

BELMONT AVENUE REDEVELOPMENT PLAN

NORTH HALEDON, NEW JERSEY

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**Prepared for:
Borough of North Haledon**

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This copy conforms to the original copy of this report which is stamped and signed by Michael F. Kauker, Professional Planner's License Number 993 in accordance with *N.J.S.A. 45:14A* regulating the practice of Professional Planning in the State of New Jersey.



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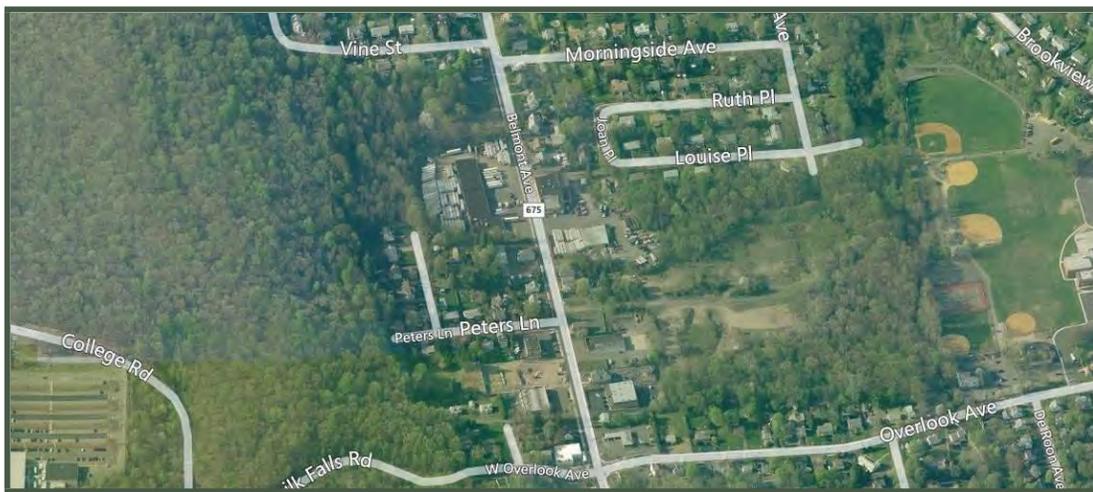
INTRODUCTION

On August 12, 2012 the Borough of North Haledon adopted a resolution designating certain properties along Belmont Avenue as an area in need of redevelopment (hereinafter the “Belmont Avenue Redevelopment Area” or “Redevelopment Area”). The August 12, 2012 resolution also authorized the preparation of this redevelopment plan for the Redevelopment Area. This Belmont Avenue Redevelopment Plan (Redevelopment Plan) will guide future development for the Redevelopment Area depicted in Map 1 herein. This Redevelopment Plan provides a brief history of the Redevelopment Area and the redevelopment process undertaken by the Borough with input from property owners, community members and other stakeholders. This Redevelopment Plan offers foundational goals and objectives, provides an evaluation of the relationship of the Redevelopment Plan to the North Haledon Master Plan, the master plans of surrounding communities, the Passaic County Master Plan and the State Development & Redevelopment Plan. This Redevelopment Plan also sets forth general redevelopment strategies, provides a conceptual development vision, and includes Form Based Code. This Redevelopment Plan also includes as an additional resource, potential sources of funding that may be available for projects and additional redevelopment related information.

This Redevelopment Plan has been prepared in accordance with the requirements and procedures of the Municipal Land Use Law, N.J.S.A. 40:55D-1 et seq., and the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1 et seq.

Redevelopment Area

The Belmont Avenue Redevelopment Area is centrally located in the southern core of the Borough. The Redevelopment Area is concentrated along the Belmont Avenue Corridor and extends from Vine Street and Morningside Avenue to the north and just north of Overlook Avenue to the south. The High Mountain Middle School is located to the east. The William Paterson University campus is located to the west. Residential neighborhoods are located to the north and south with commercial and industrial uses located along Belmont Avenue.



The Redevelopment Area consists of 19 parcels or properties in total. Seven of the properties in the Redevelopment Area are located on the western side of Belmont Avenue. All of the properties located on the western side of Belmont Avenue are located in Block 31 on the Tax Maps of North Haledon and have street frontage on Belmont Avenue. Twelve of the properties in the Redevelopment Area are located on the eastern side of Belmont Avenue. All of the properties on the eastern side of Belmont Avenue are located in Block 30 on the Tax Maps of North Haledon. The largest parcel (Lot 12.01) consisting of approximately 19.2 acres is commonly referred to as the Doretsky Tract.

The properties that make up the Belmont Avenue Redevelopment Area are identified as follows on the Tax Maps of North Haledon:

Block 30	Lots 9, 11, 12, 12.01, 13, 13.01, 13.02, 14, 15, 16, 27, and 27.02.
Block 31	Lots 10, 10.04, 11, 11.02, 11.03, 11.04, and 12.

Map 1 located on page 4 herein provides a detailed map of the Redevelopment Area.

