) systems, exhaust pipes and stacks, satellite dishes, and other telecommunications receiving devices shall be screened or otherwise specially treated to be inconspicuous as viewed from the primary to secondary street and adjacent properties.

4. **Entrances:**

- a. All entrances to a building shall be defined and articulated by architectural elements such as lintels, pediments, pilasters, columns, overhangs, or canopies. These elements shall be compatible with the style and materials of the building.
- b. Entrances may also be defined by planters.

5. **Other Design Features:**

- a. Any unit with a den shall not include a closet, shall not include a conventional door, and shall not have direct access to a bathroom. Pocket doors are acceptable.

B. STREETScape DESIGN STANDARDS:

Street Trees:

1. Street trees shall be planted equivalent to 40'-0" on center along all public street frontage and open spaces within the redevelopment area.
2. Internal roadways shall provide street trees where feasible but are not required to meet distance requirement.
3. Street trees shall be planted with a minimum 3" - 3.5" caliper, which have a minimum growth height of 25'-0"
 - a. Street trees shall be trimmed up to 8'-0" and shall be in accordance with the "American Standard for Nursery Stock" published by the American Association of Nurserymen;
 - b. Shrubs used in any screening must be evergreen, at least three feet (3'-0") tall with a minimum spread of two feet (2'-0") when planted and no further apart than four feet (4'-0"). They must be of a variety and adequately maintained so that an average height of three to four feet (3'-0" to 4'-0") could be expected as normal growth within four years of planting;
4. Street tree species shall be approved by the Borough Engineer as part of the site plan application;
5. Prior to installation a 4'-0" by 8'-0" minimum area should be treated and prepared for tree root growth;
6. A min. 2 year watering plan should be put into place;

Lighting and Power::

1. Site lighting shall use full-cutoff, dark-sky-compliant type fixtures, whenever possible. In addition, site lighting shall adhere to the requirements of § 292-28 and §380-79(A) of the Borough Code.
2. Street lights shall be provided along all public and internal streets per the Borough Engineers recommendations for distance and location;
3. Street light specifications and locations shall be submitted for review and approval prior to installation;
 - a. Parking lot lights shall not be greater than 22'-0" height;
 - b. Street lights are recommended at 16'-0" height;
4. Luminaires should be translucent or glare-free using opaque glass or acrylic lenses;

Circulation:

1. Internal vehicular and pedestrian circulation locations should be consistent with the conceptual site plans located within this Redevelopment Plan.
2. A public walk / trail shall be constructed around the perimeter of the project and shall be completed prior to TCO of the later to be completed of the multi-family or the townhome phase.
 - a. The public walk / trail shall be coordinated with the Borough Engineer as it pertains to materials, width, lighting and location;
 - b. Existing vegetation / trees should be maintained where possible when routing the walk / trail;
3. All internal roadways shall meet the minimum standards provide by the Borough Engineer at the time of site plan application.

C. LANDSCAPING AND SCREENING STANDARDS:**Overall Landscape Standards:**

1. The minimum landscaped open space for the entire project shall be 35% not including areas devoted to parking or roadways:

Off Street Surface Parking:

All proposed off street surface parking areas with twenty (20) spaces or more, shall be screened from all public streets with the following criteria:

1. A four foot (4'-0") min. planting strip shall be located between the parking area and the public street which it faces;
2. The planting area shall be planted with evergreen shrubs at least three feet high (3'-0") at the time of planting with species that will form a year round dense screen.
 - a. The max. height for planting should be maintained at no greater than 4'-0" in height.
3. Perimeter trees shall be planted at no greater than thirty foot (30'-0") on center based on the perimeter length of the parking area;

Interior Landscape Planting for Surface Parking:

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" caliper tree for every eight parking spaces, which include perimeter trees.

1. Fractions equal to or greater than one half resulting from this calculation shall be considered to be one tree;
2. Each such tree shall be located in a planting island with a minimum area of 160 square feet of pervious surface;
3. The following distribution of trees shall apply:-
 - a. All surface parking areas shall have a minimum 275 sf landscape planting area at the end of all surface parking rows;
 - b. A minimum of two street trees shall be planted in each planting area;
 - c. A landscape planting area is required for any surface parking that is greater than 180'-0" (20 spaces);
 - d. A minimum 12'-0" landscape planting area shall be provided along any interior roadway that accesses surface parking;



FIGURE 8: Conceptual rendering of the public park area



FIGURE 9: Conceptual rendering of the public park area



FIGURE 10: Conceptual rendering of the public park area



FIGURE 11: Conceptual rendering of the public park area

Required Screening:

The following uses must be screened from abutting property and view from a public street:

1. Dumpsters, recycling containers (except for recycling containers located, or solid waste handling areas;
2. Service entrances or utility structures associated with a building, except in the area where such use abuts other service entrances or utility structures;
3. Loading docks or spaces, except in the area where such use abuts other loading docks or spaces;
4. Outdoor storage of materials, stock and equipment is prohibited;
5. Any fence or wall used for screening shall be constructed in a durable fashion of brick, stone, other masonry material, specifically designed as fencing materials;
 - a. The maximum height for a wall or fence shall be four feet (4'-0") with the exception of screening for dumpsters which shall have a maximum height of six feet (6'-0");
6. A chain link fence with plastic, metal or wooden slats does not satisfy the requirements of this section;

D. CONCEPTUAL SITE PLANS / RENDERINGS:

The following represent conceptual plans for the proposed redevelopment area and are intended to only provide context. The intent of this plan is to be consistent with the written requirements herein, however in the event there are discrepancies, the written requirements of this redevelopment plan supersede any Conceptual site plans or elevations shown within this report.



FIGURE 12: Aerial Image of the Redevelopment Plan Area
Courtesy of Russo Development



FIGURE 13: Conceptual Site Plan for the entire Redevelopment Area
Courtesy of Russo Development



FIGURE 14: Conceptual Site Plan for the Retail / Commercial and Townhome Sub-Areas
Courtesy of Russo Development



FIGURE 15: Conceptual Site Plan for the below grade Multifamily Sub-Area
Courtesy of Russo Development



FIGURE 16: Conceptual Site Plan Multifamily Sub-Area Parking
Courtesy of Russo Development



FIGURE 17: Conceptual Site Plan Multifamily Sub-Area
Courtesy of Russo Development



FIGURE 18: Conceptual Site Plan for the Redevelopment Area
Courtesy of Russo Development



FIGURE 19: Conceptual Site Plan for a typical multifamily level
Courtesy of Russo Development



FIGURE 20: Conceptual Rendering for the Multifamily
Courtesy of Russo Development



FIGURE 21: Conceptual Rendering for the Multifamily
Courtesy of Russo Development



FIGURE 22: Conceptual Building Elevation for Townhomes
Courtesy of Russo Development

10.0 RELATIONSHIP TO DEVELOPMENT REGULATIONS AND OTHER PLANS

A. RELATIONSHIP TO THE BOROUGH OF WOODCLIFF LAKE ZONING AND LAND DEVELOPMENT ORDINANCES

This Redevelopment Plan shall function as an overlay zone and, as such, shall not replace the underlying zoning for the lot in question as set forth in Chapter 380, Zoning, of the Borough of Woodcliff Lake Code. If development is pursued under the overlay zoning, the standards established in this Redevelopment Plan shall supersede all provisions of Chapter 380, Zoning, Chapter 287, Signs, and Chapter 292, Site Plan Review of the Borough of Woodcliff Lake Code, except where specific provisions of the Code are expressly indicated as being applicable. In all situations where zoning and land development issues are not specifically addressed herein, the Borough of Woodcliff Lake Code shall, however, remain in effect. Adoption of this Redevelopment Plan and overlay zoning by the Borough Council shall be considered an amendment to the Borough of Woodcliff Lake Zoning Map.

B. RELATIONSHIP TO MASTER PLANS OF ADJACENT MUNICIPALITIES

The Borough of Woodcliff Lake borders 5 municipalities: the Borough of Saddle River, the Borough of Upper Saddle River, the Borough of Hillsdale, the Borough of Park Ridge, and the Borough of Montvale.

Borough of Saddle River

The Borough of Saddle River borders Woodcliff Lake to the west, roughly to the south of County Road and to the west of Chestnut Ridge Road. In Saddle River, land uses near the border are mostly single family residential, which is consistent with the predominant land use character in Woodcliff Lake along the border. The latest 2012 Saddle River Master Plan Reexamination Report recommend the protection of existing residential neighborhoods, and are thereby consistent with each other. At the corner of Chestnut Ridge Road and County Road, the Saddle River Grand townhouse community provides a transition between single-family neighborhoods in Saddle River and the Tice's Corner Shopping Center. For Tice's Corner Shopping Center, the Woodcliff Lake Master Plan further recommends the establishment of a new zoning district, including design and landscaping standards, to ensure that it remains a high quality, attractive site that is compatible with its surroundings. The Redevelopment Area is not located in close proximity to the Borough of Saddle River and this Redevelopment Plan is not anticipated to have a significant impact on the Master Plan for Saddle River.

