

# Borough of Emerson Redevelopment Plan



Prepared by Burgis Associates, Inc.  
March 2006

# **2006 REDEVELOPMENT PLAN**

## **BOROUGH OF EMERSON BERGEN COUNTY, NEW JERSEY**

**PREPARED FOR BOROUGH OF EMERSON PLANNING BOARD  
BA # 1486.07**

The original document was appropriately signed and sealed on March 31, 2006 in accordance with Chapter 41 of Title 13 of the State Board of Professional Planners

---

Joseph H. Burgis, P.P., A.I.C.P.  
Professional Planner # 2450

---

Brigette Bogart P.P., A.I.C.P.  
Professional Planner # 5679

---

**BOROUGH OF EMERSON MAYOR AND COUNCIL**

Mayor Steve Setteducati  
Mr. Brian Todd, Council President  
Mr. Carlo Camporeale, Council Member  
Ms. Carole Costantin, Council Member  
Mr. Chris Heyer, Council Member  
Mr. Kenneth Hoffman, Council Member  
Mr. Francis P. Milone, Jr., Council Member

**PLANNING BOARD MEMBERS**

Mr. Steven L. Bair, Chairman  
Mr. Robert Adams, Vice Chairman  
Mayor Steve Setteducati  
Mr. Brian Todd, Council member  
Mr. Owen Cassidy  
Ms. Marcia DeSalvo  
Mr. Gary Goursky  
Mr. Fred Madura  
Mr. Mark Orecchio

**COUNCIL LIASIONS**

Mr. Brian Todd  
Mr. Christopher Heyer

**PLANNING BOARD TECHNICAL ADVISORS**

Ms. Barbara Looney - Planning Board Secretary  
Mark Madaio, Esq. - Board Attorney  
Kenneth Job, PE - Borough Engineer  
Joseph Burgis, P.P. , A.I.C.P - Planning Consultant

TABLE OF CONTENTS

1.0 INTRODUCTION..... 1

2.0 BACKGROUND INFORMATION ..... 2

    2.1 AREA DESIGNATED AS AN AREA IN NEED OF REDEVELOPMENT ..... 2

    2.2 EXISTING LAND USES ..... 2

    2.3 EXISTING DEVELOPMENT ..... 2

3.0 GOALS & OBJECTIVES ..... 3

    3.1 GENERAL ..... 3

    3.2 CBD DESIGN ..... 3

    3.3 PARKING AND VEHICLE CIRCULATION..... 3

    3.4 PEDESTRIAN SAFETY AND CIRCULATION ..... 4

    3.5 ARCHITECTURE OF BUILDINGS ..... 4

    3.6 SIGNAGE ..... 4

    3.7 STREETScape DESIGN ..... 4

4.0 Required Components of the Redevelopment Plan..... 5

5.0 Redevelopment Plan Strategy/ Overview of the Process ..... 5

6.0 The Redevelopment Plan..... 6

    6.1 OVERVIEW OF DESIGN CONCEPT ..... 6

    6.2 RELATIONSHIP TO LOCAL OBJECTIVES..... 11

    6.3 PROPOSED LAND USE AND BUILDING REQUIREMENTS ..... 14

    6.4 PROVISIONS FOR RELOCATION..... 25

    6.5 IDENTIFICATION OF PROPERTY TO BE ACQUIRED ..... 25

    6.6 RELATIONSHIP OF MASTER PLANS ..... 26

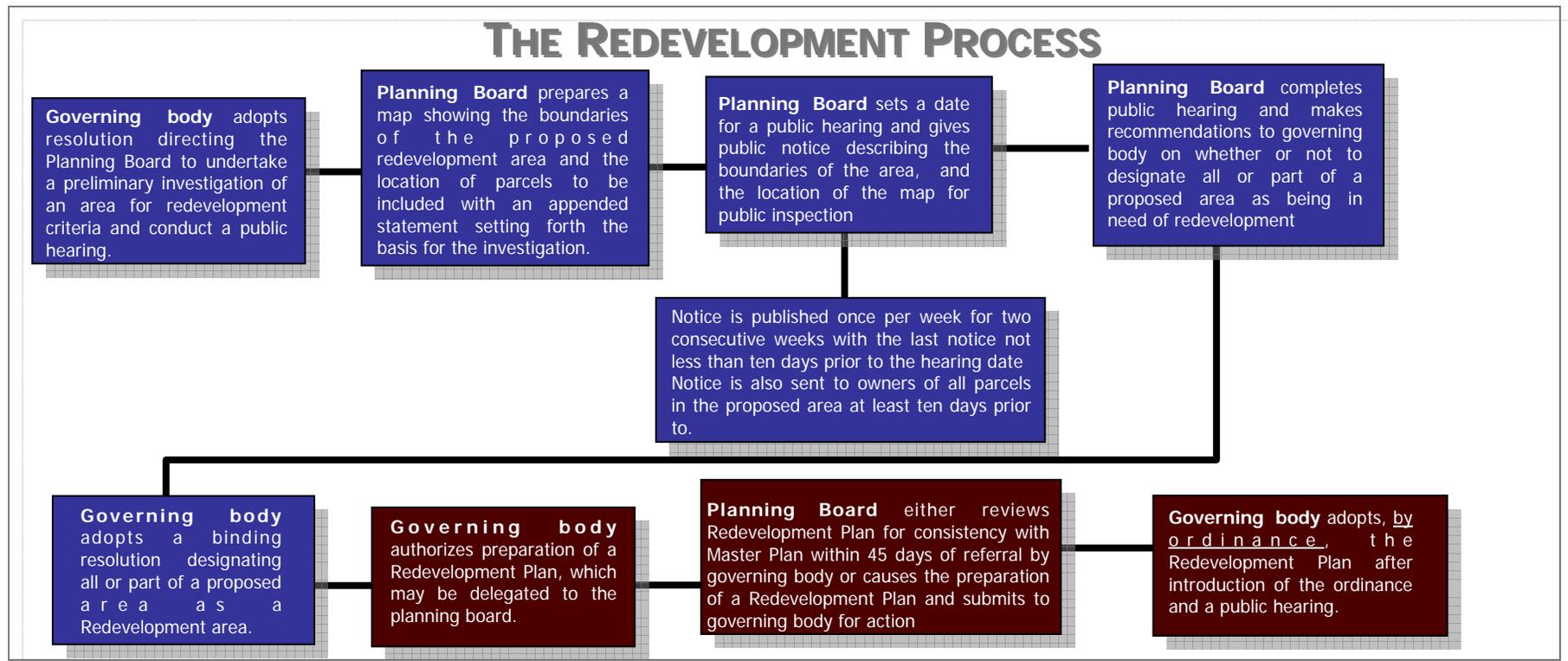
    6.7 RELATIONSHIP TO PERTINENT MUNICIPAL REGULATIONS..... 28

7.0 Sample Concept Designs ..... 29

## 1.0 INTRODUCTION

The Borough of Emerson Redevelopment Plan for the community's central business district represents a follow-up to the borough's recent adoption of an 'area in need of redevelopment' study for the borough's Kinderkamack Road business corridor. This redevelopment plan is the next step in the redevelopment process. It is designed to incorporate the philosophy and policies of the state's smart growth initiatives, envisioning the creation of a business district that promotes a pedestrian-friendly mix of local retail establishments and residential units above these stores. As detailed herein, the plan is designed to revitalize the commercial core of the community by enhancing the local shopping experience, improve vehicular and pedestrian circulation, increase parking, and improve the aesthetic character of the area.

Before a municipality, or designated redevelopment entity, may utilize their powers granted under the Local Redevelopment and Housing Law (LRHL) a redevelopment plan must be adopted. The statute requires that the redevelopment plan include an outline for planning, development, redevelopment, or rehabilitation sufficient to indicate the plan's relationship to definite local objectives as to a variety of specific planning indices, land use and building requirements, the manner in which residential relocation issues are to be addressed, identification of any sites to be acquired, and any significant relationship of the plan to County and State Plans, contiguous municipal master plans and local development regulations. The redevelopment plan as set forth herein addresses all of these statutory requirements.



## 2.0 BACKGROUND INFORMATION

### 2.1 AREA DESIGNATED AS AN AREA IN NEED OF REDEVELOPMENT.

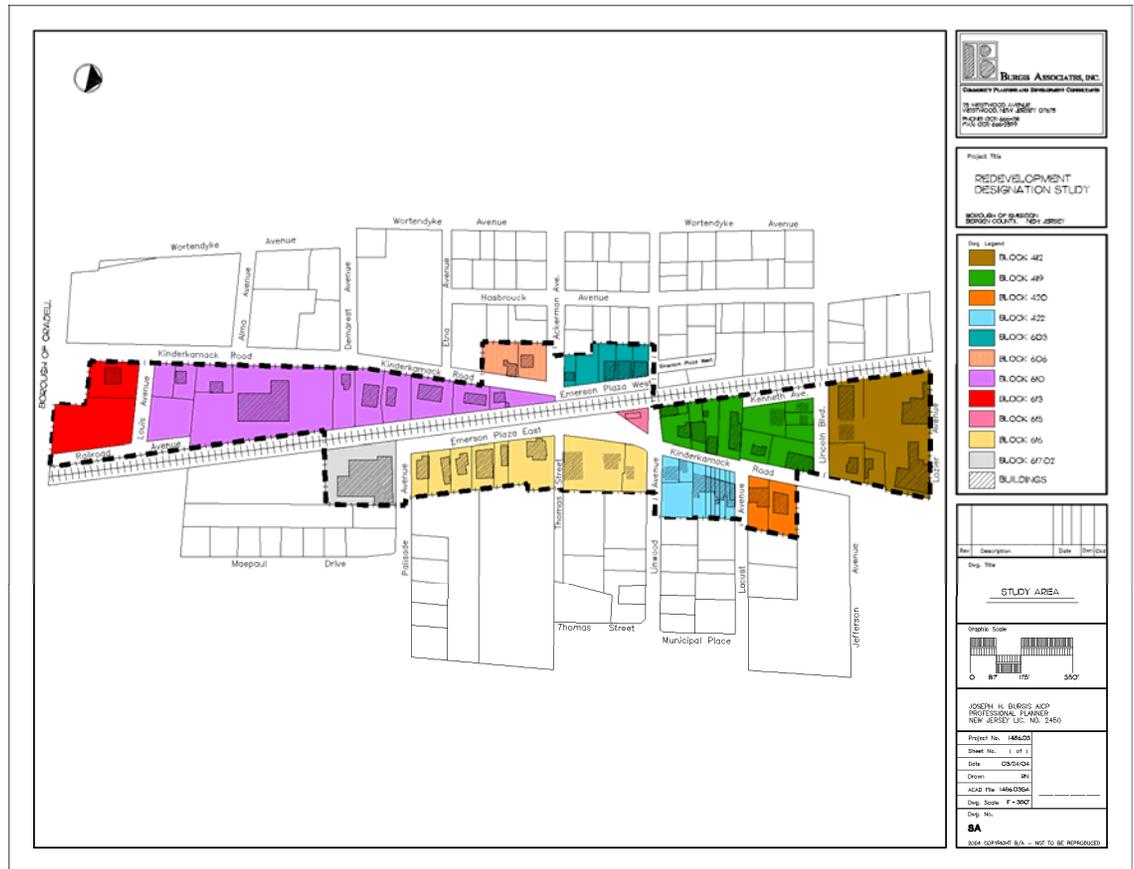
The map to the right identifies the area that the Borough of Emerson, during the designation phase, determined met the criteria as an “area in need of redevelopment”. The map illustrates the boundaries of the area and the tax blocks and lots. The area includes 59 tax lots and approximately 19.7 acres of land, excluding rights of way. The district’s boundary primarily includes lots fronting on Kinderkamack Road between Lozier Avenue to the north and the municipal border with the Borough of Oradell to the south. On an east-west axis, the district extends along the rear property lines of lots fronting on Kinderkamack Road, Emerson Plaza East and Emerson Plaza West. The boundaries were established through an examination of the distribution of commercial land uses along Kinderkamack Road and its side streets.

