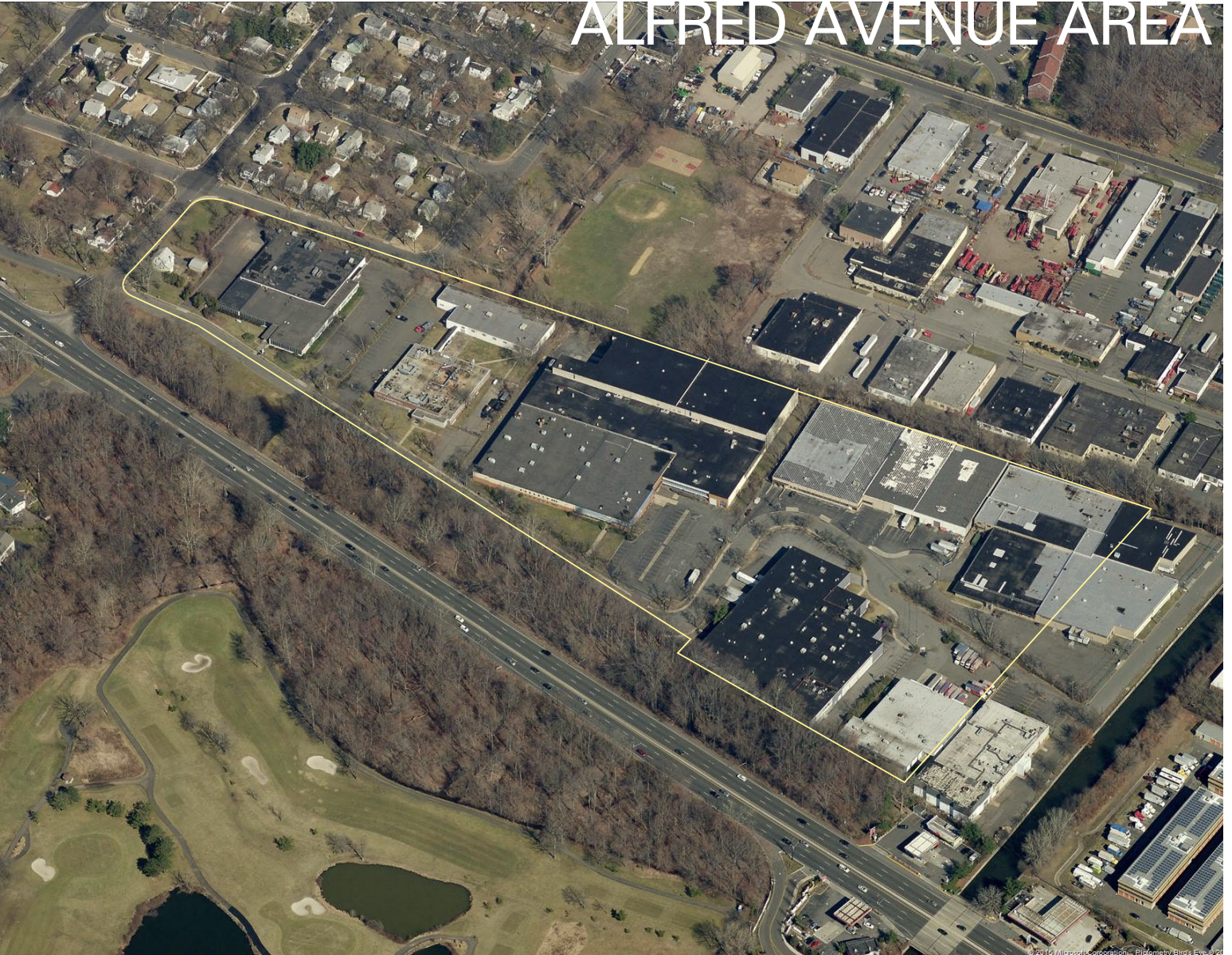


**AMENDMENT  
TO THE TOWNSHIP OF TEANECK  
MASTER PLAN LAND USE ELEMENT FOR THE  
ALFRED AVENUE AREA**



PREPARED FOR THE TOWNSHIP OF TEANECK PLANNING BOARD BY  
**PHILLIPS PREISS GRYGIEL LLC** | PLANNING & REAL ESTATE CONSULTANTS  
ADOPTED BY THE TEANECK PLANNING BOARD ON DECEMBER 10, 2015

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# 1 INTRODUCTION

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This Amendment to the Land Use Element of the Township of Teaneck Master Plan recommends the rezoning of an approximately 18 acre industrial area located along Alfred Avenue within the easterly portion of the Township. The area (hereafter referred to as the “Alfred Avenue Area”) consists of 9 tax lots within the Block 6002, (Lots 1-9). The Alfred Avenue Area has been zoned Light Industrial (L-I) for several decades in recognition of its industrial character. This Amendment to the Master Plan considers a rezoning of the area to facilitate the development of a multifamily residential community. The following chapter describes the Alfred Avenue Area and the necessity for amending the Township’s Master Plan. Chapter 3 provides the planning justification for a rezoning to allow multifamily residential development and outlines the framework for a new zoning designation. A summary is provided in Chapter 4.