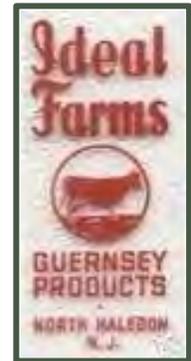
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Map 1
Redevelopment Area

History

The most notable prior use of the Redevelopment Area was the Ideal Farms Dairy Farm, which was owned and operated by the Tanis family. The Redevelopment Area has been utilized by several industrial uses including a trucking company, auto repair shops, construction materials production and other uses.



Over time, the Redevelopment Area has transitioned from purely farming related operations to a disorganized

mix of residential, retail and other commercial uses. The Redevelopment Area currently lacks a clear vision or plan for development, which can be remedied through the implementation of this Redevelopment Plan.

RELATIONSHIP TO MASTER PLAN

The Borough adopted a Master Plan in 2004 prepared by Kauker Gregory & Kauker, LLC. The 2004 Master Plan identified fourteen (14) general goals and objectives. Of these goals and objectives, the following goals and objectives are furthered by this Redevelopment Plan:

1. Provide for the proper use and development of all lands in the borough.
2. Provide adequate public services and utilities for existing and future residents of the Borough.
4. Provide adequate park, recreation and open space areas.

7. Maintain an efficient circulation system to move goods and people.
10. Provide for safe and adequate housing including special purpose housing to serve the needs of Senior Citizen households and low/moderate income citizen households in accordance with the provisions of the Council on Affordable Housing and the Borough's existing Master Plan Housing Element.
12. Assure proper design and control of the limited amount of lands designated for commercial and business uses to serve the needs of the borough with efforts to minimize vacancy rates.
13. Concentrate redevelopment efforts on rehabilitating the aging housing supply.
14. Maintain and upgrade the existing infrastructure for the existing and future population of the Borough

Additionally, the 2004 Master Plan identifies land use objectives; this Redevelopment Plan directly relates to the following land use objective:

2. Maintain a balanced mix of residential and non-residential land uses in order to relieve the residents from providing all of the tax ratable.

Subsequently, a 2011 Master Plan Reexamination Report was prepared by Kauker & Kauker, LLC. The Reexamination Report indicated that many of the goals and objectives listed in the 2004 Master Plan are still valid. Moreover, the Reexamination Report specifically responds to the goals and objectives by referencing the various redevelopment initiatives being prepared by the Borough.

This Redevelopment Plan is fully consistent with the 2004 Master Plan and the 2011 Master Plan Reexamination Report. Additionally, this Redevelopment Plan serves as the implementation document to achieve many of these goals and objectives of the Master Plan through the use of various redevelopment strategies.

RELATIONSHIP TO NEIGHBORING MUNICIPALITIES

The Borough of North Haledon shares many municipal borders, including borders with the following six municipalities: Township of Wayne, Borough of Haledon, Borough of Hawthorne and Borough of Prospect Park in Passaic County and the Township of Wyckoff and Borough of Franklin Lakes in Bergen County. Of these six municipalities, the Township of Wayne is nearest in proximity to the Redevelopment Area. In addition, the Belmont Avenue corridor is a main roadway connecting the Borough of North Haledon with the Borough of Haledon to the south. The Master Plan documents of these communities have been reviewed in the context of their relationship to this Redevelopment Plan.

Township of Wayne – The Township of Wayne adopted a Master Plan in 1994. Subsequently, Periodic Master Plan Reexamination Reports were prepared in 2003 and 2010. The zoning and existing and proposed land uses along the Wayne border are thoroughly consistent with those set forth in this Redevelopment Plan. In addition, redevelopment of the Belmont Avenue Redevelopment Area will improve connectivity with land uses located within the Township of Wayne.

Borough of Haledon – The Borough of Haledon adopted a Master Plan in 1984 and a Reexamination Report in 1994 and 2010. The zoning and land use in Haledon are generally consistent with that of North Haledon. The zoning map indicates the neighboring zones in Haledon are residential, institutional services, research and development and industrial. The land uses in North Haledon are consistent with all of the above land uses with the exception of Haledon’s industrial use. The Borough of North Haledon has recently changed its adjacent zoning from industrial to an area that has been designated as an open-space district. The property located in that adjacent area

has been purchased by Haledon and is proposed to be developed with a new Administrative Building. It is notable that in October 2009, Haledon adopted a Redevelopment Plan along Belmont Avenue at Pompton Road and Morris Avenue. The Haledon Redevelopment Plan implements the requirements of the Borough's Town Center -1 Zone. Haledon's Redevelopment Plan is consistent with this Redevelopment Plan.

Borough of Hawthorne – The Borough of Hawthorne adopted its first Master Plan in 1968. The Borough has subsequently prepared Reexamination Reports in 1978, 1982, 1988, 2000, and 2011. North Haledon shares its entire easterly border with the Borough of Hawthorne. The proposed Redevelopment Plan is thoroughly consistent with the Borough of Hawthorne's land uses.