### 2.2 EXISTING LAND USES

Approximately 33 percent of the 19.7 acres of land located in the study area is currently developed with commercial retail uses. Automotive, office, vacant land and restaurants comprise the bulk of the uses occupying the remaining land in the district. A small portion of the district is currently used for detached residential, apartments, industrial, public and vacant buildings.

### 2.3 EXISTING DEVELOPMENT

The majority of the lots are developed with one-story buildings, with a few two-story buildings dispersed throughout the study area. These buildings yield approximately 236,000 square feet of floor space, with 756 off-street parking spaces serving them. This results in an overall parking deficit of 285 parking spaces for the district when utilizing general planning parking standards.



### 3.0 GOALS & OBJECTIVES

#### 3.1 CBD DESIGN

1. Encourage new developments that utilizes architectural and other site design elements that will establish a distinctive neo-traditional developed character to replace the district's current strip commercial sprawl imagery;
2. Encourage mixed-use developments and reduced setback lines to foster a continuous frontage of buildings and unify the streetscape;
3. Discourage the creation of front yard parking areas;
4. Encourage lot consolidation to enhance opportunities for infill and redevelopment where appropriate;
5. Support developments that are pedestrian-scaled and reinforce retail activity in the district;
6. Support a modest increase in intensity of use in the district to promote and sustain the revitalization of the district;
7. Enhance the physical appearance of the business district through comprehensive and integrated streetscape improvements, building renovations, and related physical improvements.

#### 3.2 PARKING AND VEHICLE CIRCULATION

1. Work with New Jersey Transit to improve access to mass transit and relocate the train stop to eliminate the blockage of Kinderkamack Road;
2. Review and establish alternative areas and programs for commuter parking;
3. Encourage shared parking design, common access and circulation features between adjoining properties to maximize parking arrangements and a greater utilization of existing parking areas;
4. Improve the design and accessibility of off-street parking arrangements to encourage the use of rear parking areas;
5. Work with County officials to create on-street parking areas along Kinderkamack Road;
6. Support roadway improvement programs that balance the need for circulation and roadway improvements while reinforcing a pedestrian-friendly environment, and at the same time enhancing the district's livability;
7. Support roadway improvement programs that utilize pedestrian-friendly techniques and smart growth concepts;
8. Support the addition of a dedicated turning lane on Kinderkamack Road at its intersection with Linwood Avenue, Ackerman Avenue and Lincoln Boulevard;
9. Support the installation of traffic lights at Kinderkamack Road and Ackerman Street.

#### 3.3 PEDESTRIAN SAFETY AND CIRCULATION

1. Create an enhanced pedestrian connection between the business district and activity centers (Borough Hall, School facilities, Hilliard Park, Senior Center, and other places of gathering);
2. Establish landscaping to buffer the sidewalks from the vehicles traveling on Kinderkamack Road;
3. Create a physical setting for pedestrian activity that is comfortable, convenient, visually interesting, and secure.

### **3.4 ARCHITECTURE OF BUILDINGS**

1. Identify appropriate design controls and standards that will promote the rehabilitation of the buildings utilizing a diversity of architectural styles and materials, while also encouraging the use of selected common thematic elements that will unify the district with a particular visual theme;
2. Encourage architectural features that create a visual impact on the corridor and contributes to the character of the area, specifically variation in building articulation such as size and shape of windows, roofs and cornices, recessed building entries, and building materials;
3. Encourage corner buildings with enhanced design elements including, but not limited to, varying building heights, changes in façade articulation and plane, awnings and canopies, pedestrian entrances that develop and contribute to active intersections;
4. Encourage creative storefront designs that enhances the overall character and attractiveness of the CBD.

### **3.5 SIGNAGE**

1. Encourage store signage to be an integral building element that is in scale with the storefronts they serve;
2. Encourage signage styles that reflects the character of the individual buildings they are placed on, as well as taking into consideration the surrounding buildings and signage in their immediate vicinity;
3. Establish a comprehensive signage program to promote consistency and complimentary designs throughout the CBD;
4. Establish an identifiable cohesive district image through signage and other unifying elements.

### **3.6 STREETScape DESIGN**

1. Enhance the intersection of Linwood Avenue and Kinderkamack Road as a key focal point in the district;
2. Create a sense of pedestrian scale through the use of street furniture and landscaping;
3. Establish streetscape elements that will further enhance the visual character of the district;
4. Ensure that parking areas incorporate a comprehensive landscape design to enhance the site's visual impression;
5. Prepare a comprehensive streetscape improvement plan connecting the business district with the adjoining civic institutions.

#### **4.0 REQUIRED COMPONENTS OF THE REDEVELOPMENT PLAN**

Section 40A:12A-7 of the New Jersey Local Redevelopment and Housing Law (LRHL) requires that the redevelopment plan shall consist of an outline for the planning, development, redevelopment, or rehabilitation of the project area which designates 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 (a) the master plans of contiguous municipalities (b) the master plan of the county in which the municipality is located and (c) 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. Its relationship to pertinent municipal development regulations as defined in the "Municipal Land Use Law" (MLUL).

In addition, the redevelopment plan shall include the provision of affordable housing in accordance with the "Fair Housing Act". All development within the designated redevelopment area shall provide for the appropriate number of affordable dwellings. The number of affordable units shall be provided pursuant to the State of New Jersey Council On Affordable housing third round rules that mandate a minimum of one affordable housing unit for every eight units of market rate housing and one affordable housing unit for every twenty-five jobs created. The redevelopment plan encourages the use of age-restricted housing, to the extent feasible and in accordance with COAH rules, to address the borough's affordable obligation.

#### **5.0 REDEVELOPMENT PLAN STRATEGY/OVERVIEW OF PROCESS**

The Borough of Emerson Redevelopment Plan for the Kinderkamack Road corridor calls for the physical redevelopment of the existing structures, the area's redevelopment with a variety of retail and service commercial uses and residential uses, the redesign of the existing circulation and parking designs and the provision of new streetscape elements. The plan provides for a two-fold approach for the redevelopment of the district. In one instance, it sets forth a plan that provides for a comprehensive design for the entire corridor that enables redevelopment, and in some cases redevelopment that is coupled with expansion of existing development where it is warranted. It provides for phasing to allow for the relocation of businesses within the central business district. In the second instance, it also provides an opportunity to enable a more comprehensive redevelopment of the entire district that is to be imposed where existing conditions are not to be retained. Both approaches include the required components of a redevelopment plan as set forth in the LRHL. The borough's adopted 2003 Central Business District Plan was utilized as a basis for many of the redevelopment plan's design principles, because it provides for efficient circulation patterns, new streetscape designs and more appropriately scaled structures for the entire area, in contrast to the area's existing conditions. The following sections of this report illustrate the proposed planning for the entire area that was designated as the area in need of redevelopment. It further details specific sample plans for different blocks in the area.

## **6.0 THE REDEVELOPMENT PLAN**

In order to implement the redevelopment plan, new zone districts must be established. These new zones, identified as numbered Central Business District Zones, are detailed below.

In accordance with Section 40A:12A-7f of the redevelopment statute, which permits the governing body to amend or revise any portion of the proposed redevelopment plan by an affirmative vote of the majority of its full authorized membership, this plan hereby requires that it be reviewed once a year, to reevaluate its applicability to the area in need. During the review of the plan and ordinance, the governing body may remove properties from the area designated 'in need of redevelopment' if the properties have been redeveloped and the redevelopment has been undertaken in a manner that meets the purposes and intent of the Central Business District Ordinance and its regulatory controls. It should be noted that while the designation may be removed, the subject properties should remain in the Central Business Districts for zoning purposes. Components of the plan may also be revised at that time, pursuant to the applicable statutory provisions.

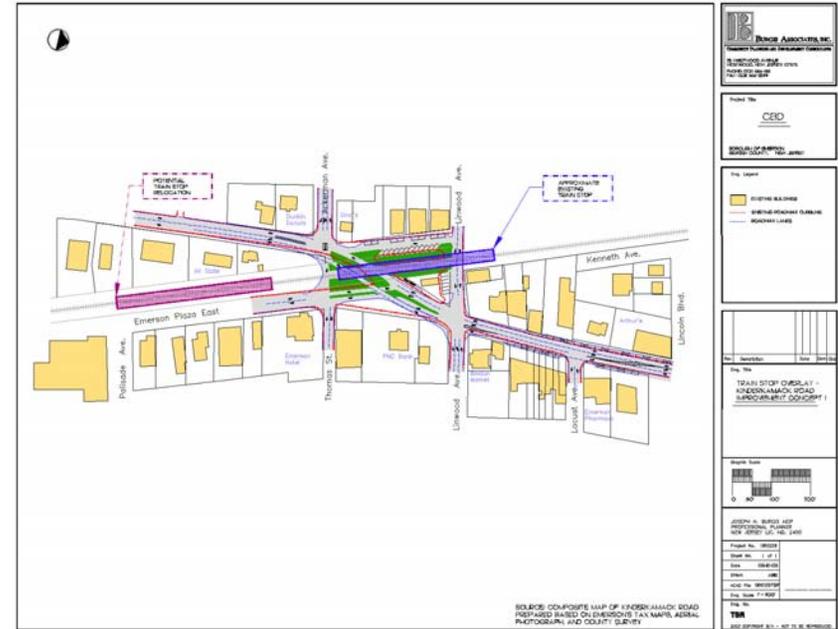
### **6.1 OVERVIEW OF DESIGN CONCEPT**

The first design concept is based on the redevelopment of selected properties and blocks in the district that will not only revitalize the mix of retail uses and the image of the district, but also improve the way the district physically functions. In order to accomplish these goals, the plan includes an improved parking and vehicular circulation design for the entire corridor, and identifies appropriate locations for multi-level buildings that include additional retail and office space and/or residential units on the upper floors. The plan also calls for a comprehensive streetscape design that will unify

the commercial corridor through appropriate design elements and create a more pedestrian-friendly and aesthetically pleasing environment. The second design concept maintains the same overall goals with respect to improving the physical character of the district, but enables a more substantive and comprehensive approach to redevelopment.

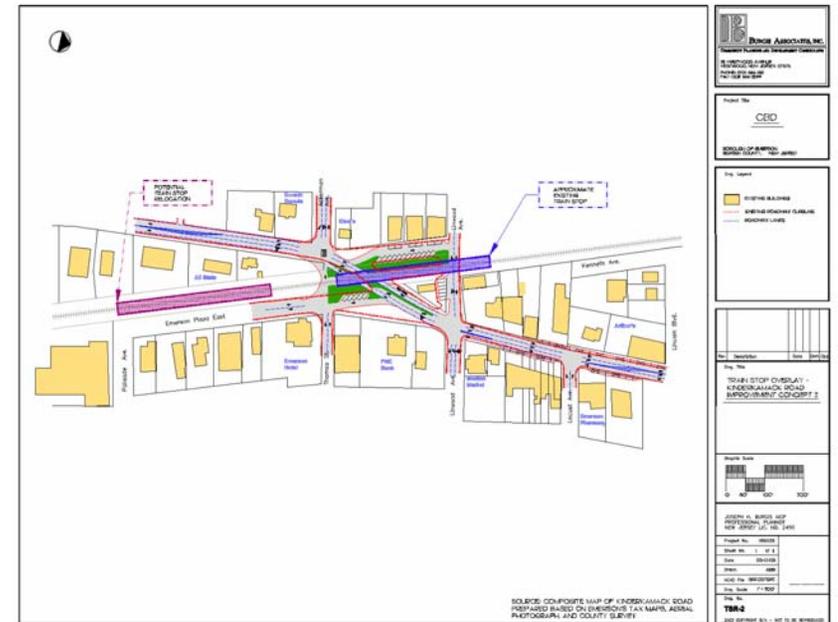
**CIRCULATION IMPROVEMENTS**

The redevelopment plan includes recommendations for circulation and parking improvements along Kinderkamack Road and in adjacent parking areas. The proposal incorporates recommendations from Bergen County's Preliminary Roadway Plan and from the community stakeholders that include residents, property owners, the governing body, and merchants. The plan includes many of the recommendations for roadway improvements that were presented in the borough's adopted Central Business District Plan. These include the provision of a new traffic light at Ackerman Avenue, construction of dedicated turning lanes, the potential relocation of the train stop, the elimination of several existing curb cuts, and the creation of on-street parking. Without these improvements the corridor does not operate as efficiently as it could, and therefore these improvements are an integral part of the redevelopment of the corridor. The accompanying maps detail the two circulation concepts.