Borough of Upper Saddle River

The Borough of Upper Saddle River shares its southeastern tip with the Borough of Woodcliff Lake. Along both sides of the northern portion of the border, both Boroughs are developed with single family residential neighborhoods. Along the southern portion of the border, residential lots in Upper Saddle River are adjacent to an office development at the end of Tice Boulevard, with a wide wooded and landscaped area separating the uses. Both the 2022 Woodcliff Lake Master Plan and the 2018 Upper Saddle River Land Use Element of the Master Plan are committed to protecting existing residential neighborhoods.

The Woodcliff Lake Master Plan reaffirms the existing Executive and Administrative Office (EAO) District zoning along Tice Boulevard, and continues to support the provisions of significant buffer areas around EAO District developments to protect neighboring residential zones and uses.

The Redevelopment Area is not located in close proximity to the Borough of Upper Saddle River and this Redevelopment Plan is not anticipated to have a significant impact on the Master Plan for Upper Saddle River.

Borough of Hillsdale

The Borough of Hillsdale is located to the south of Woodcliff Lake. From west to east, the border separates residential neighborhoods on both sides, then runs northward through Woodcliff Lake Reservoir and briefly along the Broadway corridor, and finally traverses Wood Dale County Park and other residential neighborhoods. The land uses existing and envisioned along the border in Woodcliff Lake are compatible with the zoning and development patterns in Hillsdale, and consistent with similar goals for land use, conservation, and business development enumerated in the 2003 Hillsdale Master Plan and subsequent Reexaminations. This Redevelopment Plan upholds objectives related to the beautification and enhancement of the Broadway Corridor. This Redevelopment Plan is not anticipated to have a significant impact on the Master Plan for Hillsdale.

Borough of Park Ridge

The Borough of Park Ridge borders Woodcliff Lake to the northeast. The boundary line traverses Wood Dale County Park and follows Bear Brook in a northwesterly direction, with the northernmost portion traversing the former Sony corporate campus in Park Ridge and residential homes in Woodcliff Lake. According to Park Ridge's Settlement Agreement with the Fair Share Housing Center, dated November 18, 2020, the former Sony campus will be developed for inclusionary family rental dwellings. The new multifamily development will be compatible with the residential land use nearby in Woodcliff Lake including the residential uses permitted in this Redevelopment Plan. This Redevelopment Plan is not anticipated to have a significant impact on the Master Plan for Park Ridge.

Borough of Montvale

Woodcliff Lake shares its northerly border with the Borough of Montvale. A portion of the aforementioned Sony corporate campus is located in Montvale, while the boundary line additionally traverses commercial and office developments along Chestnut Ridge Road and separates St. Joseph Regional High School in Montvale and residential homes in Woodcliff Lake. The economic development and land use goals proposed for the Chestnut Ridge Road corridor in the 2022 Woodcliff Lake Master Plan are consistent with the goal to revitalize the corridor enumerated in the 2008 Montvale Master Plan and subsequent Reexaminations. The Woodcliff Lake Master Plan is also committed to preserving the character of existing residential neighborhoods, which are compatible with the residential and educational uses in Montvale along the border.

The Redevelopment Area is not located in close proximity to the Borough of Montvale and this Redevelopment Plan is not anticipated to have a significant impact on the Master Plan for Montvale.

C. RELATIONSHIP TO THE WOODCLIFF MASTER PLAN

As indicated in Section 4.C of this Redevelopment Plan, the Borough of Woodcliff Lake 2022 Master Plan references both the BMW site as well as the Chestnut Ridge Road corridor. The Redevelopment Plan is consistent with the Borough's Master Plan based on the following:

The Redevelopment Plan proposes a mixed use predominantly residential development on a property that includes a vacant former corporate office space where the Master Plan includes recommendations for the redevelopment of these commercial corridors including Chestnut Ridge Road. The Plan seeks to enhance the economic viability of this corridor through the redevelopment of an underperforming former office building. In addition the redevelopment of the site will provide additional residential development within close proximity

to existing commercial properties that will support those existing businesses. Plan includes architectural and neighborhood design standards that will ensure a high quality development project which compliments the existing land uses within the area.

D. RELATIONSHIP TO THE BERGEN COUNTY MASTER PLAN

In 2010, the Bergen County Department of Planning embarked on a Visioning Process to inform planning priorities and key objectives for the new county master plan. In June 2011, the county published "Vision Bergen: The Visioning Component of the Bergen County Master Plan" that summarized the findings from the visioning efforts across the county. This document specifically addresses redevelopment in Bergen County, stating that because Bergen is a mature county in terms of its development pattern, future growth will primarily occur through redevelopment and infill.