Borough of Prospect Park – The Borough of Prospect Park last adopted a Master Plan in June 2000, with a subsequent Stormwater Plan Element in 2006 and a Housing and Fair Share Plan Element in 2008. The 2009 Master Plan Reexamination Report is the most recent planning document that validated the original goals and objectives of the 2000 Master Plan. The Borough of North Haledon shares only a small portion of its border with Prospect Park. The adjacent land uses are consistent as there is a single-family residential neighborhood located in North Haledon and the area located in Prospect Park is zoned for recreational use.

Township of Wyckoff – The Township of Wyckoff adopted a Master Plan in 1978 and Reexamination Reports in 1982, 1988, 1994, 2000, 2004, and 2010. The 2010 Reexamination Report provided updated recommendations and changes for the Master Plan goals and objectives and the zoning ordinance and map. The land uses in the

Borough of Wyckoff are thoroughly consistent with the land uses in North Haledon. Both municipalities are also comprised of single-family neighborhoods.

Borough of Franklin Lakes – The Borough of Franklin Lakes adopted a Master Plan in 1978 and a Reexamination Report in 1991, 1998, 2004 and 2010. The land uses in the Borough of Franklin Lakes are thoroughly consistent with those located in the Borough of North Haledon. In Franklin Lakes there is an existing single-family neighborhood and the reservoir.

RELATIONSHIP TO PASSAIC COUNTY MASTER PLAN AND STATE PLAN

Relationship to the Passaic County Master Plan

The Borough of North Haledon is located within Passaic County. The county prepared a Master Plan in 1988 that contained a Land Use Plan and Housing Element. In 2012, the County prepared a Transportation Element of the Master Plan, known as Moving Passaic County. The 2012 Transportation Element identifies Belmont Avenue as a corridor within the program. Moreover, the smart growth and complete street strategies provided in the County's Plan are consistent with the Belmont Avenue Redevelopment Plan. The County's Transportation Element identifies four (4) goals, which are:

1. Bring the County's transportation system in line with current and anticipated future needs;
2. Help the County become more transit-friendly and reduce reliance on the automobile;
3. Integrate transportation with local land-use plans to better support each community's vision for its future;
4. Work toward the creation of "Complete Streets" so that our roadways better serve all users, including pedestrians, bicyclists, transit users, senior citizens, and persons with disabilities.

In addition to the Transportation Element, an Open Space Plan was prepared by the County in 1994. The Land Use Element addressed the following areas; Balanced Development, Concentrate Development and Preserve Critical Lands, Housing, Business and Industry, Facilities and Service and it also included a Land Use Plan Map.

Relationship to the New Jersey State Development and Redevelopment Plan

The New Jersey State Development and Redevelopment Plan designated North Haledon as a Metropolitan Planning Area or PA1. This means that North Haledon is in an area targeted by the State for growth. North Haledon's planning initiatives are substantially consistent with the concepts, goals and policy objectives of the State Development and Redevelopment Plan.

THE BELMONT AVENUE REDEVELOPMENT PLAN

The Borough has involved all landowners in the redevelopment process to provide input into the elements of this Redevelopment Plan. This Redevelopment Plan does not authorize the Borough to exercise condemnation power to acquire property through eminent domain proceedings. This Redevelopment Plan provides both general land uses to be permitted within the development, along with strategies and concepts to guide land owners and developers to achieve the overall redevelopment vision.

Affect of Redevelopment Plan on Current Zoning

This Redevelopment Plan does not constitute overlay zoning within the Redevelopment Area, but supersedes North Haledon's development regulations within the Redevelopment Area. The land use, site plan, subdivision and zoning provisions found within the Code of the Borough of North Haledon that have not been superseded by this Redevelopment Plan shall remain in full force and effect. For informational

purposes and not by way of any limitation on the foregoing, it is intended that this Redevelopment Plan shall supersede the zoning regulations for portions of the RA-3 Residence District, the AAHD District, portions of the B-2 Business District and the I-1 and I-2 Industrial Districts each of which are represented within the Redevelopment Area.

Land Use Plan

This Redevelopment Plan calls for the introduction of complimentary residential and commercial uses that support the surrounding residential neighborhood. The land uses authorized by this Redevelopment Area are:

- Mixed Use Commercial/Office/Residential buildings consisting of:
 - Retail or Service Uses (1st floor only)
 - Residential or Office uses (2nd floor)
- Residential Townhouses /(Side by Side Units)
- Residential Townhomes/(Stacked Units)
- Single Family Homes, subject to the requirements of the RA-3 District, with the exception of the required minimum lot area.
- Only Townhouses or Townhomes that do not exceed 40 feet may be constructed immediately adjacent to a single-family residential neighborhood.
- No more than 50 percent of any multi-family residential development project shall be Townhomes (stacked units).