**SCALE OF STRUCTURES AND BUILDING DESIGN**

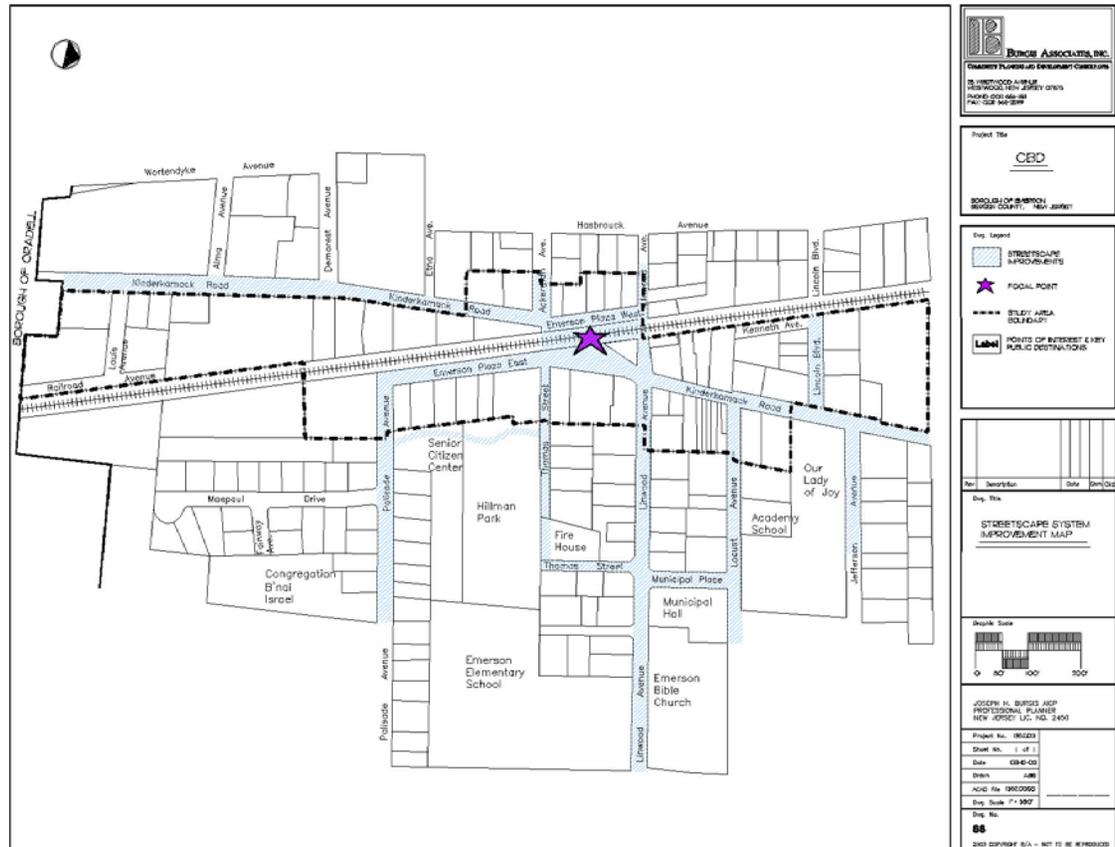
The redevelopment plan is designed to encourage and accommodate a unified, compact commercial area focused around shops, restaurants, and residential development. The scale and design of the buildings proposed for the redevelopment area seek to create a critical mass of development that includes dwellings. In this regard, the plan calls for the development of multi-family residences above retail establishments, and in some cases, where lots are farthest from the central portion of the cbd, residential development without at-grade retail may also be allowed. The redevelopment plan permits 2 and 3 story buildings, and in some cases 4 stories, that may be occupied by residential and/or office uses. This will provide additional support for the local stores. The specific scale and the design of the buildings permitted in the redevelopment area are established by the area and bulk regulations set forth below.



### STREETSCAPE SYSTEM

The redevelopment plan calls for a new streetscape design for Kinderkamack Road. The design includes new lighting fixtures, sidewalk paving, new crosswalks, banners, wayfinding signage, landscaping and street furniture. These streetscape improvements are designed to create a unified character for the entire central business district, improve the appearance of the district, and enhance the safety of the area.

The map on this page details the extent and the planned location of proposed streetscape improvements. The next two pages illustrate the paving designs suggested for the sidewalks. In addition to the paver design for the sidewalks, the crosswalk design should be enhanced with textured materials delineating critical pedestrian areas to

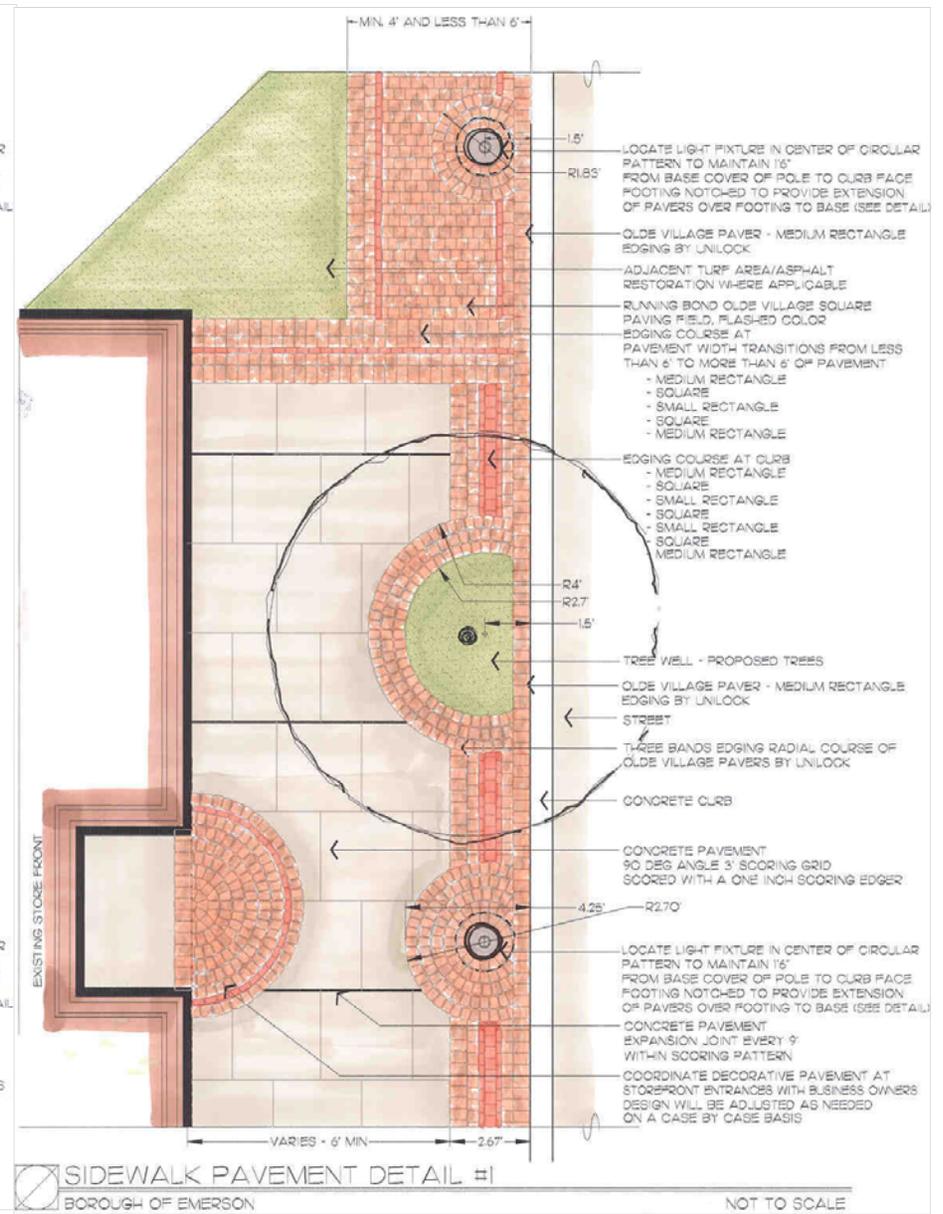
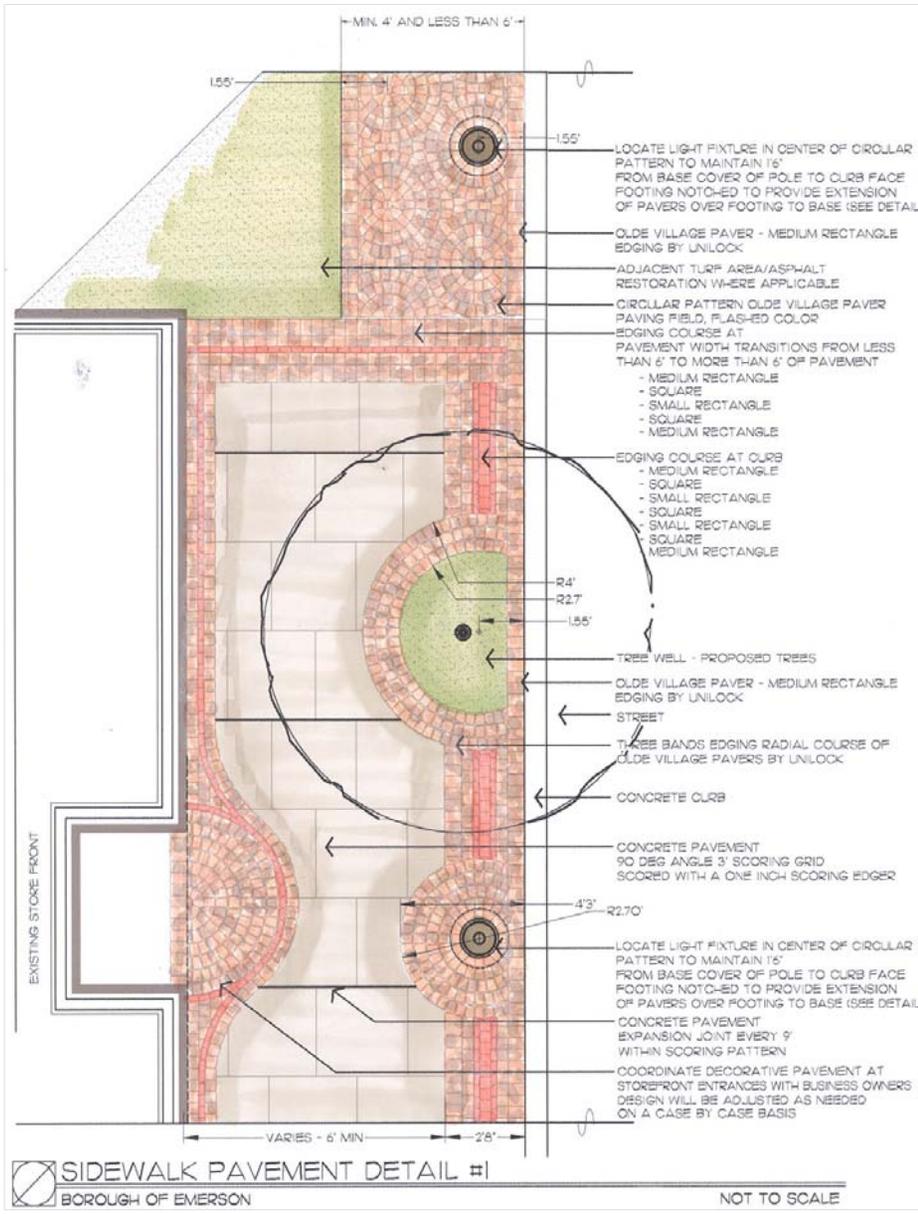


promote pedestrian safety throughout the Central Business District, thereby serving to improve the general appearance of the street.