## 2 NECESSITY FOR AMENDING TEANECK'S MASTER PLAN

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### 2.1 DESCRIPTION OF THE ALFRED AVENUE AREA

The Alfred Avenue Area is a small light industrial district characterized by one-story industrial buildings, including both warehouse and flex facilities.<sup>1</sup> Its general location is shown in Figure 1 and an aerial photograph is provided in Figure 2. The area also includes a non-conforming single-family residential property located along Decatur Avenue. All of the properties possess frontage along Alfred Avenue from which access is provided to Route 4 (via Decatur Avenue or Webster Avenue/Farragut Drive). Alfred Avenue traverses the area terminates in a double bulb cul-de-sac. The area is adjacent to an industrial/commercial district in the City of Englewood to the east. In fact, one of the properties, lot 6 of Block 6002, actually has a single building which spans both municipalities and has access on the west side from Alfred Avenue and on the east side from Overpeck Avenue in Englewood.

To the south, the area abuts a narrow, long, undeveloped, steeply sloped and wooded parcel which is owned by the Township of Teaneck (Lots 10 and 11 of Block 6002), which is separate and buffer the Alfred Avenue area from traffic travelling along the westbound lanes of State Highway Route 4. There are several detached residential dwellings in Teaneck located to the west across Decatur Avenue. To the north, the Alfred Avenue Area abuts a public park, industrial uses and several residences all of which are located across Tietjen Avenue in the City of Englewood. A list of the properties included in the Alfred Avenue Area is provided in Table 1 and shown on the tax map in Figure 3. The area consists of approximately 18.128 acres exclusive of the right-of-way of Alfred Avenue itself.

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<sup>1</sup> According to NAIOP, the Commercial Real Estate Development Association, a flex building is “an industrial building designed to allow its occupants flexibility of alternative uses of the space, usually in an industrial park setting.”



**Figure 1: Properties in the Alfred Avenue Area**

<b>Block</b>	<b>Lot</b>	<b>Address</b>	<b>Owner</b>	<b>Lot Area (acres)</b>
6002	1	1085 Decatur Avenue	Tzur, Ilan	0.1837
	2	329 Alfred Avenue	329 Alfred Corp.	2.674
	3	359 Alfred Avenue	Ledoux & Co. Inc.	2.469
	4	411 Alfred Avenue	411 Alfred LLC	5.257
	5	455 Alfred Avenue	E. Wrhse. Realty, c/o Madhatter Realty	2.03
	6	475 Alfred Avenue	c/o NAI Hanson Management LLC	1.95
	7	478 Alfred Avenue	400 Overpeck, LLC c/o Alpine Tr Co.	0.1045
	8	480 Alfred Avenue	Irving Property c/o Swede Farms	1.09
	9	414 Alfred Avenue	Schwartz, Richard	2.37
<b>TOTAL</b>				<b>18.128 acres</b>

All of the privately-owned properties in the Alfred Avenue Area are located within the Township’s L-I Light Industrial zone (see Figure 4). The permitted principal uses in the L-I zone include general business offices, research, experimental or testing laboratories, light manufacturing, warehousing and trade schools. Permitted conditional uses include motor vehicle service stations and public garages, public utility installations and wireless communications towers and antennas. The minimum lot size for the L-I district is 15,000 square feet with a minimum width of 100 feet. The maximum building coverage is 30% and the maximum impervious coverage is 70%. The maximum building height in the L-I zone is 44 feet.

It should also be noted that the long narrow, Township-owned property located between Alfred Avenue and Route 4, is also located within the Township’s LI-Light Industrial District. However, this property is excluded from the recommended rezoning within this Master Plan Amendment. There are no plans to redevelop this property in the near or long term future; it is proposed to remain as a green buffer along Route 4.