Along Belmont Avenue, mixed use buildings can offer first floor commercial uses and residential Units above. A variety of residential housing types can be incorporated into the land use mix including, single family homes, townhomes, and assisted living apartments. Along the western frontage of Belmont Avenue, medical office and/or professional offices are encouraged to be developed to provide a balance of uses that can be incorporated into the intended residential character of the Redevelopment Area. If the proposed structure is immediately adjacent to a single-family residential zone only a two- story Townhouse as defined herein may be constructed. The intent of this

provision is to minimize the impact on single-family homes in single-family districts by only allowing two-story Townhouses along the perimeter of the property where it abuts a single-family residential zone.

The residential density permitted in the Redevelopment Area is 9 residential units per acre. In determining the total residential density of a project the total number of units shall be rounded upward for any fractional number of .50 or greater and rounded downward for any fractional number of .49 or lesser. By way of illustration of the foregoing, if a developer owned 2.16 acres of land the developer would be entitled to develop a total of 19 residential units on his land ($9 \times 2.16 = 19.44$ units, rounded downward to 19 units); whereas if the developer owned 2.28 acres of land the developer would be entitled to develop a total of 21 residential units on his land ($9 \times 2.28 = 20.52$ units, rounded up to 21 units).

Open spaces shall be included within the design of the Redevelopment Area to provide active recreational spaces and passive open space. A conceptual land use mix is depicted in Map 2 on the following page 13.



Map 2
Conceptual Land Uses

Redevelopment Objectives and Strategies

This section provides planning and redevelopment objectives and strategies that should be incorporated into the overall design of development projects in the Redevelopment Area. In addition the below listed objectives and strategies, developers are encouraged to incorporate green design and construction principles and opportunities for renewable energy and energy efficiency within development projects to the extent feasible:

Mixed Use Belmont Avenue

The concept of developing mixed use buildings along the main street of Belmont Avenue offers several distinct benefits to the Borough including the following:

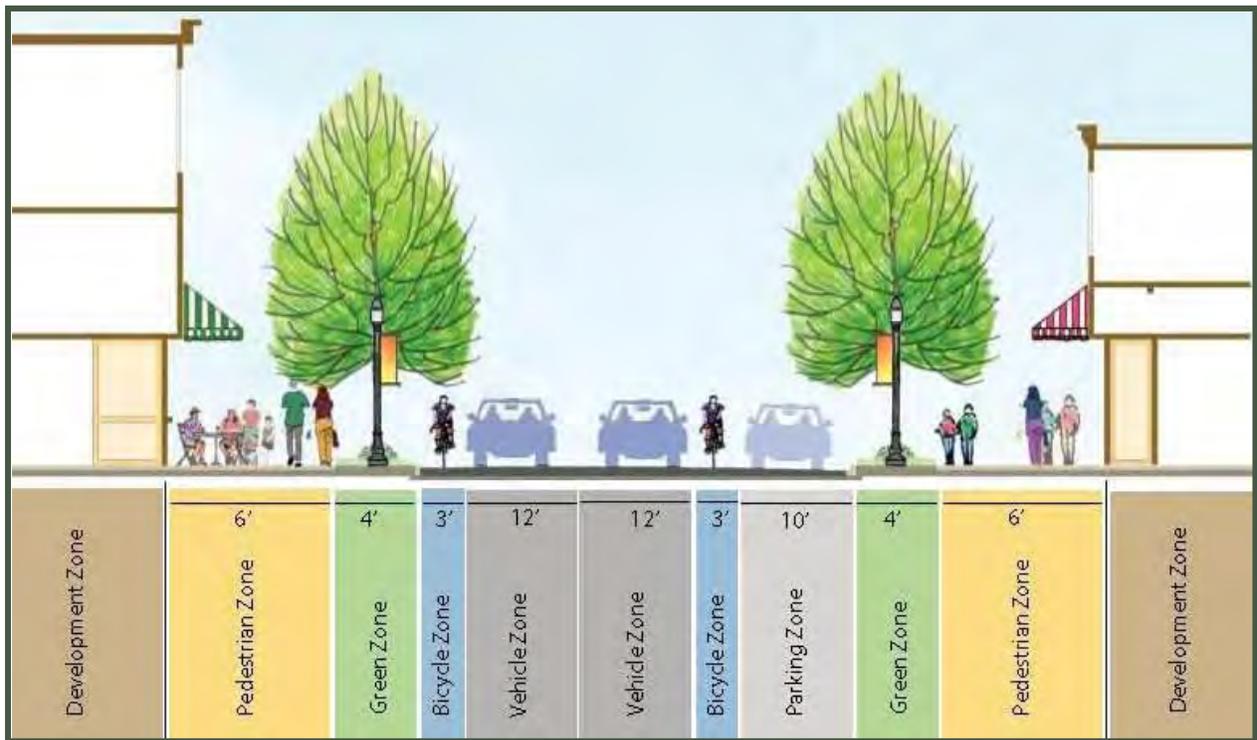
- A balance between commercial and residential uses
- A more diverse tax base
- A synergy between peak hours of use
- A compatibility with existing commercial development