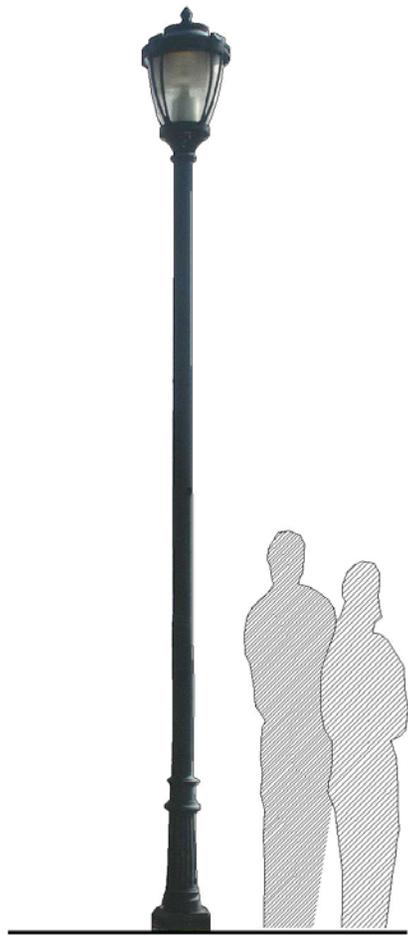
### PEDESTRIAN LIGHTING

Installation of pedestrian-oriented decorative lighting fixtures is recommended for the area along Kinderkamack Road, Emerson Plaza West, and Emerson Plaza East. The fixtures should not be mounted higher than 12 feet. The light poles should contain mounting brackets for wayfinding signage and seasonal decorative display and information.

### WAYFINDING SIGNAGE

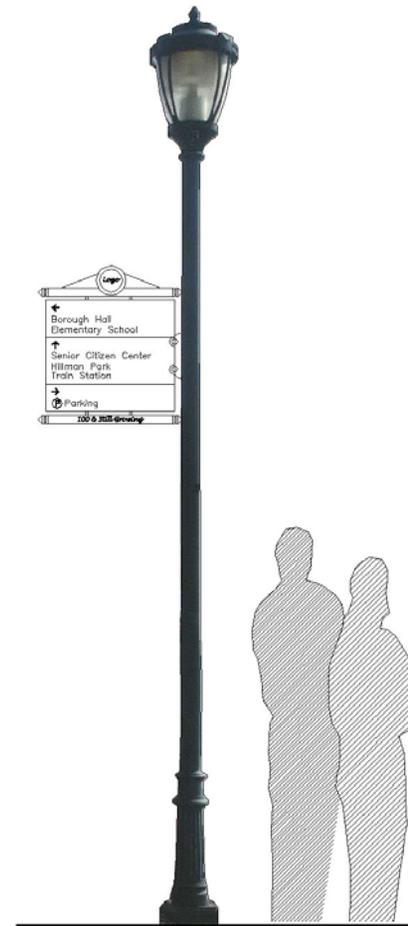


Lighting Design — Concept 1



PROPOSED DECORATIVE STREET LIGHT  
Not to Scale

Lighting Design — Concept 2



PROPOSED DECORATIVE STREET LIGHT W/ WAYFINDING SIGNAGE  
Not to Scale

A wayfinding signage program is recommended for the district. The signage is designed to be color-coded to identify points of interests, direct people to parking, etc. This signage can be located on existing and proposed light poles. The design uses color-coding for different areas of the borough, thereby allowing the program to be extended to other commercial areas and side streets in the borough.

## **6.2 RELATIONSHIP TO LOCAL OBJECTIVES**

One of the required components of a redevelopment plan is to provide information regarding its relationship with local objectives as to appropriate land uses, density of population and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements.

### **BOROUGH OF EMERSON'S MASTER PLAN DOCUMENTS**

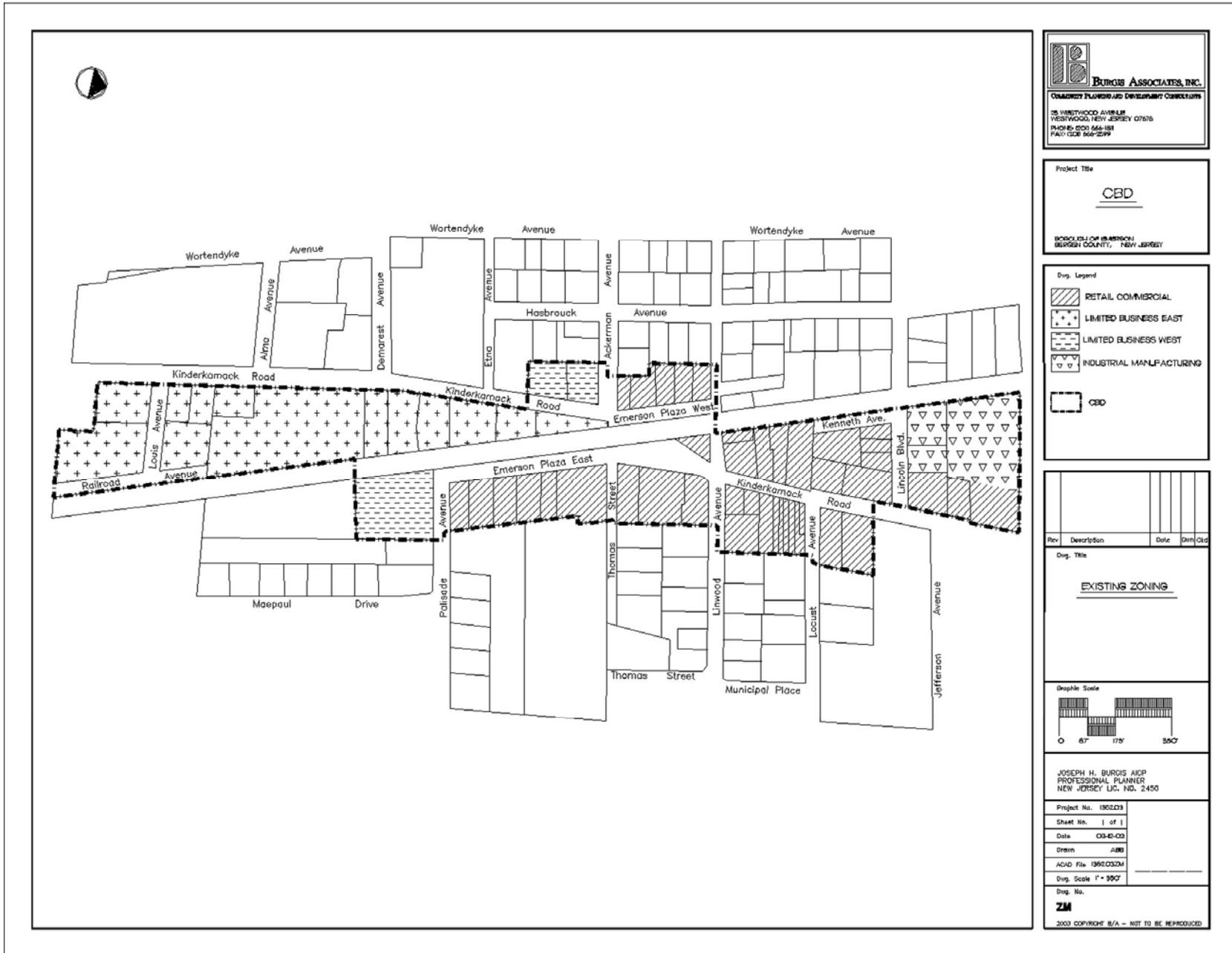
The proposed redevelopment plan is consistent with the borough's master plan documents and the recommendations in those plans that pertain to the business district. The 1999 master plan reexamination report recommended that the borough consider the preparation of a Downtown Plan to address the need to enhance the area adjacent to the rail station on Kinderkamack Road. At that time New Jersey Transit was planning to alter the station area, and the 1999 plan encouraged the borough to become actively involved in those planning efforts. The borough recognized that the possibility existed for the relocation of the platform to the southerly side of Linwood Avenue so that Kinderkamack Road would not be blocked during the times when passengers are entering or existing the train. A Central Business District Plan was subsequently adopted in 2003. The goals and objectives of the Redevelopment Plan reflect the goals set forth in the 2003 Central Business District Plan. These goals are detailed in Section 3.0 of this document.

The 1999 Reexamination Report also states the need to examine the land use designations and zoning for properties in close proximity to the station to determine whether or not changes are required. The 2003 Central Business District Plan also determined that changes are required, and detailed specific zoning recommendations to implement change. The proposed land use and building requirements detailed in Section 5.3 include those zoning recommendations, with refinements and modifications based on further analysis and assessment of site conditions.

It is noted that the reexamination report further states that "the borough may also wish to consider the use of the Local Redevelopment and Housing Law to create a redevelopment plan for all or part of the Downtown area to upgrade the appearance and efficiency of the Downtown. The Local Redevelopment and Housing Law provides for the establishment of a redevelopment agency which can condemn and assemble parcels to "jump start" the redevelopment process. (Or) public/private partnerships can be entered which can provide the borough with a far greater degree of control over the timing and quality of any development." This 2005 redevelopment plan was created in furtherance of the recommendations set forth in the 1999 mater plan reexamination report.

### **BOROUGH OF EMERSON'S ZONING ORDINANCE**

The "area in need of redevelopment" encompasses four zoning districts, including the RC Retail Commercial District, the LBE Limited Business East District, the LBW Limited Business West, and the IM Industrial Manufacturing District. The redevelopment plan refines the provisions of these zones to facilitate a uniform and integrated development pattern. It recommends that the entire area be rezoned to create two new CBD Central Business District zones that encompass the entire redevelopment area. The maps on the previous pages detail the existing zone districts and the proposed Central Business Districts.