FIGURE 1 | LOCATION OF THE ALFRED AVENUE AREA | TOWNSHIP OF TEANECK NJ | PHILLIPS PREISS GRYGIEL LLC 2015



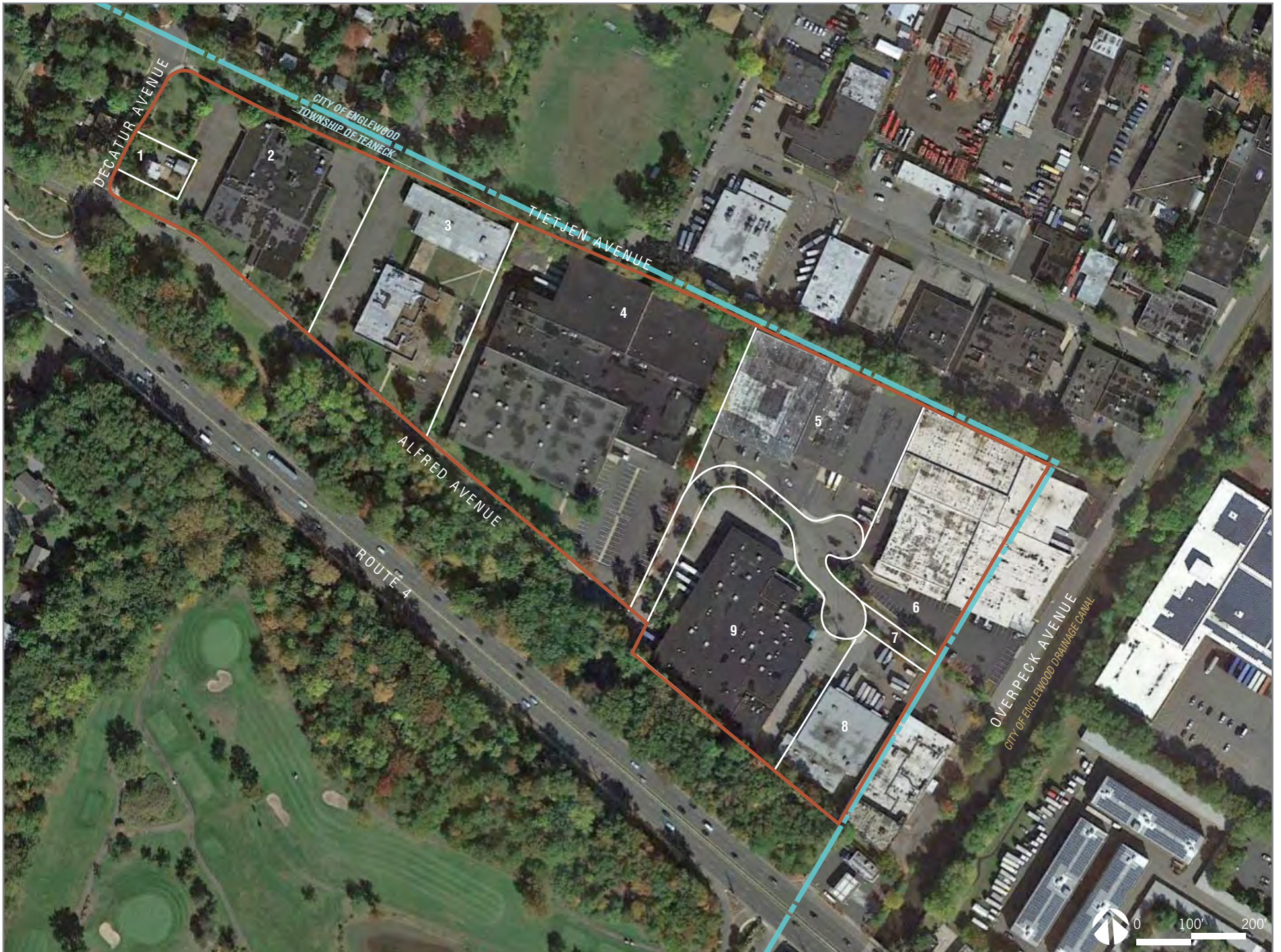


FIGURE 2 | AERIAL PHOTOGRAPH OF THE ALFRED AVENUE AREA | TOWNSHIP OF TEANECK NJ | PHILLIPS PREISS GRYGIEL LLC 2015





FIGURE 3 | TAX MAP FOR THE ALFRED AVENUE AREA | TOWNSHIP OF TEANECK NJ | PHILLIPS PREISS GRYGIEL LLC 2015



## 2.2 NEED TO REEVALUATE THE PLANNING AND ZONING OF THE ALFRED AVENUE AREA

In North New Jersey, industrial users are consolidating in established industrial/warehouse districts with modern facilities and convenient access to interstate highways, state highways, principal arterials, and active rail lines. Typical warehouse and flex buildings found in older suburban industrial submarkets tend to lack adequate ceiling heights, truck loading docks and circulation areas to support the needs of 21<sup>st</sup> century industrial users, and like those located along Alfred Avenue, are too small to allow for these deficiencies to be remedied. As industrial users move to new facilities, these older buildings have struggled to find new industrial tenants. In some cases, the design and layout of the buildings were tailored for a specific user and cannot be easily retrofitted to meet the needs of new industrial warehouse tenants. It is not uncommon to find marginal non-industrial uses, such as gyms, indoor athletic facilities, educational facilities and houses of worship, occupying portions of older flex buildings. In fact, in other industrial areas of Teaneck, such as those located along Palisades Avenue and Queen Anne Road north of State Street, many such conversions have already occurred. Many buildings lack adequate parking to support such uses and necessitate substantial renovations in order to accommodate such uses.