Implementation of Complete Streets

The Complete Streets guide¹, referenced in the Transportation Element of Passaic County's Master Plan, provides various County roadway design elements to be utilized for improving the mobility and safety for all types of travelers including motor vehicles, bicyclists and pedestrians. In general, a Complete Street right-of-way should include a balanced mix of motor vehicle lanes, bicycle lanes, on-street parking, a green zone that offers street trees and a well defined pedestrian zone. A single motor vehicle lane traveling in each direction, which exists now, would help control traffic speeds. Bicycle lanes would offer safety to travelers utilizing an alternative means of travel, in addition to reducing the demand for automobile travel. On-street parking can be made available in front of commercial uses. However, the majority of parking should be provided to

¹ The Complete Streets guide can be found in Appendix A of the Transportation Element of the Master Plan, entitled Moving Passaic County, prepared October 2012.

the rear of the buildings. Moreover, a designated bus stop area should be incorporated into the design of the corridor in consultation with Passaic County and public transportation officials. In addition, consideration should be given to incorporating a green zone to separate the travel lanes and the pedestrian zone in addition to adding aesthetic improvements such as street trees and other assorted plantings. A pedestrian zone can offer an enhanced interaction between the sidewalk and commercial uses including outdoor cafes, street furniture and other amenities. The following diagram provides a possible right-of-way design that incorporates many of the elements of a Complete Street.



In addition, to the Complete Street elements, consideration should be given to various traffic control improvements that can be incorporated to enhance the efficiency and safety of the Belmont Avenue corridor. In anticipation of the moderate development of the Doretsky Tract, a traffic control signal may be needed to control increased traffic levels. Additional safety controls can be incorporated such as bump outs for on-street parking, crosswalks, pedestrian countdown signals and pedestrian zone alert signs.

Streetscape Improvement Plan

The vision for streetscapes along Belmont Avenue incorporates complimentary amenities and designs, which will attract people to visit the area and spend more time in the area. The following list is illustrative of the types of streetscape improvements that can and should be incorporated into the design of a project in the Redevelopment Area:

- Street trees and additional plantings
- Street furniture, including benches, garbage receptacles, etc.
- Bicycle racks
- Textured Stone paving
- Bus Stop shelters

Public Place Making

The provision of public space is critical to the overall effectiveness of the



Redevelopment Area vision as people are more attracted to public spaces. Moreover, the Borough and community organizations can utilize the plaza or courtyard for seasonal events such as farmers markets, concerts and other events. In addition, community art designs can be incorporated into public spaces to infuse the cultural essence of the Borough into the public space. Public spaces enhance the notion that the Redevelopment Area is a neighborhood destination, not simply a travel route with isolated developments.

Open Space/Recreation Plan

This Redevelopment Plan encourages the incorporation of both active recreation space and passive open space within the design of projects in the Redevelopment Area. Projects shall incorporate as many of the following elements within the design of the project as are feasible under the circumstances:

Active Recreation Space

- Vest Pocket Parks, which are small passive parks of less than one quarter acre in area.
- Commercial Open Spaces, which are common landscaped areas separating buildings from parking areas, or areas providing pedestrian amenities such as sitting areas or walkways.
- Courtyards/Plazas (see Public Place Making)

Passive Open Space

- Buffer strips along environmentally sensitive areas or between adjacent properties and uses.
- Dedicated open space areas
- Pathways and pedestrian walkways connecting uses within the Redevelopment Area and nearby uses, such as a footbridge over the

stream to provide connection the Municipal Building and Recreation Complex.