**B** BURGIS ASSOCIATES, INC.  
 CONSULTING PLANNERS AND DEVELOPMENT CONSULTANTS  
 25 WINDYWOOD AVENUE  
 WESTWOOD, NEW JERSEY 07675  
 PHONE: (201) 566-1888  
 FAX: (201) 566-2299

Project Title  
CBD  
 BOROUGH OF EMERSON  
 BURGESS COUNTY, NEW JERSEY

Div. Legend

- RETAIL COMMERCIAL
- LIMITED BUSINESS EAST
- LIMITED BUSINESS WEST
- INDUSTRIAL MANUFACTURING
- CBD

Rev	Description	Date	Drn	Chd

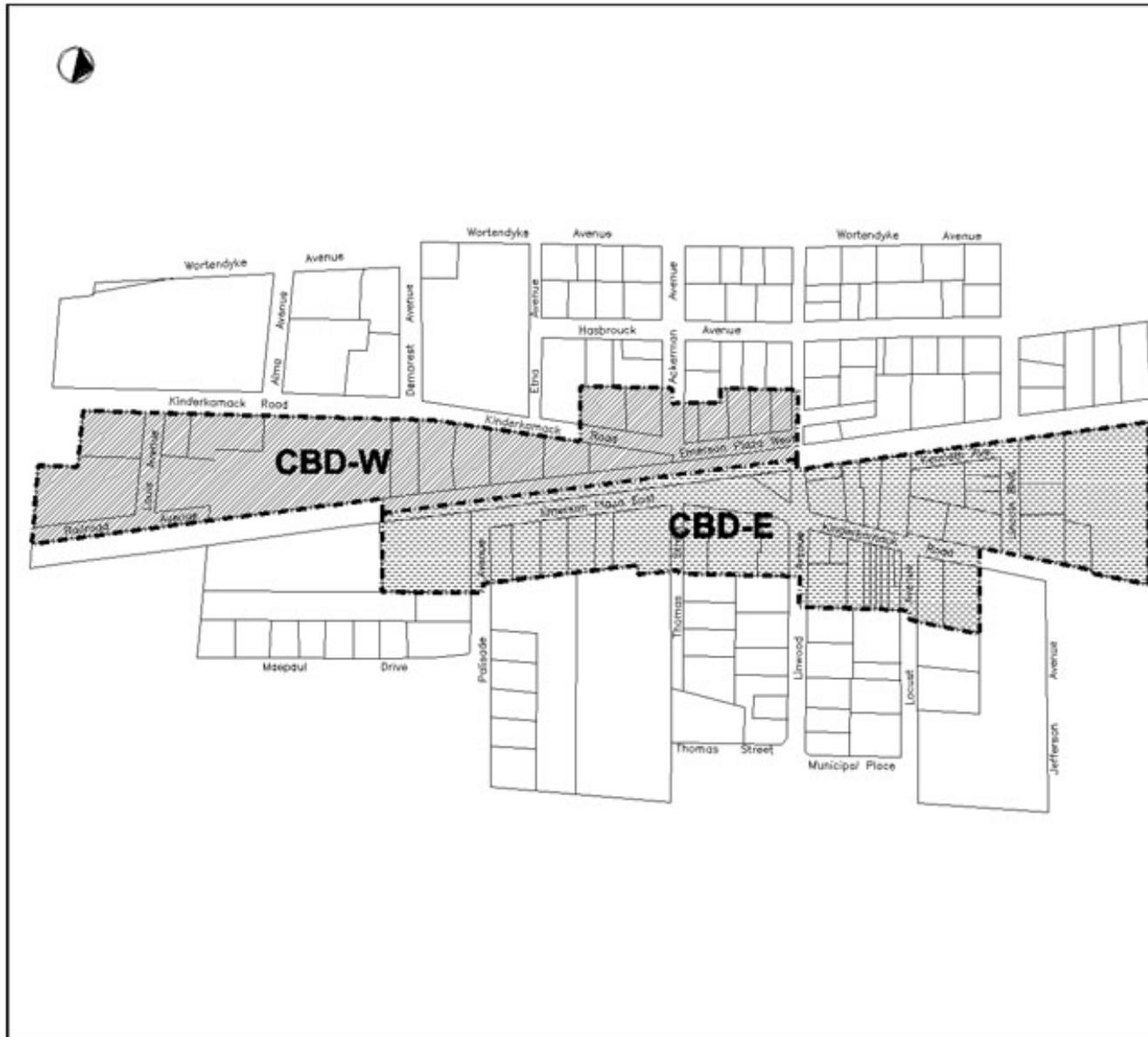
Div. Title  
EXISTING ZONING



JOSEPH H. BURGIS AICP  
 PROFESSIONAL PLANNER  
 NEW JERSEY LIC. NO. 2450

Project No.	1962D3
Sheet No.	1 of 1
Date	03-21-03
Drawn	AMB
ACAD File	1962D32M
Div. Scale	1" = 300'
Div. No.	<b>ZM</b>

2003 COPYRIGHT B/A - NOT TO BE REPRODUCED



**B** BURGIS ASSOCIATES, INC.  
 GEORGETOWN PLANNING AND ENGINEERING CONSULTANTS  
 25 LINDENWOOD AVENUE  
 RED BANK, NEW JERSEY 07870  
 PHONE: (908) 444-8800  
 FAX: (908) 444-8801

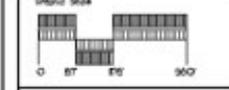
Project Title  
**REDEVELOPMENT PLAN**  
 BOROUGH OF EMERSON  
 BERGEN COUNTY, NEW JERSEY

Prop. Legend

- CENTRAL BUSINESS DISTRICT WEST
- CENTRAL BUSINESS DISTRICT EAST

Rev.	Description	Date	Drawn/Check

Prop. Title  
**PROPOSED ZONING**



JOSEPH H. BURGIS ACP  
 PROFESSIONAL PLANNER  
 NEW JERSEY LIC. NO. 2450

Project No.	050008
Sheet No.	1 of 1
Date	09-02-06
Drawn	AMB
ACAD File	050008M
Prop. Scale	1" = 500'
Prop. No.	

**ZM**  
 2005 COPYRIGHT ©/A - NOT TO BE REPRODUCED

### **6.3 PROPOSED LAND USE AND BUILDING REQUIREMENTS**

The LRHL requires that the redevelopment plan sets forth the proposed land uses and building requirements in the project area. The following recommended zoning regulations set forth the permitted uses and the area and bulk regulations for the proposed central business districts.

**A. Purpose.** The intent and purpose of the Central Business District East (CBD-E) and Central Business District West (CBD-W) is to:

1. Provide standards and guidelines to implement the goals of the Redevelopment Plan.
2. Recognizing the fact that a majority of the lots within the Central Business District are small, allow for mixed-use development of single lots within the district that will utilize the land more efficiently by promoting shared parking and circulation.
3. Encourage a comprehensive design that can be completed in phases, but when completed creates a strong sense of place and a unified streetscape design.
4. Establish regulations that promotes the revitalization of the district, create a desirable visual environment and reestablishes a safe and efficient circulation design for vehicular and pedestrian traffic.
5. Ensure that all developments are planned on the basis of an integrated, comprehensive design with respect to the location and relationship of buildings, parking, landscape and buffer amenities, architectural elements, walkways, and pedestrian and vehicular traffic movement.
6. Establish standards and requirements that are applicable to any project requiring subdivision approval, site plan approval, or zoning permit approval within the CBD District as defined on the Borough of Emerson Zoning Map.
7. Affirm the goals and objectives set forth in Section 3.0 above.

### **§ 290-65 Permitted Uses.**

#### **A Principal Uses.**

1. Retail stores.
2. Personal service businesses.
3. Eating and drinking establishments (except drive-ins)
4. Professional, financial and medical offices.
5. Multi-family residential dwellings above at-grade retail commercial and other principal permitted uses.
6. Multi-family residential dwellings including buildings above at-grade parking, only in areas (a) north of Lincoln Blvd where the multi-family building is behind a building that fronts on Kinderkmack Rd, and (b) south of Ackerman Avenue.
7. Instructional studio spaces including dance, artist, martial art, music and other related studios.
8. Financial institutions.
9. Child care facilities and nursery schools.

#### **B Accessory Uses.**

1. Off-street parking designed in accordance with Section 290-69B of the ordinance and 290-13 of the general zoning ordinance
2. Outdoor eating areas designed in accordance with Section 290-67C of the ordinance.
3. Fences and walls in accordance with Section 290-40 of the ordinance
4. Landscaped plazas, courtyards, alleys and other similar public amenities designed in accordance with the area and bulk regulations set forth for the CBD districts.

5. Signs in accordance with section 290-67A5 of the ordinance.
6. Uses that are customarily and normally incidental to the permitted uses.

**C Prohibited Uses.** Any use or structure other than those uses or structures permitted in subsection A, B or C above are prohibited. In addition, and not withstanding the above, the following uses shall be specifically prohibited:

1. Automotive service stations, auto body and repair shops.
2. Car washes of any type.
3. Drive-up or through windows serving restaurants.
4. Automotive and motorcycle sales and service businesses.
5. Contractor supply and storage yards,
6. Industrial, warehousing, and manufacturing use.
7. Exterior storage of goods.

Regulation	CBD-East of Railroad Line	CBD–West of Railroad Line
Minimum Lot Area (sf.)	10,000 (a)	15,000 (a)
Minimum Lot Width (ft.)	75	120
Minimum Lot Depth (ft.)	60	75 <sup>1</sup>
Minimum Front Yard (ft.): Kinderkamack Road Other Streets	10 <sup>2</sup> 5	20 <sup>3</sup> -
Maximum Front Yard (ft.): Kinderkamack Road Other Streets	25 <sup>2</sup> 15	50 <sup>3</sup>
Minimum Side Yard – one/both (ft.)	0/0	10/20 <sup>1</sup>
Minimum Rear Yard	30	20
Maximum Building Height (stories/feet)	3 sty/40 feet <sup>4</sup>	3 sty/40 feet <sup>4</sup>
Maximum Building Coverage (percent)	70	70
Maximum Impervious coverage (percent)	85	85

**§290-66 Area and Bulk Requirements.** The following bulk and lot regulations shall apply to all uses permitted within the CBD zone district:

**TABLE A: AREA AND BULK REQUIREMENTS , CBD-E AND CBD-W**

a. Provided that, where an entire block is to be redeveloped pursuant to the redevelopment plan located at the end of this report, the minimum lot area shall coincide with the block as depicted on that map.

<sup>1</sup> Corner Parcels with rights of way located on three sides may reduce the required depth by 55% & reduced side yards of 5 feet for each yard.

- <sup>2</sup> In accordance with the streetscape requirements set forth in Section 290-67 B1 of the ordinance.
- <sup>3</sup> In accordance with the streetscape requirements set forth in Section 290-67B2 of the ordinance.
- <sup>4</sup> Additional height is permitted in accordance with section 290-67A3 of the ordinance.

## § 290-67 Design Standards

### A. Architectural Guidelines

#### 1. Façade Design

- a. Horizontal articulation between floors.* Each façade should be designed to have a delineated floor line between street level and upper floors. This delineation can be in the form of a masonry belt course, a concrete lintel or a cornice line delineated by wood detailing.
- b. Vertical articulation.* Each building façade facing a public right of way must have elements of vertical articulation comprised of columns, piers, recessed windows or entry designs, overhangs, ornamental projection of the molding, or recessed portions of the main surface of the wall itself. The vertical articulations shall be designed in accordance with the following:
- i. Each vertical articulation must be a maximum of thirty (30) feet apart.
  - ii. Each vertical articulation must be a minimum of one (1) foot deep.
  - iii. Each projection, excluding projections of the main wall surface that are not designed as overhangs, may extend into the required front yard a maximum of 2 feet in depth.
  - iv. Each projection of the main wall surface that is not designed as an overhang, may extend into the required front yard a maximum of one (1) foot
  - v. The total length of the building façade projections, identified in Section 290-67A1a and 290-67A1b above, may not exceed sixty percent (60%) of the total façade length.
- c. Fenestration*
- i. At least thirty (30) percent of the first floor primary building frontage shall be clear window glass permitting a view of the buildings' interior. This percentage shall be calculated within the area of the building façade that is located between three feet and ten feet above sidewalk level.
  - ii. Doors and windows should cover a minimum of 50% of the building frontage on the street level.
  - iii. A minimum of 40% of the front door shall consist of glass in order to maximize the visibility of the store interior.
  - iv. Recessed entries are encouraged to create additional pedestrian environs, provide shelter for sidewalk patrons and enlarged windows in the district.

- 2. Materials.** Exterior building materials shall be classified as either primary, secondary or accent materials. The façade must be designed in accordance with the following:
- i. The primary material shall cover at least sixty percent (60%) of the façade of the building.
  - ii. Secondary materials shall cover not more than forty percent (40%) of the façade.
  - iii. Accent materials may include door and window frames, lintels, cornices and other elements and may cover no more than ten percent (10%) of the façade.