The Alfred Avenue Area is a case in point. Most of the buildings in the district were constructed in the 1950s, 1960s and 1970s. Several properties are beginning to experience difficulties in terms of re-tenanting and reuse. For example, the facility on Lot 2 (329 Alfred Avenue) has been vacant and on the market for a number of years. On Lot 3, LeDoux has continued to operate in a portion of its facility while leasing out surplus space to a cross-fitness operator. The warehouse located at 455 Alfred Avenue (Lot 5) is also on the for-sale market. Many of the properties lack adequate truck docks and on-site circulation to accommodate robust distribution operations. Not surprisingly, the property owners in the Alfred Avenue Area have expressed support for a rezoning of the area to allow for multifamily residential development.





FIGURE 4 | CURRENT ZONING OF THE ALFRED AVENUE AREA | TOWNSHIP OF TEANECK NJ | PHILLIPS PREISS GRYGIEL LLC 2015



### 3 PROPOSED REZONING FOR THE ALFRED AVENUE AREA

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#### 3.1 PLANNING JUSTIFICATION FOR A REZONING TO ALLOW MULTIFAMILY RESIDENTIAL DEVELOPMENT WITHIN THE ALFRED AVENUE AREA

As evaluated from a planning viewpoint, there are five key factors that support the concept of rezoning the Alfred Avenue Area to allow for the development of a multifamily residential community with a potential hotel component.

1. *Demographic trends favor multifamily residential communities.*

There is a major demographic shift underway which is creating tremendous demand for multifamily housing. Between 2008 and 2020 approximately 57 million members of Gen Y (those born between 1977 and 1994) will reach the age of 22. A large portion of this demographic segment will rent, because a) challenging lending standards are motivating many young households to delay buying their first home; and b) Gen Y has an inherent preference for the flexible and comfortable lifestyle associated with renting in a new upscale community. In addition, there is demand from the aging segment of the population who seek attractive housing options in their communities which can allow them to downsize from their single-family homes while staying in place. The demand for multifamily residential units in the local market area is evident in the Brownstones and M projects in Englewood located to the east of Alfred Avenue.

2. *The surrounding land use context is appropriate for multifamily residential development.*

As described in the prior chapter, the Alfred Avenue Area is almost completely encompassed by the Township owned “green buffer” located adjacent to Route 4, light industrial uses in Englewood and a public park. In fact, transforming this industrial area to residential use would be far more compatible with the residential neighborhood in Teaneck to the west and Englewood to the north. Such a use is also more compatible with the green buffer along Route 4. There is little or no potential for land use impacts on the surrounding area from a multifamily residential and hotel development. Adequate buffer areas can be required to separate the new residential community from adjacent industrial uses.

3. *The gradual redevelopment of the Alfred Avenue Area would revitalize an underutilized industrial district.*

The redevelopment of the area will substantially increase the Township’s property tax base and eliminate the underutilization and deteriorated conditions existing within the Alfred Avenue Area.

4. *The property’s location along Route 4 provides access to employment centers and limits traffic impacts on surrounding areas.*

NJ Route 4 provides mass transit options via shuttle and bus routes to New York City and other employment centers as well as nearby shopping and entertainment destinations (e.g., downtown Teaneck and Englewood, Riverside Square Shopping Center and the Garden State Plaza). There is potential to create an attractive pedestrian path to the existing Route 4 shuttle/bus stops and improve the waiting

areas at each stop. Also, the convenient access from Alfred Avenue to Route 4 will limit the traffic impacts on surrounding neighborhoods (since virtually all the residents in the multi-family residential development and hotel guests will utilize Route 4 to get to and from the development along Alfred Avenue). Also, the amount of weekday peak hour traffic generated by the rezoning would be substantially similar to that of the traffic generated along Alfred Avenue by the existing uses.

5. *The redevelopment would have a substantially beneficial impact on the environment.*

The Alfred Avenue Area has a very high percentage of impervious coverage, with little in the way of stormwater quality or quantitative handling methods, the rezoning would reduce the overall impervious coverage of the area and allow for more environmentally sound ways of regulating stormwater flows into the adjacent streams (Overpeck Creek and the tributary at Overpeck Creek) and groundwater.