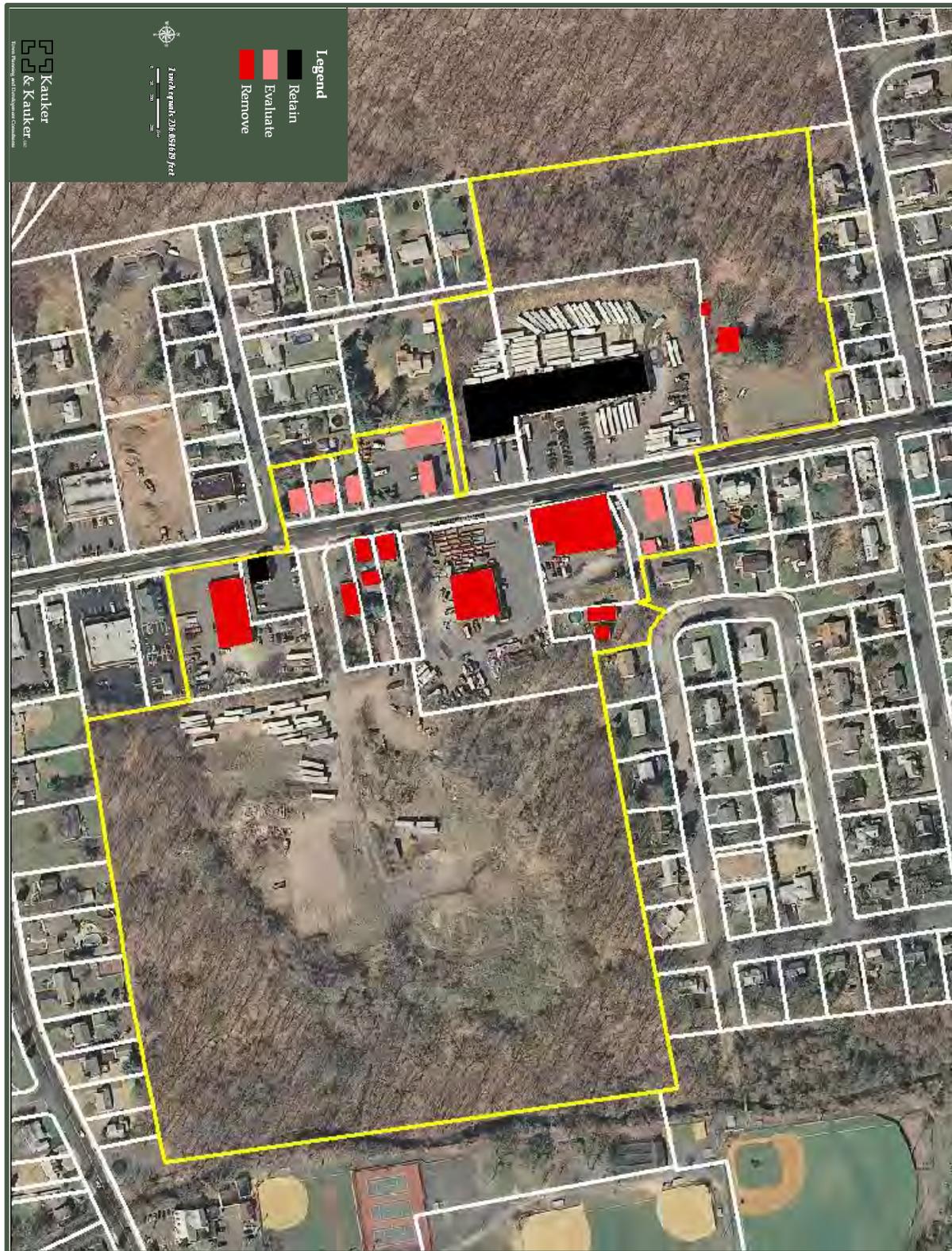
At least 10% of the total project area of each project should be designated as open space including active recreation space, passive open space and club house facilities that include supportive parking.

Retention and Relocation Plan

No existing COAH accredited affordable housing units are to be removed or displaced as a result of the implementation of this Redevelopment Plan. See N.J.S.A. 40A:12A-7(a)6 and (a)7. As such, there is no need to make adequate provision for affordable replacement housing.

Consistent with N.J.S.A. 40A:12A-7(a)3, the Borough intends to require that any redeveloper, as a condition of a redevelopment agreement, be required to provide for the temporary and/or permanent relocation of any resident displaced by the redeveloper's proposed project.

An initial evaluation of existing buildings within the Redevelopment Area has been conducted in order to determine the potential of retention of any existing buildings located in the Redevelopment Area. This conceptual Building Retention Plan is provided in Map 3 on page 19.



Map 3
Building Retention Plan

DESIGN AND BULK STANDARDS FOR THE REDEVELOPMENT AREA

This section provides general design and bulk standards that shall apply to future development in the Redevelopment Area:

Residential Character

All development should be designed to preserve the small town residential character of the Borough. In the Redevelopment Area, the following overall design standards must be followed:

- Maximum Building Height adjacent to Belmont Avenue – 35 ft. / 2 stories
- Minimum Building Setback from Belmont Avenue – 30 ft.
- Maximum Building Height (Townhouse) – 40 ft. / 3 stories
- Maximum Building Height (Townhome) – 43 ft. / 3 stories
- Maximum Residential Density – 9 units per acre, subject to rounding upward or downward the total number of units per project as set forth on page 12 herein.
- Required Number of Parking Spaces per use:
 - Residential Uses – as per the RSIS
 - Commercial – 1 space per 200 sq. ft.
 - Office - 1 space per 250 sq. ft.
- Parking Aisle Width – 24 ft.
- Parking Space Dimensions - 9 ft. x 18 ft.
- Parking Lot design must be screened from adjacent residential land uses.
- Buffer Requirements between Lots, From Building Face to Property Line.
 - Between a Multi-unit Residential Structure and a Single-Family Residential Property - 50 feet
 - Between a Multi-unit Residential Structure and a Mixed Use Property - 30 feet

- Between a Multi-unit Residential Structure and a Multi-unit Residential Property - 30 feet

Existing trees and foliage shall be maintained where appropriate and supplemented as required. The Buffer shall consist of landscaped open space located along the perimeter of each lot which constitutes the required rear yard setback. No structures are permitted in the Buffer, with the exception of decks, patios, (decks and patios shall be limited to a depth of 12 feet), fences and retaining walls. Landscaping, trees and shrubs are required in the Buffer in order to provide appropriate screening for neighboring properties and for the street scapes.