### **3. Roof Lines/Building Height**

- a. The top of all buildings must be capped by a cornice or sloping roof element.
- b. An additional five (5) feet in height for ornamentation such as parapets and cornices is permitted. This additional height is only permitted along a maximum of sixty six percent (66%) of the façade to encourage a varying roof line.
- c. In addition to 3ii above, each portion of a building that provides cornices and similar appurtenances for ornamental purposes, such elements may not be more than 25 feet in length each.
- d. All roof mounted equipment shall be screened from public view by use of parapet walls.
- e. In the CBD-w zone district 50% of a building may be 4 stories in height where the topography of land provides a minimum of a 8 foot change in elevation.
- f. Irrespective of other height restrictions, (a) buildings in the area north of Lincoln Blvd that are placed behind a building fronting Kinderkamack Rd may be a maximum 4 stories/50 feet in height and developed solely with three residential floors above at-grade parking or solely for parking; and (b) buildings in the area south of Ackerman Avenue may be developed with a maximum three residential stories above at-grade parking or above at-grade commercial, with a maximum height of 50 feet.

### **4. Awnings and Canopies**

- a. Canopies and awnings are encouraged at the ground floor level.
- b. Buildings with multiple storefronts all awnings or canopies shall be designed of compatible material and shall be uniform in color, shape and design.
- d. Awnings and cornices shall be designed with a minimum vertical clearance of 7 feet and shall not extend more than 5 feet from the face of the building.
- e. A maximum number of four colors, inclusive of black and white, are permitted.
- f. The lettering on the canopy shall be limited to the name of the occupant only, which shall be included in determining the color and other sign calculations. The lettering shall have a maximum letter size of 9 inches and occupy a maximum of 70 percent of the valence area.
- g. No awning shall be erected or maintained so as to obstruct access to any fire escape, window or door.
- h. Awnings and canopies are permitted to encroach within the front yard setback.

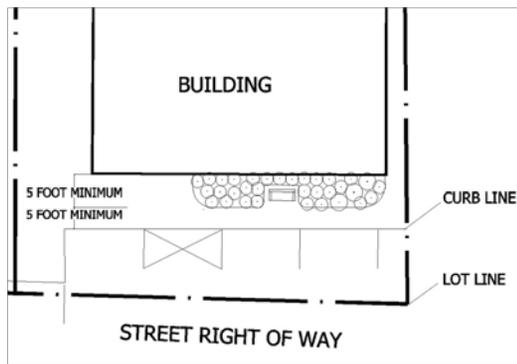
### **5. Signage.**

- a. Roof signs are prohibited in the district.
- b. For multi-tenanted buildings the signs shall be designed with uniform area and height.
- c. Except as required above, all signage shall meet the regulations of Chapter 232. Any proposed sign that does not meet the requirements set forth by this chapter shall require variance relief. In the event that these new standards conflict with existing standards set forth in the Borough of Emerson Signs and Awnings Ordinance, this section of design standards supersedes.

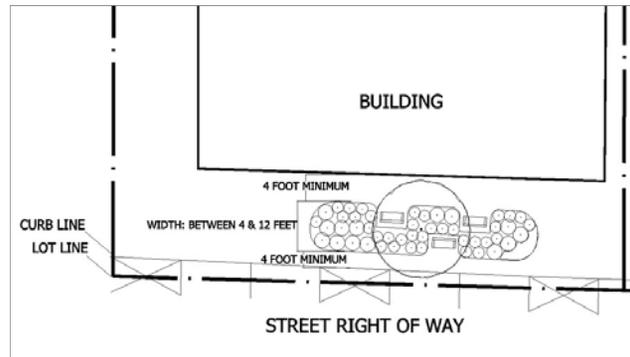
**B. Streetscape Design Requirements.**

1. All parcels along Kinderkamack Road that are located in the CBD-E zone district must comply with the following requirements.
  - a. Buildings setback between ten (10) and twelve (12) feet from the curb line shall have a minimum sidewalk width of 5 feet and a landscape planter with a minimum width of five (5) feet.
  - b. Buildings setback between twelve (12) and twenty (20) feet from the curb line shall have a minimum sidewalk width of 12 feet inclusive of a 4 foot minimum landscaped planter separating two 4 foot wide sidewalks, one of which is adjacent to the building and the other adjacent to the curb.
  - c. Landscaped planters must be at least two hundred and fifty (250) square feet in area.
  - d. A combination of perennials and shrubs and similar material is required in proposed planters.
  - e. Streetscape amenities such as benches shall be incorporated as part of the planter design.
  
2. All parcels along Kinderkamack Road that are located in the CBD-W zone district must comply with the following requirements.
  - a. All buildings must be setback a minimum of twenty (20) feet and a maximum of 50 feet from Kinderkamack Road.
  - b. There shall be no parking located between the building and Kinderkamack Road.
  - c. The area between the building and Kinderkamack Road must be landscaped in accordance with section 4 below.
  - d. Landscaped frontage buffer areas shall be provided for all sites located in the CBD-W district that front on Kinderkamack Road.
  - e. Frontage buffers shall be designed in accordance with the following:
    - i. Shall be planted with a mixture of deciduous and evergreen trees, shrubs, grasses and perennials, and incorporated with berms, mounds, rock formations or combinations thereof.

**CBD-E STREETScape REQUIREMENTS**

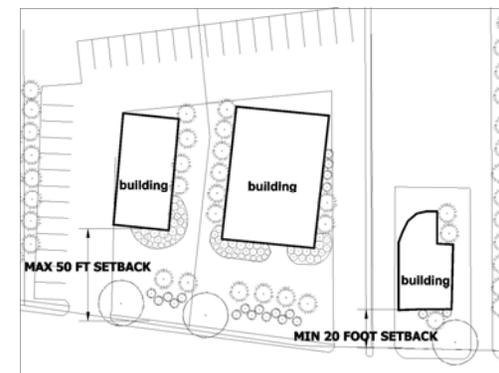


Sites located in the CBD-E district with a front yard setback between 10 and 12 feet.



Sites located in the CBD-E district with a front yard setback between 12 and 20 feet.

**CBD-W STREETScape REQUIREMENTS**



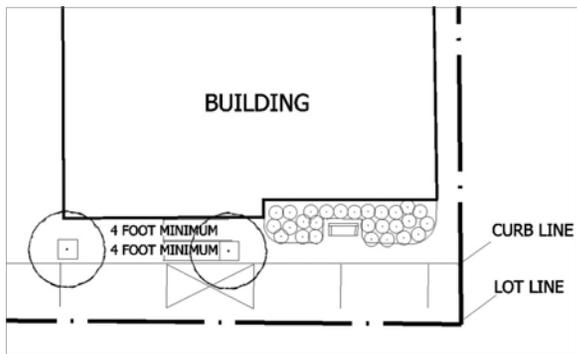
Sites located in the CBD-W district

- ii. Frontage buffers shall be equal to the street setback requirement and shall be shown on the landscape plan.
  - iii. In addition to the required street trees, frontage buffers shall require a minimum of 10 shrubs for every 30 feet of frontage.
  - iv. No building, structure or accessory structure, parking, or loading areas shall be permitted in the front buffer area
3. Street trees shall be provided along all public right of ways in accordance with the following standards:
- a. Streets trees should be located at a distance of forty (40) feet on center. The exact spacing and planting location shall be evaluated on a site-specific basis and adjusted to reflect the location of buildings to minimize potential obstruction and visibility impacts on wall business signage.
  - b. Trees shall have a minimum caliper size of three (3) inches at time of planting.

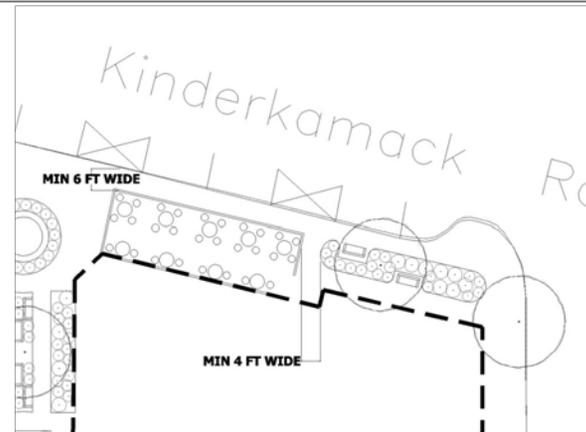
**C. Pedestrian Circulation Design: Outdoor cafes and plazas**

1. Outdoor Cafés

- a. Outdoor café shall be located on sidewalks, plazas, and courtyards immediately adjacent to any eating and food establishment. Such facilities shall be provided in a manner that pedestrian circulation or access to store entrances is not impaired.
- b. A minimum of six (6) feet of unobstructed sidewalk area must be available for pedestrian circulation.
- c. No outdoor loudspeaker, radio, or similar device shall be utilized.
- d. The area occupied by the café must be separated from the public walkway by a structure such as planters, posts, ropes and/or other removable enclosures.
- e. Outdoor establishments shall not be entitled to additional signage.
- f. No tables, chairs, or other equipment shall be attached, chained, or in any manner affixed to any tree, post, sign, curb or sidewalk.
- g. All outdoor equipment must be removed from the sidewalk at the end of each business day.
- h. The applicant shall be responsible for keeping the area of the outdoor café and the adjacent walks and streets free and clear of any debris or litter.
- i. No outdoor cafe shall be open for business prior to 7:30 a.m. nor remain open for business after 11:00 p.m. All persons occupying the



Minimum sidewalk dimensions for street tree plantings



Minimum sidewalk dimensions for sidewalk café locations

outdoor cafe shall vacate the same no later than 11:30 p.m.

J. Outdoor cafes shall be permitted to operate from April 1 to November 30 in any calendar year. The permit, when issued, shall be valid for one season.

2. Pedestrian walkways and plazas

a. Where redevelopment, lot consolidation or other means of land assemblage occurs within the central business district, alleyways must be incorporated into the site plan and designed in accordance with section c below.

b. Where the redevelopment of a site includes more than 300 feet in frontage on Kinderkamack Road an alleyway designed in accordance with the section c shall be provided.

c. When the development only includes a single tax lot, and provides a mid-block alleyway that conforms to the design standards detailed below, the parking requirement shall be reduced by 10%.

i. The alleyway must extend from the parking area to the front sidewalk along Kinderkamack Road.

ii. The design should include features such as decorative lamp posts or lighting bollards that comply with the lighting standards set forth in section 290-67D of the ordinance

iii. Pedestrian alleyways shall be minimally 12 feet in width.

iv. Low-lying vegetation designed in accordance with the detail below shall be provided along the walkway.

v. The walkway surface should be compatible in style, materials, colors, and details with other site improvements and or the public sidewalks. Brick pavers, textured or stamped sidewalk are encouraged.

d. Plazas or courtyards adjacent to parking lots shall utilize decorative, landscaped and effective protective devices to prevent injury from vehicles that inadvertently enter into the pedestrian area

**D. Landscaping Requirements**

1. General.

a. A landscape design plan shall be required for each site. Each design shall incorporate three or more of the following: trees, shrubs, hedges, ground covers and/or grasses as part of the overall landscape plan.

b. Automatic irrigations systems are mandatory components of said plan.

c. Perennial and annual flower beds shall be incorporated into the plan.

2. Parking Area Landscaping.

a. Parking areas with less than 10 spaces shall be screened from the street with landscaping but no interior parking lot landscaping is required. The street screening shall comply with the general requirements in section 1 above.

b. Parking areas with 10 or greater parking spaces shall be screened from the street with landscaping and interior lot landscaping shall be required in accordance with the following:

i. Each parking row shall include a curbed landscaped island with at least one shade tree and shrub plantings.

ii. A minimum of one shrub for every two parking spaces shall be planted along the perimeter of the parking spaces.

iii. One shade tree shall be provided for every ten (10) parking spaces.

iv Street trees shall be provided along all right of ways at a distance of 40 feet on center.