The document also addresses the County's bias toward low-density single-family uses, noting "One significant concern with the existing zoning is that the most prevalent zoning category in the County is Low-Density Residential. This produces a pattern of land development that does not support most forms of transit and is therefore largely auto-dependent, is expensive and generally out of reach for people with lower or fixed incomes and is poorly suited to the changing demographics of single and two-person households." (Pages 24-25)

The 188 Broadway Redevelopment Plan set forth herein above addresses the County's need for more diverse types of housing via redevelopment of an unoccupied, unproductive site in close proximity to and supported by transit. As such, the Redevelopment Plan is substantially consistent with the Visioning Component of the Bergen County Master Plan.


E. RELATIONSHIP TO THE STATE DEVELOPMENT AND REDEVELOPMENT PLAN

Woodcliff Lake is designated within the PA-1 Metropolitan Planning Area in the 2001 State Development and Redevelopment Plan (SDRP). PA-1 is characterized by established, mostly built-out communities and is envisioned as areas that will provide for much of the state's future redevelopment. Within PA-1, the SDRP promotes growth in compact forms, redesigning areas of sprawl, and diversification of land uses and housing choice through redevelopment, infill, and efficient use of infrastructure.

This Redevelopment land contemplates redevelopment of an underutilized site, with particular focus on the revitalization of the Broadway Business District. The Redevelopment Plan is consistent with the SDRP and encourages patterns of development recommended within the PA-1 Metropolitan Planning Area including its intention to provide attractive, high quality housing options, on a lot with adequate infrastructure, proximity to major roadways and transit, and a mix of surrounding land uses, all of which suggest that the property is a suitable site for directing and encouraging growth and redevelopment.

APPENDIX 1

Resolution Authorizing Investigation



		BOROUGH OF WOODCLIFF LAKE				
		138 PASSACK ROAD, WOODCLIFF LAKE, NEW JERSEY 07677				
Member	Mayor	Council	Mayor	Council	Mayor	Council
Carlos Rendo, Mayor			X			
Tomas J. Padilla, Borough Administrator	X		X			
Brodsky			X			
Urdaneta			X			
Margolis			X			
Marsh			X			
Stern		X	X			
Pollack			X			
Mayor Rendo						

201-391-4977
Fax 201-391-8830

RESOLUTION APPROVING PLANNING SERVICES WITH DMR ARCHITECTS FOR PRELIMINARY REDEVELOPMENT INVESTIGATION STUDY

**RESOLUTION NO. 24-311
DECEMBER 16, 2024**

WHEREAS, the Borough of Woodcliff Lake is in receipt of a proposal from DMR Architects for professional planning services with regard to the Preliminary Redevelopment Investigation Study for Block 602 Lot 1 without condemnation; and

WHEREAS, the proposal, a copy of which is attached hereto and incorporated herein by reference, outlines the project understanding and scope of work for a total fee of \$19,160.00; and

WHEREAS, the Borough Administrator has reviewed the proposal submitted by DMR Architects for the preparation of the Preliminary Redevelopment Investigation Study for Block 602, Lot 1 without condemnation and recommends the approval of same; and

WHEREAS, the Chief Financial Officer has certified that funds are available for this expenditure, a copy of said certification being attached hereto and incorporated herein by reference.

NOW, THEREFORE, BE IT RESOLVED, by the Mayor and Council of the Borough of Woodcliff Lake, County of Bergen, and State of New Jersey that the proposal submitted by DMR Architects for professional planning services regarding the Preliminary Redevelopment Investigation Study for Block 602, Lot 1 without condemnation in the amount of \$19,160.00, a copy of which is attached hereto and incorporated herein by reference, be and is hereby approved; and

BE IT FURTHER RESOLVED, that the Borough Administrator be and is hereby authorized and directed to take all steps necessary to effectuate the purpose of this resolution; and

BE IT FURTHER RESOLVED, that the Borough Clerk be and she is hereby authorized and directed to forward a certified copy of this resolution to DMR Architects upon its passage.

CERTIFICATION

I, Deborah Dakin, Municipal Clerk of the Borough of Woodcliff Lake in the County of Bergen and the State of New Jersey, do hereby certify that the foregoing resolution is a true copy of the original resolution duly passed and adopted by the Governing Body at the meeting of December 16, 2024.



**DEBORAH DAKIN, RMC, CMR
BOROUGH CLERK**