Additional Criteria Applicable to Townhouses and Townhomes

Definition of Townhouse is a unit for occupancy by a single family where the living areas shall be on more than one floor but shall share a common roof with at least one additional Townhouse.

Definition of Townhome is a unit for occupancy by a single family where the living area may comprise several floors but shall have at least one single dividing vertical wall separating such unit from an adjoining Townhome.

All townhouse and townhome developments shall adhere to the following design criteria:

- Minimum Building Separation:
 - Front to Front: 68 ft.
 - Side to Side: 15 ft.
 - Side to Rear: 35 ft.
 - Rear to Rear: 40 ft.
- Minimum Building Setbacks:
 - From an internal street line: 8 ft.

- From a parking area: 5 ft.
- Maximum number of attached units per building: 16 units on all floors; 10 unit townhouses or 16 unit stacked townhomes if there is a 2 foot break in the facade vertically or horizontally every 4 units.
- Maximum building length: 240 ft.
- Where a townhouse dwelling is constructed and sold on a fee-simple lot, the following area and dimensional requirements shall apply:
 - Minimum Lot Area: 1,540 sq. ft.
 - Minimum Lot Width: 22 ft.
 - Minimum Lot Depth: 70 ft.

Complete Streets

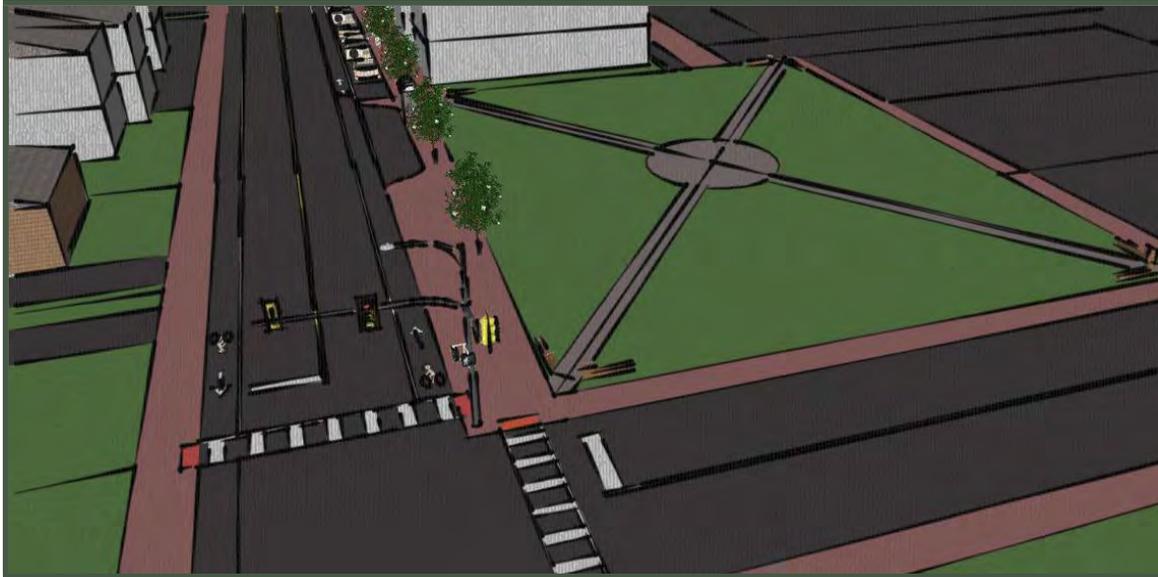
As noted herein right-of-way design must adhere to the design criteria of the Complete Streets guide. As applied within the Redevelopment Area, the following right-of-way requirements are mandated:

- Belmont Avenue ROW – 50 ft. to 60 ft.
- Internal Street ROW – 40 ft.
- Traffic Lane Width - 12 ft. each / 24 ft. total
- Bicycle Lane Width – 3 ft., Belmont Avenue
- On Street Parallel Parking Dimensions - 10 ft. x 24 ft., Belmont Avenue, 8 ft. x 23 ft. in multi-family development.
- Parking standards shall comply with the Residential Site Improvement Standards (RSIS).

Concept Massing Plan

By incorporating the redevelopment objectives and strategies set forth herein, the Belmont Avenue Redevelopment Area can be transformed into a new neighborhood destination. This

section provides several preliminary form-based designs and planning elements that serve as a vision and guide for future redevelopment of the Belmont Avenue Redevelopment Area.



A Public Plaza serves as the focal point of the Belmont Avenue Redevelopment Area and offers additional benefits including flexible civic space, area beautification, and public open space.



Mixed use buildings are oriented along Belmont Avenue and enhanced with appropriate streetscape designs. A Complete Street corridor offers on-street parking, bicycle lanes, sufficient sidewalks and traffic controls. A majority of vehicular parking is provided in the rear of buildings and the property is screened at the rear yard from adjoining land uses.