3. Recommended Plant Material:

**SHADE TREES**

**BOTANICAL NAME**

*Acer Rubrum 'Var'*  
*Carpinus betulus*  
*Fraxinus pennsylvanica 'lanceolata'*  
*Gleditsia triacanthos 'inermis'*  
*Koelreuteria paniculata*  
*Platanus x acerifolia*  
*Quercus rubra variety*  
*Sophora japonica 'Regent'*  
*Tilia cordata 'Greenspire'*  
*Zelkova serrata 'Green Vase', Village Green'*

**COMMON NAME**

*Red Maple Varieties*  
*European Hornbeam*  
*Green Ash (seedless)*  
*Thornless Honeylocust*  
*Golden Rain Tree*  
*London Plane*  
*Red Oak*  
*Regent Scholartree*  
*Greenspire Littleleaf Linden*  
*Green Vase Japanese Zelkova*

**ORNAMENTAL TREES**

**BOTANICAL NAME**

*Acer ginnala 'Flame'*  
*Acer griseum*  
*Amelanchier x grandiflora 'Autumn Brilliance'*  
*Cercis Canadensis*  
*Cornus kousa 'Chinensis'*  
*Malus 'Var'*  
*Prunus 'Newport'*  
*Prunus serrulata 'Amanogawa'*  
*Prunus x yedoensis*  
*Pyrus calleryana 'Aristocrat', 'Chanticleer', 'Whitehouse'*

**COMMON NAME**

*Amur Maple*  
*Paperbark Maple*  
*Serviceberry*  
*Eastern Redbud*  
*Chinese Kousa Dogwood*  
*Crab Apple Varieties*  
*Newport Plum*  
*Amanogawa Cherry*  
*Yoshino Cherry*  
*Pear Varieties*

**SHRUBS AND GROUND COVERS**

**BOTANICAL NAME**

*Abelia sp.*  
*Clethra*  
*Cotoneaster*  
*FothergillaForsythea sp.*  
*Juniperous 'Var'*  
*Ilex Crenata*  
*Ilex Glabra*  
*Pinus Mugo`*  
*Potentilla Fruticosa*  
*Prunus Laurocerasus*  
*Spirea sp.*

**COMMON NAME**

*Glossy Abelia*  
*Summersweet*  
*Cotoneaster*  
*Fothergilla*  
*Juniper Varieties*  
*Japanese Holly*  
*Inkberry Holly*  
*Mugho Pine*  
*Dwarf Potentilla*  
*Cherry Laurel*  
*Spirea*



*Syringa*  
*Taxus sp.*  
*Thuja occidentalis Emerald Sentinel 'Spiralis'*

*Lilac*  
*Yew*  
*Spiralis Eastern Arbovitae*

**D. Lighting**

1. General Site Lighting Requirements.

- a. The borough standard lighting fixture shall be utilized in all pedestrian areas such as walkways and plazas. In addition this fixture shall be utilized along the Kinderkamack road right of way.
- b. All outdoor lights shall be decorative fixtures not exceeding (12) feet in height.
- c. The maximum lighting intensity (footcandle) at any point on the subject property line shall not exceed five tenths (0.5) footcandle.
- d. All lights shall utilize color corrected lamps. The use of high pressure sodium lights, fluorescent, or mercury vapor lighting is prohibited. Use of minimum wattage metal halide is encouraged.
- e. Maximum permitted wattage of fixtures is limited to 250 watts.

Requirement	Minimum footcandles	Average footcandles	Uniformity Ratio
Parking Areas	0.5	1.0	4:1
Pedestrian Areas	1.0	1.5	4:1
Access Driveways	1.0	2.0	

2. Lighting Standards.

The required lighting levels (in footcandles) for properties in the district shall be as determined in the table below:

**Table B**

2. Storefront and Façade Lighting.

- a. Lighting should be directed toward the storefront, and should be shielded and recessed to prevent spillage.
- b. Wall mounted lights shall not be located higher than the second floor.
- c. No lighting is permitted on the roof structure of a building.
- d. Use of floodlights is prohibited.

**290-69 Off-Street Parking Requirements.**

**A. Number of Parking Spaces.** The minimum number of off-street parking spaces required shall be as shown on Table B:

**Table C**

Land Use	Requirement
Retail stores and shops	1 space per 250 square feet of gross floor area
Banks	1 space per 500 square feet of gross floor area
Business and professional offices	1 space per 350 square feet of gross floor area
Medical and dental clinics or offices	2.5 spaces per each examining room or dental chair or like, plus 1 space for each employee
Restaurants	1 space for each 3 seats
Residence in mixed-use buildings 1 Bedroom 2 Bedroom	1.8 spaces per unit 2.0 spaces per unit
Personal Service Establishments	1 space per 300 square feet of gross floor area
Dance, martial arts, and related studios	1 space per 500 square feet of gross floor area
Galleries	1 space per 500 square feet of gross floor area
Child Care Centers & Nursery Schools	1 space per employee plus 1 space for every ten children

**B. Parking Area Design.**

1. Location. Front yard parking shall be prohibited. Off-street parking spaces shall be limited to side and rear yards.
2. Setback. Parking spaces shall be setback minimally 5 feet from side and rear lot lines, provided that all designs must include a provision for drive connections between adjoining lots for shared parking arrangements. Where parking abuts a single-family residential zone, the minimum setback shall be 10 feet. A landscape buffer shall be provided adjacent to the property line shared with the single-family residential zone.
3. Dimension. Parking stalls shall be nine by eighteen (9x18) feet in dimension.
4. Loading and unloading facilities shall not take place in the public right of way.
5. All such parking lots, driveways and loading areas shall be hard-surfaced with asphalt or concrete pavement or brick pavers as approved by the Borough Engineer.
6. Parking Area Landscaping Details. See Section 290-69G.
7. Shared Parking. Where there is a mixed use facility consisting of residential and non-residential uses, an applicant shall be permitted to reduce the amount of required parking by 25% from standards that would otherwise apply to the individual properties.

- 8. Driveways and access aisles dimensions shall be designed in accordance with §290-30B(2).

**6.4 PROVISIONS FOR RELOCATION**

As detailed in the LRHL the redevelopment plan must include 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.

The redevelopment plan was designed to reduce the amount of relocation that was necessary by including one plan approach that respects the existing lot lines to allow individual lots to be redeveloped in accordance with the area and bulk regulations created. It is noted that, while the LRHL does not require a relocation plan for commercial tenants, a redevelopment phasing plan detailed below would allow for the relocation of existing commercial tenants within the central business district under that one scenario.

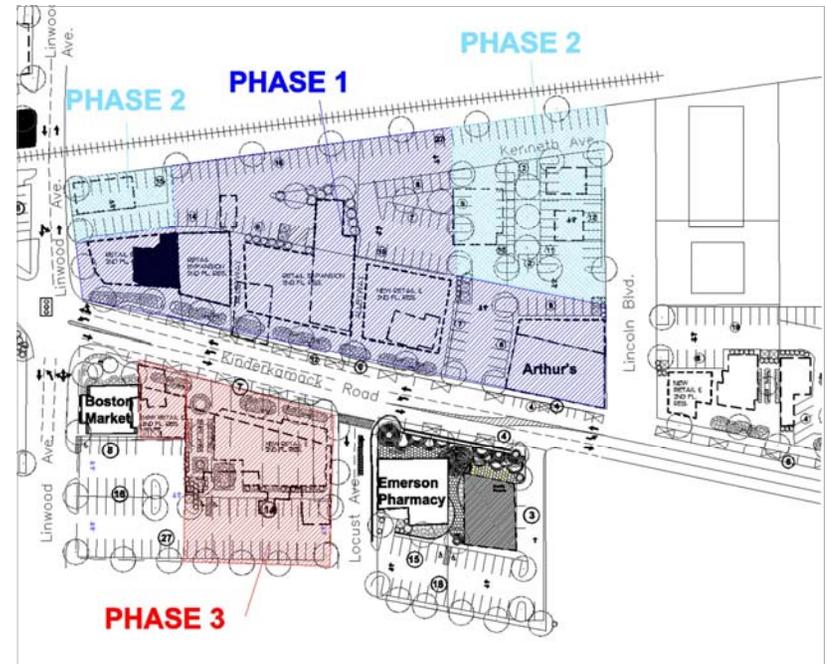
The principal area for which a relocation/phasing plan is provided is within Blocks 419 and Block 422. The plans call the expansion of several of the existing commercial buildings. The permitted expansions were designed to allow existing commercial tenants to operate during construction. This is most evident in the designs for Block 419. Therefore it is most appropriate to begin the first phase of redevelopment on this block, specifically with the

lots that front on Kinderkamack. Once the expansions are constructed several of the tenants from other lots that do not front on Kinderkamack Road can occupy the new building spaces while the remainder of the parking area in the rear is constructed.

Lastly, the third phase of the plan can be constructed, while the existing commercial tenants can occupy some of the new floor area located on Block 419, the redevelopment of Block 422 can occur. This phasing is illustrated on the map to the right.

Regarding the displacement of residential tenants, the plans calls for the removal of 2 residential structures located on block 419 in order to construct public parking. These 2 residential structures house 3 dwelling units which need to be relocated.

If the residents in these structures are displaced, this plan calls for an agreement between the borough and the property owners to ensure adequate provision for their temporary and/or permanent relocation, including an estimate of the extent of which decent, safe, and sanitary dwelling units affordable to the displaced residents will be available to them in the existing local housing market. And the cost of the relocation of the owners/tenants of the property. The borough shall work with the Bergen County Housing Authority (if it is determined that the residents meet the BCHA requirements) to relocate these residents, or work with local realtors to determine the location of existing safe affordable housing for any



displaced residents.

#### 6.5 Identification of Property to be Acquired

The first plan approach is developed around the phasing plan in order to reduce the number of properties that would have to be acquired in order to implement the plan. However the two residential parcels noted above may need to be acquired in order to complete the redevelopment plan. These structures are located on Block 419 Lots 1 & 2. In addition, Block 419 Lot 10 is needed to be acquired for access to the proposed parking area called for on Block 419 in the plan. This lot currently is occupied by a commercial structure. Additionally, Block 422 Lots 1, 12, and 13-18 are also identified as sites that may be acquired if, within a period of one year from the date of the approval of the redevelopment plan, the property owners do not come forward with a plan for the effective redevelopment of these lots pursuant to the provisions of this plan. In the implementation of the second alternative plan approach, the plan calls for the entire area to be identified as property to be acquired.

#### 6.6 RELATIONSHIP OF MASTER PLANS

##### A. MASTERPLANS OF CONTIGUOUS MUNICIPALITIES

###### 1. BOROUGH OF WESTWOOD

Westwood is adjacent to much of the northern boundary of the Borough of Emerson. Although the Redevelopment area does not border directly with the Borough of Westwood, it has been included in this section of the Redevelopment Plan because of its extensive border with the Borough of Emerson. A reexamination report was prepared in May of 1999 and the latest master plan was adopted in 1993. Westwood is currently updating its Master Plan and will likely adopt a reexamination report in 2005. The 1993 Master Plan included a Central Business District Plan and the new reexamination report will contain an additional study of the Westwood CBD, currently there are no CBD redevelopment plans or studies that have been undertaken by the borough. According to the Westwood Land Use Plan the areas in Westwood that are located west of Broadway, bordering Emerson include "low density residential" uses. Westwood lands bordering Emerson east of Broadway include a mix of "commercial," "medium density residential", "cemetery", and "light manufacturing uses". The Westwood 1993 Master Plan and 1999 Reexamination Report do not make any findings which address the compatibility of the current zoning and land use in Westwood with Emerson. The 1992 Emerson Master Plan Reexamination Report concludes however that "land uses remain generally compatible" between Emerson and its eight (8) surrounding municipalities. Furthermore, after a review and comparison of the land uses within Westwood and Emerson was conducted it is concluded that the Emerson Redevelopment Plan is not inconsistent with the uses that are well established within Westwood.