6. *A rezoning would provide new opportunities for the development of affordable housing.*

The development of new multifamily residential communities will allow Teaneck to require the construction of more units affordable to low and moderate income households in accordance with fair share housing obligation. Ten percent (10%) of all multifamily residential units will be set aside for low and moderate income households.

### 3.2 ADVANCEMENT OF THE TOWNSHIP OF TEANECK MASTER PLAN'S GOALS AND OBJECTIVES

The decline of Teaneck's industrial sector has been acknowledged in the Township's planning policies since at least 2007, when its last comprehensive Master Plan was adopted. At that time, the Master Plan acknowledged that "over the years industrial uses have diminished in the Township and even today we see vacant industrial buildings or industrial properties now being converted for other uses such as office space or private schools."<sup>2</sup> In reference to the Alfred Avenue Area in particular, the 2007 Master Plan's Land Use Element recommended a rezoning along the following lines:

Given the proximity to highway access from Route 4, the area would be attractive to businesses and employees alike. It is therefore recommended that the area be rezoned to allow for mixed-use buildings utilizing combinations of industrial, non-retail commercial and office to be built up to a maximum of five stories, or fifty-five feet (55') in height in this area. Revisions to the ordinance shall also specifically address the necessary setbacks, height and buffer restrictions that will be required when properties are adjacent to existing residential uses.

The 2011 Master Plan Reexamination Report noted within its discussion of the Township's decreasing non-residential tax base that the rezoning of the Alfred Avenue Area endorsed in the 2007 Master Plan had not occurred.<sup>3</sup> It further recommended that the Alfred Avenue rezoning should include the concept of a hotel development within the Township-owned buffer area along Route 4 (i.e., Lot 10).

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<sup>2</sup> Township of Teaneck 2007 Master Plan, pp. 44-45.

<sup>3</sup> Township of Teaneck 2011 Master Plan Reexamination Report, p. 8.



Although long and narrow, a creative design for a hotel would allow for its accommodation along with parking and necessary buffering and open space. The parcel backs up on the aforementioned industrial area, and the closest residences are located at the northeast corner of Decatur and Alfred. Again, appropriate siting requirements could minimize impacts on the residential area. In addition, the development of the parcels would not undermine the greenbelt that presently exists in Teaneck along Route 4. The greenbelt starts to the west of Decatur, and is continuous along Route 4 as it passes through the Township. The presence of these hotels at the far eastern end of Teaneck, adjacent to Teaneck's and Englewood's industrial area on the north side and Overpeck Golf Course on the south side, would not interfere or disrupt the greenbelt as it passes through the remaining part of Teaneck.<sup>4</sup>

The 2011 Master Plan Reexamination also recommended the allowance of one off-premises advertising sign on the Lot 10 property. Finally, the rezoning the Alfred Avenue Area was advocated again in the 2014 Master Plan Reexamination Report which specifically cited the "Alfred Avenue Light Industrial District" as an outdated zoning that should be addressed.

In addition to furthering the aforementioned policy statements, a rezoning of the Alfred Avenue Area would further several overall goals and objectives of the Teaneck Master Plan. For instance, among the goals expressed in the 2007 Master Plan and repeated in the 2011 and 2014 Master Plan Reexamination Reports was the goal to "provide zoning protection for existing multifamily housing, and encourage its expansion only in areas where it would not have detrimental effects on single-family residential neighborhoods." As described above, the Alfred Avenue Area is particularly suitable for multifamily housing because it is separated from single-family neighborhoods. Consequently, a multifamily use will not create any land use, visual, traffic or other detrimental impacts on existing neighborhoods. The Master Plan also recognized that:

Marginal or underutilized parcels, many of which are industrial or commercial in nature may present themselves as opportunities for redevelopment in the near future. The highest and best use for such parcels may be multifamily residential development, owing to the high demand for new housing in Teaneck. At first glance such projects may appear to have several advantages meeting the housing needs of Teaneck's growing younger population, providing ratables and improving the area's overall aesthetics.<sup>5</sup>

In addition, a multifamily use with an inclusionary affordable housing component would advance Objective #7 of the Land Use Plan Element which seeks to "provide for the Township's fair share of affordable housing."

In summary, the idea of rezoning Alfred Avenue has been under consideration by Teaneck since at least 2007. The implementation of a new zoning scheme for the area is long overdue. The following section

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<sup>4</sup> 2011 Master Plan Reexamination Report, p. 26.