Affordable Housing Requirements

Subject to the requirements of the Fair Housing Act (N.J.S.A. 52:27D-301 et seq.) and the duly promulgated rules of the Council on Affordable Housing (“COAH”) the amount of affordable housing units to be provided by a redeveloper shall be in accordance with the final and valid regulations of COAH in effect at the time that the first building permit is issued to the redeveloper for any portion of a residential development.. Where more than one affordable unit is created, the site shall include 50% low income units and 50% moderate income units. The Borough shall require that any redeveloper, as a condition of a redevelopment agreement, include a phasing plan within the redevelopment agreement for the provision of affordable housing on a phased basis within the redeveloper’s project. Two examples of phasing plans that are acceptable to the Borough for projects that include affordable housing are illustrated on the following page 25, however these illustrations, are also subject to the requirements of the Fair Housing Act and the final and valid COAH regulations in effect at the time that the first building permit is issued to the redeveloper for any portion of a residential development.

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Affordable Housing Phasing Illustrations:

Assuming a project with a total number of units of 40 units to be built in four equal phases and assuming that the developer would be required to build eight (8) affordable units. An acceptable phasing plan under such assumptions would be:

Phase	Number of Market Rate Units	Number of Affordable Units	Total Units Constructed
1	9	1	10
2	9	1	10
3	8	2	10
4	6	4	10
Totals	32	8	40

Phase	Number of Market Rate Units	Number of Affordable Units	Total Units Constructed
1	8	2	10
2	8	2	10
3	8	2	10
4	8	2	10
Totals	32	8	40

The foregoing illustrations do not modify or supersede any duly adopted regulation that administers or enforces the requirements of the Fair Housing Act and final and valid COAH regulations. Additional or different requirements may be permitted by duly negotiated redevelopment agreement in order to meet the foregoing legal and regulatory requirements at the time the redevelopment agreement is negotiated and approved by the Borough Council.

Funding Sources

Various elements of the Belmont Avenue Redevelopment Plan, including both public and private improvements, may be eligible to receive funding from federal, state or local sources. Potential sources of funding for qualified projects may include, but are not limited to the availability of low-interest loans and development incentives from state and federal sources, state or federal tax credits (such as new markets tax credits, ERG, low income housing tax credits, historic preservation tax incentives) and/or grants that may be available pursuant to state or federal law. The availability of these potential sources of funding are conditioned upon the availability of funds at the time of receipt of a qualified application, any applicable selection criteria and the ability to align grant, loan or program funding cycles with the proposed project schedule. Developers within the Belmont Avenue Redevelopment Plan may make application to the Borough for a PILOT (payment in lieu of taxes) pursuant to N.J.S.A. 40A:20-1 et seq., however the consideration of any such application by the Borough shall be made on a case by case basis. The receipt of a PILOT is subject to all of the requirements of N.J.S.A. 40A:20-1 et seq., including but not limited to findings by the Borough Council that the benefits of the project to the redevelopment of the Belmont Avenue Redevelopment Area outweigh the costs, if any, of the PILOT and a finding by the Borough Council that without the availability of the PILOT it is not likely that the project would be undertaken.

Centers of Place

The Centers of Place program, through the New Jersey Department of Transportation's Local Aid and Economic Development program is designed to assist municipalities who have formally participated in implementation of the New Jersey State Development and Redevelopment Plan (SDRP). The program provides an opportunity

to apply for funds to support non-traditional transportation improvements that advance municipal growth management objectives. Additional information can be found at Center of Place program website [<http://www.state.nj.us/transportation/business/localaid/centerplace.shtm>]

Bikeways Grant Program

The New Jersey Department of Transportation's (NJDOT) Bikeway Grant Program provides funds to counties and municipalities to promote bicycling as an alternate mode of transportation in New Jersey. A primary objective of the Bikeway Grant Program is to support the State's goal of constructing **1,000 new miles** of dedicated bike paths (facilities that are physically separated from motorized vehicular traffic by an open space or barrier either within the highway right of way or within an independent right of way). Additional information can be found at the Bikeway Grant Program [<http://www.state.nj.us/transportation/business/localaid/bikewaysf.shtm>]

Sustainable Jersey Grant Program

There are a number of grants available for approved sustainability projects organized by Sustainable Jersey Program. The Borough would need to be certified within the Program in order to qualify for any grant award. Additional information can be found at Sustainable Jersey website [www.sustainablejersey.com]

New Jersey Clean Energy Program

Administered by the New Jersey Board of Public Utilities, the New Jersey's Clean Energy Program promotes energy efficiency and renewable energy throughout the State through a variety of programs. Some of these programs are applicable to the development of building systems within the Redevelopment Area. Additional information can be found at the Clean Energy Program website [NJCleanEnergy.com]

New Jersey SmartStart Buildings

Within the New Jersey's Clean Energy Program, the SmartStart Buildings program offers a wide range of tax incentives for the installation of energy efficient building equipment. Additional information can be found at the SmartStart Buildings program [<http://www.njcleanenergy.com/commercial-industrial/programs/nj-smartstart-buildings/nj-smartstart-buildings>].