###### 2. BOROUGH OF ORADELL

Oradell abuts the southern portion of the study area. The Borough of Oradell adopted a Land Use Plan in 1988 and amended this Plan in 1993. In addition, a Master Plan Reexamination Report was adopted on October 14, 1997. The Borough is currently updating its Master Plan and will adopt a Reexamination Report in 2005. The Oradell/Emerson municipal border forms the southern boundary of the study area. It is important to note that sections of the redevelopment area south of Louis Avenue that border Oradell are commercial properties. The Oradell Land Use Plan Map classifies areas in Oradell directly south of the redevelopment area as "business and professional office". A suburban style office park is located directly south and adjacent to the study area. Any redevelopment in Emerson directly adjacent to this site should take into account the nature of this office use. Appropriate buffering and/or landscaping may be required. West of Kinderkamack Road single-family uses predominate in Oradell. In addition, the Emerson Golf Course is east of the

railroad right-of-way and south of the study area. Land uses west of Kinderkamack Road are classified as "low density residential" and uses east of the railroad right-of-way are displayed as "recreation" in the Oradell Land Use Plan.

The 1999 and 1992 Emerson Master Plan Reexamination Reports do not specify any areas of land use incompatibility with Oradell. The existing land use pattern in Oradell is consistent with and compatible with this Redevelopment Plan and with the adjacent land uses in Emerson. The current zoning and land uses in Oradell are not inconsistent with the proposed uses set forth in this document. It is important to note that in the 1997 Oradell Reexamination Report there are policies and goals discussed that are similar to and echo the improvements proposed in this Redevelopment Plan. For example, the 1997 Oradell Report calls for an improvement plan serving the Kinderkamack Road business corridor that "would enhance the physical character of the area, reinforce the corridor as an attractive place to shop, and thereby encourage an upgrading of the type and character of shops which may locate into the district". Furthermore, the 1997 Report states, regarding the Kinderkamack corridor, that "consideration should be given to design features which enhance the physical character of the community, and encourage the integration of building, parking, landscaping and signage elements into a comprehensive unified framework." This specific recommendation or goal is an integral and important aspect of the Emerson Redevelopment Plan.

#### **B. BERGEN COUNTY MASTER PLAN**

Bergen County's last *Master Plan* was written and formally adopted on December 10, 1962 and amended March 14, 1966. Since this time the county has studied and developed recommendations on the present and future needs for basic County facilities under the *County Comprehensive Plan* program. These studies resulted in 26 reports that were published from 1969 (Report 1, Physical Characteristics) to 1975 (Report 26, Open Space and Recreation Inventory). However, since 1975 the only documents that are somewhat related to county master planning, have been several Cross Acceptance reports to the State Planning Commission written in 1989 and 1998. These reports were required as part of the *New Jersey State Development and Redevelopment Plan*.

*Currently the Bergen County Department of Planning and Economic development has a Division of Master Planning* whose primary intent is to develop and create a new Master Plan for the County of Bergen. The division will pursue intergovernmental coordination with all 70 municipalities to ensure that the County Master Plan as well as each municipality's master plan is generally consistent with each other. Moreover, the County Master Plan will provide municipalities with a regional framework for their local planning process. The development of the County Master Plan will also include an extensive public outreach component (for example, public meetings and hearings) to ensure that there is sufficient public discussion and feedback. Lastly, the County Master Plan will be fully in accordance with the New Jersey Municipal Land Use Law as well as consistent with the goals and objectives of the New Jersey State Development and Redevelopment Plan. Once this process begins the Borough of Emerson should work with the County to ensure this Redevelopment Plan is consistent with the Bergen County Master Plan.

**C. THE STATE DEVELOPMENT AND REDEVELOPMENT PLAN**

**Goal #1: Revitalize the State's Cities and Towns**

**Strategy**

Protect, preserve and develop the valuable human and economic assets in cities, towns and other urban areas. Plan to improve their livability and sustainability by investing public resources in accordance with current plans which are consistent with the provisions of the State Plan. Leverage private investments in jobs and housing; provide comprehensive public services at lower costs and higher quality; and improve the natural and built environment. Incorporate ecological design through mechanisms such as solar access for heating and power generation. Level the playing field in such areas as financing services, infrastructure and regulation. Reduce the barriers which limit mobility and access of city residents, particularly the poor and minorities, to jobs, housing, services and open space within the region. Build on the assets of cities and towns such as their labor force, available land and buildings, strategic location and diverse populations.

**STATEWIDE POLICIES** The Borough's redevelopment efforts and resultant plan are consistent with two of the statewide policies set forth in the state plan. These policies are detailed below:

1. Community Design. Include in all revitalization efforts community design guidelines that:
  - promote mixed-use and public open space in redevelopment projects so that these areas are both attractive and functional for residents and businesses;
  - establish design criteria to improve and enhance waterfront areas, corridors, neighborhoods and gateways;
  - design and redesign buildings and neighborhoods to both improve public safety and facilitate community interaction;
  - encourage compact, mixed-use redevelopment projects through master plans, zoning and other development regulations where they are compatible with the general character of surrounding areas;
  - provide and maintain appropriate lighting that improves pedestrian movement and public safety;
  - establish compatible design criteria for commercial facades, setbacks and streetscapes;
  - encourage the creation of design facilitation teams drawn from public agencies and private groups to consult on development and redevelopment projects; and
  - facilitate the inclusion of art work and quality aesthetics in all construction projects.
  
2. LAND USE REGULATIONS. Modify land-use regulations to maximize the effectiveness of revitalization efforts.

**6.7 RELATIONSHIP TO PERTINENT MUNICIPAL DEVELOPMENT REGULATIONS** As detailed in Section 6.2 of this plan The "Area in Need of Redevelopment" encompasses four existing zone districts, including the RC retail commercial District, the LBE Limited Business East District, the LBW Limited Business West, and the IM Industrial Manufacturing District. This plan recommends that this entire area be rezoned and two new CBD Central Business District zones be created to encompass the entire redevelopment area. The maps on the following page detail the existing zone districts

### 7.0 SAMPLE CONCEPT DESIGNS

#### COMPREHENSIVE REDEVELOPMENT PLAN:

The following concept design for the Kinderkamack corridor illustrates the opportunities and goals established in the redevelopment plan. The following three pages provide a detailed view of different areas of the corridor concept plan. These sketches depict concept plans where the area is redeveloped with infill development that enables expansions of some of the existing buildings in the area. The concept plan shown at the very end of this report depicts a more comprehensive conceptual redevelopment of the area, as referenced in previous sections of this report.



**SECTION ONE:** THE northern most section of the Redevelopment Area

The plan permits mixed use buildings that are slightly setback from the street right of way to allow for a generous sidewalk area. In addition this area permits outdoor cafés and landscaped areas adjacent to the sidewalks within the front yard setbacks.



**SECTION TWO:** THE central core of the Redevelopment Area

The central core of the redevelopment plan revolves around the relocation of the train station. While modifications to the building area and bulk regulations are not as significant in this area as in others, the plan does focus on the redesign of parking areas and the addition of landscaping on all parcels and public right of ways.

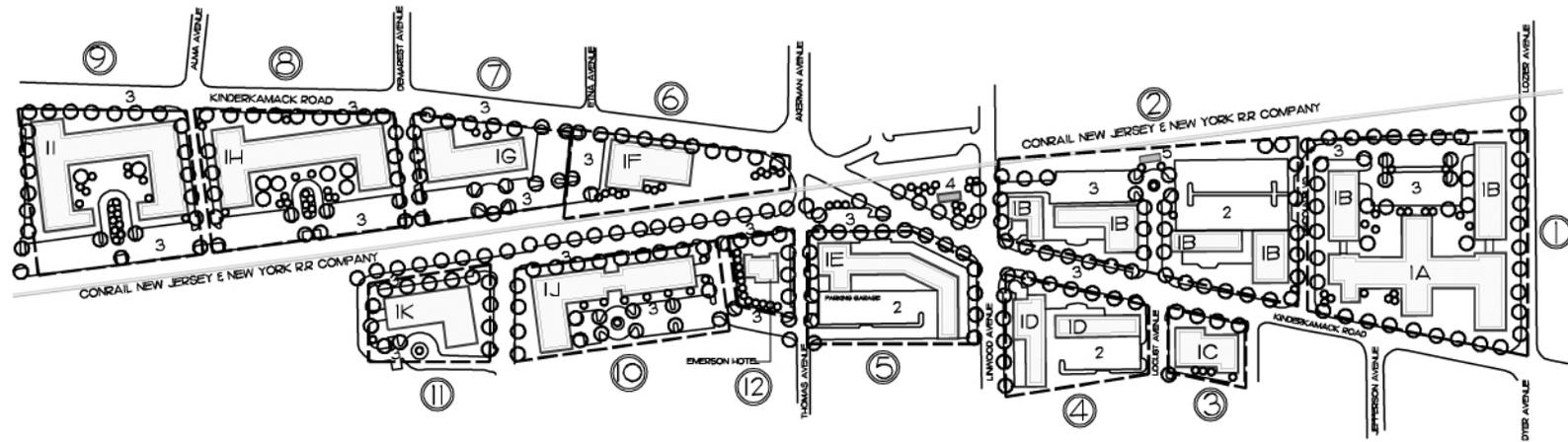




**SECTION THREE:** The southern most section of the Redevelopment Area

The plan permits mixed use buildings that are slightly setback from the street right of way to allow for a generous sidewalk area. In addition this area permits outdoor cafés and landscaped areas adjacent to the sidewalks within the front yard setbacks.

7.0 COMPREHENSIVE REDEVELOPMENT DESIGN



LEGEND - COMPREHENSIVE REDEVELOPMENT DESIGN

BLOCK ①	BLDG. ID #	USE	# DWELLING UNITS	COMMERCIAL S.F.
1	IA	MAX. 2 STORY RESIDENTIAL ABOVE RETAIL ALONG KINDERKAMACK ROAD & 3 STORY RESIDENTIAL ABOVE PARKING (REAR BUILDINGS)	80	20,000 S.F.
2	IB	MAX. 2 STORY RESIDENTIAL ABOVE RETAIL	33	33,500 S.F.
3	IC	MAX. 2 STORY RESIDENTIAL ABOVE RETAIL	8	8,000 S.F.
4	ID	MAX. 2 STORY RESIDENTIAL ABOVE RETAIL	12	22,000 S.F.
5	IE	MAX. 2 STORY RESIDENTIAL ABOVE RETAIL	15	25,000 S.F.
6	IF	MAX. 2 STORY RESIDENTIAL ABOVE RETAIL	12	9,000 S.F.
7	IG	MAX. 3 STORY RESIDENTIAL ABOVE PARKING	20	—
8	IH	MAX. 3 STORY RESIDENTIAL ABOVE PARKING	40	—
9	II	MAX. 3 STORY RESIDENTIAL ABOVE PARKING	40	—
10	IJ	MAX. 3 STORY RESIDENTIAL ABOVE PARKING	35	—
11	IK	MAX. 3 STORY RESIDENTIAL ABOVE PARKING	16	—
12	IL	EMERSON HOTEL	—	—
---	2	PARKING DECKS		
---	3	SURFACE PARKING		
---	4	RESTORED TRAIN STATION FOR COMMERCIAL USE		
---	5	RELOCATED TRAIN STATION WITH APPROXIMATELY 130 COMMUTER PARKING SPACES IN ADJACENT DECK		

SCALE 1" = 300'