<sup>5</sup> 2007 Master Plan, p. 25.

sets forth a specific zoning framework to facilitate multifamily residential and hotel development of the Alfred Avenue Area.

### **3.3 RECOMMENDATIONS FOR THE PROPOSED REZONING OF THE ALFRED AVENUE AREA**

For the Alfred Avenue Area, a new zone referred to as the R-MO3 Residential – Multifamily 3 Overlay District is recommended. As illustrated in Figure 5, the zone would encompass Lots 1-9 within Block 6002 and function as an overlay zone.

The reason why overlay zoning is recommended is that the transition of the area to multi-family residential uses is likely to occur on a lot-by-lot basis, as proposed to a single comprehensive development occurring over a period of time. Allowing the underlying or existing uses to operate until such a transition occurs, is advisable and accommodated by such overlay zoning. The permitted land uses in the new overlay zone would include multifamily dwellings and hotels with customary accessory uses, including off-street parking, swimming pools, indoor and outdoor recreational amenities and convenience retail uses (limited to 5% of the total floor area of the residential building of which it is part). It is recommended that a minimum of 10% of the residential units should be designated for low- and moderate-income families in accordance with the State’s Uniform Housing Affordability Controls (UHAC) in terms of unit type distribution and income requirements.

The recommended bulk requirements for the R-MO3 are set forth below.



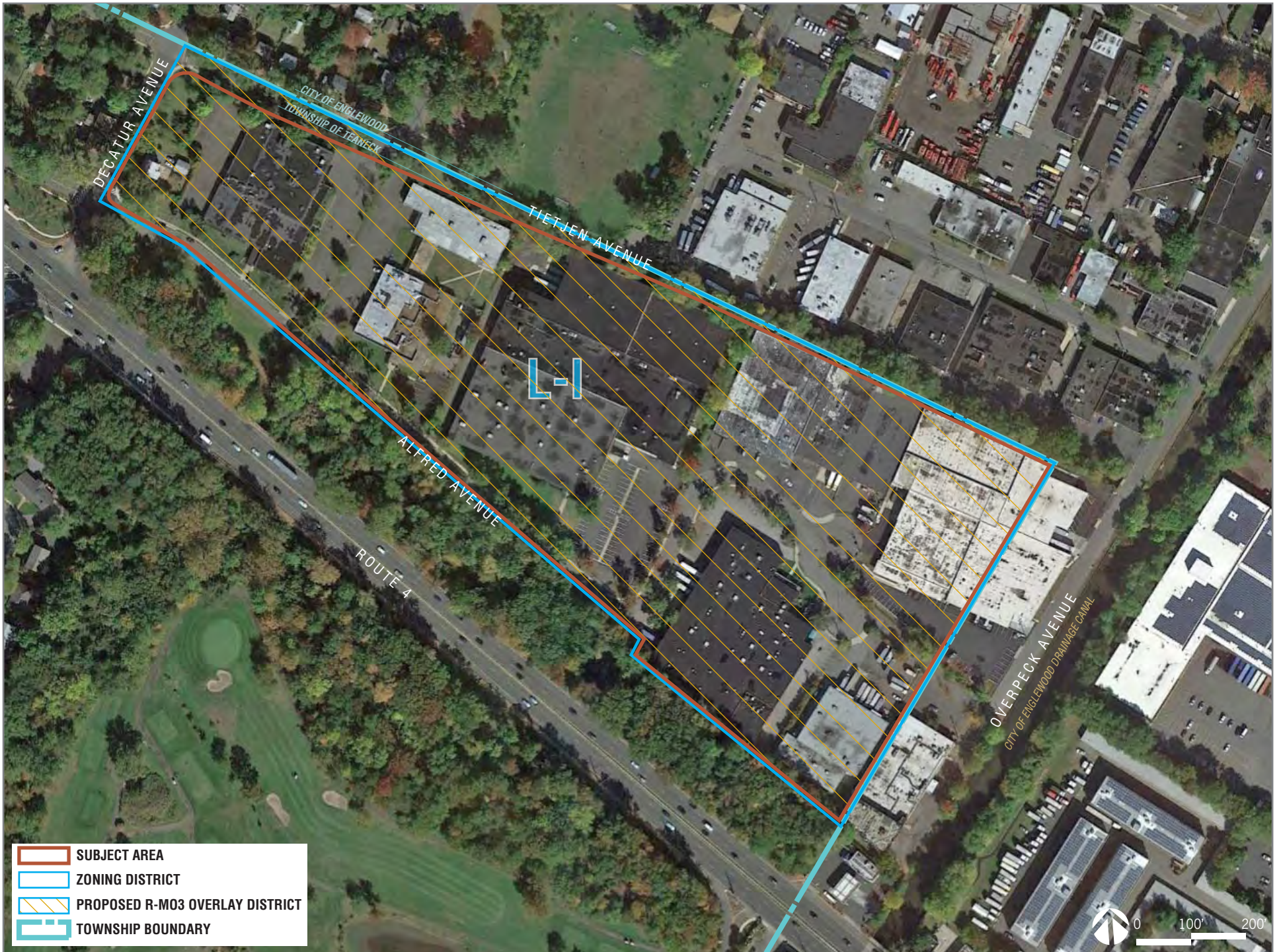


FIGURE 5 | PROPOSED ZONING FOR THE ALFRED AVENUE AREA | TOWNSHIP OF TEANECK NJ | PHILLIPS PREISS GRYGIEL LLC 2015



<b>TYPE</b>	<b>MINIMUM REQUIREMENT</b>
Lot size	1 acres
Lot width at the street line	200 feet
Building setbacks* <sup>1</sup>	
- Front	60 feet
- One side	25 feet
- Both sides	75 feet
- Rear	25 feet
Driveway setbacks	
- To property line	15 feet
- To building	10 feet
Parking setbacks (surface)	
- To property line	15 feet
- To building	10 feet
Open space	
- Surface	20% of lot area
- Total (including roof gardens)	40% of lot area
	<b>MAXIMUM REQUIREMENTS</b>
Building coverage	65% of lot area
Density	60 units/acre
Height (whichever is less)	
- Stories	5 stories* <sup>2</sup>
- Feet	70 feet

\*<sup>1</sup> Provided that no building on one lot is closer than 75 feet to a building on an adjacent lot within Teaneck.

\*<sup>2</sup> Inclusive of parking levels above grade.



In order to achieve a visually attractive and well-planned residential community, a number of specific design standards should be included in the R-MO3 district. Such standards should include the following:

1. Site and Building Design Requirements

- That all buildings in the RMO-3 District be located with consideration of their relationship to other existing and proposed buildings in terms of light, air and usable open space, access to public rights-of-way and off-street parking, height and bulk.
- That groups of related buildings be designed to present a harmonious appearance in terms of architectural style and exterior materials, and to be attractive from all vantage points
- That building setbacks and heights should be varied to avoid a monotonous uniformity of development.
- Standards should also specify base materials, window openings and top of base features to avoid blank walls and create an interesting design at ground level, whether the first level is used for parking or for residential units
- Design standards should include and reference barrier-free design regulations.
- Roof treatment, mechanical and electrical equipment screening should be specified to gracefully cap the structure, screen mechanical equipment located on a roof of a building, and to locate all electrical communications equipment in such a way that it does not negatively impact the appearance of the building.
- Features such as wind turbines, solar collectors, green roof technology, and observation areas should be permitted as long as their design is integral to the overall composition of the building.
- Parking decks should be designed to obscure the view of broad expanses of parking with the use of landscaping or screens trellises, or alternatively, should have roof gardens over parking decks.

2. Streetscape Design Standards

- Buildings should be designed to front on a public street to encourage and create a street wall and a pedestrian environment at a human scale, with main entrances located on public streets and secondary entrances provided from parking areas. Convenient access to and from the parking structure and accessory retail uses, if provided, should be provided.

- Decorative streetscape, sidewalk and street trees in grates or with guards should be provided and utility distribution lines, utility service connections, and all other cable, telephone, or other communication lines should be located underground.

### 3. Circulation and Open Space Requirements

- Interior driveways should be designed so as to discourage through-traffic
- Sidewalks and paved areas should utilize durable, minimum-maintenance type materials, and be provided with adequate lighting.
- Open spaces should be located to provide for maximum usability, should be continuous, and provide for pedestrian movement and access to recreational areas.
- Modern, decorative, pedestrian-friendly, traffic-calming techniques should be utilized both within the site and along Alfred Avenue.
- At least two (2) ingress and egress locations should be provided to all parking structures, and access around all sides of such structures should be provided for fire-fighting purposes.

### 4. Off-Street Parking and Loading Design Requirements

- Parking ratios for residential uses should meet RSIS standards.
- Hotels should provide up to a maximum of 1 space per room up to 100 rooms; 0.5 space per room for 101 to 250 rooms; 0.3 space per room for over 250 rooms, and 1 space per 1000 square feet of gross floor area for meeting rooms, banquet rooms, restaurants, and conference room (excluding hall, lobby, mechanical, and utility spaces), and should be included in the total number of spaces provided.
- The regulations should specify that parking may be provided in multi-level garages, in conjunction with or below multifamily residential buildings, but should not be permitted as stand-alone structures.
- Regulations should also specify that parking may also be provided within multilevel, mixed-use parking structures that are partially embedded in the ground.
- No on-street parking should count towards the minimum number of required off-street parking spaces.

- All required parking spaces should be a minimum of 9 feet wide by 18 feet deep except for handicapped spaces. A number of smaller spaces for compact and subcompact cars should be considered; for example, the regulations could specify that 15% of the spaces may be compact with minimum dimensions of 8 feet by 16 feet.
- Structured Parking should also be required to meet the following requirements:
  - All parking structures should be fronted and masked along all street frontages or areas visible from a street, by residential, retail, or recreational uses.
  - Parking structures should be designed to eliminate headlight glare by the provision of opaque screening for headlights and placement of interior garage lighting to be directed into the structure and mounted on the interior side of columns.
  - The façade of the parking levels in the building should be designed to provide visual interest.
  - The exterior material and design should be the same or similar, to the greatest extent possible, as the exterior walls of the principal building.
  - Any openings in the garage façade should be of the punched type and relate in design to the fenestration pattern of the principal building. All openings should be screened with glass or decorative metal grills, (chain link should be prohibited). Any openings should preferably be in a vertical proportion.
  - Blank walls on any façade should be prohibited
  - All building and garage access points should be provided at street level and designed to encourage street activity.
  - The regulations should specify that parking may be provided in multi-level garages, in conjunction with or below multifamily residential buildings, but should not be permitted as stand-alone structures.

##### 5. Landscaping and Lighting of Parking Areas

- Surface parking facilities should be extensively landscaped, and large concentrations of parking without landscaping should be prohibited.
- All parking areas abutting streets should be landscaped on the periphery with berms, shrubs, trees and/or ground cover.

- All access drives should be well landscaped along their perimeter.
- Landscaping should be required for any part or any parcel not used for buildings, off-street parking, or loading spaces. The site plan should include proposals for landscaping indicating the location, size and quantity of the various species to be used.
- Surface parking lots for more than 10 vehicles should provide a screen planting or dense evergreens, landscaped berm, and or decorative planting, not less than three (3) feet high for parking areas, and six (6) feet in height for any loading areas along any street line and along all property lines except those instances where a building intervenes or where the proposed planting may interfere with sight triangles.
- Surface parking lots should contain interior tree plantings of 1 tree per 15 parking stalls, in addition to tree plantings provided along the perimeter of the parking lot and in addition to those within the street right-of-way.
- Decorative protected pedestrian walkways should be provided throughout parking lot(s).
- Lighting used to illuminate off-street parking and loading areas should be arranged and shielded to prevent the spillage of light off the premises and should be in accordance with the lighting requirements of the Teaneck Zoning Ordinance.
- All required parking and loading areas should be provided off-street. All such parking and loading areas should be graded and paved with a durable, dust-free surface, and adequately drained. All parking and loading areas should be designed in accordance with requirements of the Teaneck Zoning Ordinance.

#### 6. Landscape Design Requirements

- Landscaping should be required for any part of any parcel not used for buildings, off-street parking, or loading space. The landscaping plan should indicate the location, size and quantity of the various plant species to be used in landscaping, as well as proposals for berms, and other earth sculpting.
- Open space should provide visual and functional elements such as benches, low walls, drinking fountains, refuse containers and planters, and public fountains.
- Open space amenities should include: decorative material such as, stone, brick, or asphalt pavers; stamped and tinted concrete; decorative lighting; and other such detailing. Adequate lighting should be provided to encourage active usage



and a sense of security in the open space. Open space should be distributed so as to provide for maximum usability.

- Through creative design, open space features should address the need for human comfort and enjoyment and provide both active and passive recreational uses for secure and pleasant outdoor and indoor settings to meet public and private use requirements. Open space and plazas should be designed at a human scale to invite and attract the public.
- Open space should be oriented to focus on areas which maximize views.
- As a general guide, one (1) linear foot of seating for each four (4) linear feet of plaza or roof garden and should be on the roof deck of parking structures subject to site plan review and approval by the Teaneck Planning Board. Seating space should also include planters, benches, fountains, etc.
- Green roofs should be permitted.

## 4 SUMMARY

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The Amendment to the Land Use Element of the Township of Teaneck Master Plan considered the rezoning of the Alfred Avenue Area (Block 6002, Lots 1-9). The rezoning of the Alfred Avenue Area has been advocated by the Township's Master Plan since at least 2007. Based on the area's overall size, locational attributes and surrounding land use context, it was determined that a rezoning of the area to encourage multifamily residential development with a potential hotel component will further several Master Plan goals and objectives and reverse the area's decline. The creation of a new zone based on the use, bulk and design standards outlined in the preceding chapter is strongly recommended.