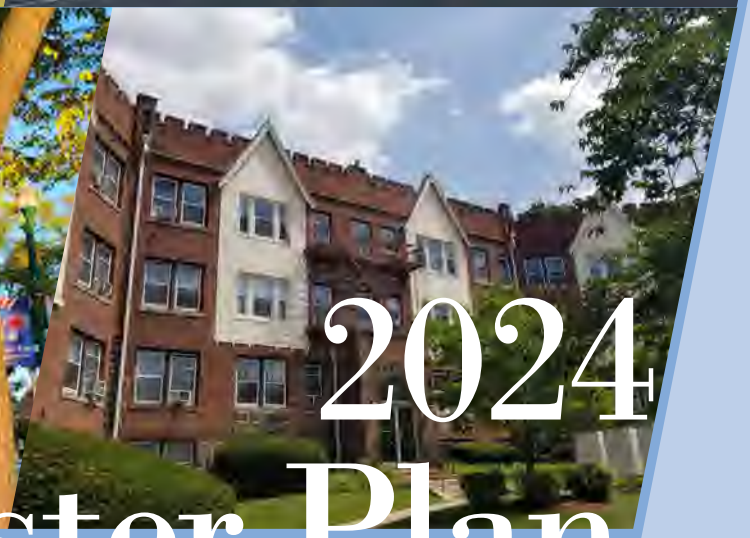

2024 Master Plan for the Township of Teaneck

Prepared for the Township of Teaneck, Bergen County, New Jersey by

PHILLIPS PREISS GRYGIEL LEHENY HUGHES LLC

Planning & Real Estate Consultants | August 2024

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Special thanks to the many residents of Teaneck who participated in the preparation of this Master Plan. Their dedication, insights, and collective passion for the Township is greatly appreciated.

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The original copy of this document was signed and sealed in accordance with N.J.S.A. 45:14 A-1 et seq.

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1 Introduction

A. What is a Master Plan?

The Planning Board of a municipality is tasked with preparing a master plan, the overarching purpose of which is to, "to guide the use of lands within the municipality in a manner which protects public health and safety and promotes the general welfare," according to the Municipal Land Use Law (MLUL). It is a policy document principally intended to guide and prioritize the land use decision making of a community. It is a blueprint for the future whose policy recommendations become the basis for zoning regulations, land use policies, prioritizing investments, and attracting new resources to a community. Specific recommendations presented in a master plan provide clear guidance for achieving the stated vision, goals, and objectives. The MLUL requires municipalities to reexamine these recommendations, along with goals and objectives, every 10 years.

Two elements are required of all master plans: (1) a statement of objectives, principles, assumptions, policies, and standards upon which the constituent proposals for the physical, economic, and social development of the municipality are based – also known as "goals and objectives," and (2) a land use plan element, which involves various sub-components. such as a description and map of existing land uses and zoning, a future land use plan, a statement on population density and development intensity, and a strategy statement related to smart growth, storm resiliency, and environmental sustainability. Other elements are optional, which in this Master Plan includes an economic development element, a historic preservation element, and a mobility element. An open space and recreation plan and a housing element have previously been prepared for the Township of Teaneck and are referenced and affirmed herein.

Teaneck's last comprehensive Master Plan was adopted in 2007, and has since been updated in the following documents:

- Master Plans (1979, 2007)
- Reexamination Reports (2011, 2014, 2017)
- Amendment to the Master Plan (2021)
- Bicycle and Pedestrian Master Plan (2011)
- Housing Element and Fair Share Plans (2008 and 2019)
- Open Space and Recreation Plan Update (2019 and updated 2024)
- Environmental Resource Inventory (2024)

This Master Plan builds upon these previous planning initiatives and seeks to refine and enhance the Township's land use policies and priorities to achieve a comprehensive, equitable vision for the future.

B. Public Outreach Methods and Results

A Steering Committee was formed early in the process to guide the public outreach process and to provide input on early drafts of the Master Plan. The group was comprised of representatives from various stakeholder groups within the community. The preparation of this Master Plan involved extensive public outreach that was a direct result of the Steering Committee's commitment to including the voices and opinions of Teaneck's residents, workers, and businesses. The following lists Teaneck's outreach efforts and summary results from these engagements.

- June 14, 2023 – Kick-Off Meeting
- July to October 2023 – Stakeholder Interviews

- August to October 2023 – Online Survey
- October 11, 2023 – Community Workshop

1. Kick-Off Meeting

The Master Plan Kick-Off Meeting was held on June 14, 2023. Approximately 60 in-person attendees split into eight groups to identify: a) Teaneck's strengths, challenges or opportunities to improve, b) key topics for the master plan to address, and c) groups of people within the Township that would require additional outreach for input. The meeting also yielded 22 completed Google Form responses from virtual attendees on Zoom. Community strengths are listed later in this plan. Common feedback from attendees focused the need to address the following issues and topics in the master plan, which were later grouped and summarized as follows:

Residential:

- Providing housing options for the next generation
- Maintain the quality of life and community character (low-density residential)
- Establish design standards for new development
- High-rise vs. low-rise multifamily apartments and design
- Increase/improve housing options

Commercial:

- Revitalize the commercial areas
- Incentivize commercial development and business attraction/success
- Improve walkability from residential areas to business districts
- Parking to support commercial districts

Transportation/Mobility/Infrastructure:

- Managing traffic congestion and public transit
- Pedestrian and bicycle-friendly streets
- Keep connectivity throughout Teaneck
- Infrastructure improvements (road surface quality, overpasses)
- Ensure infrastructure is adequate/has capacity to support new development, especially residential development (infrastructure = roads/traffic, utilities, and municipal services)
- Address drainage and flooding concerns

Institutional and Other:

- Better incorporate Fairleigh Dickinson University into the community
- Improve the relationship between Holy Name Medical Center and the community
- Improved programming for seniors
- Improve schools
- Property rights/eminent domain concerns
- Parks and recreation improvements (note that this topic is addressed in the Township's adopted Open Space and Recreation Plan)
- Improve communication over development and planning process

2. Stakeholder Interviews

The project team and Subcommittee members engaged with a diverse group of stakeholders over several months through virtual meetings in order to listen to their valuable insights and explore the best possible ways to integrate their inputs, ideas, and concerns into the upcoming Master Plan. These discussions proved to be highly informative and brought to light a range of critical topics that would be essential to address in this Master Plan.

Table 1 includes details of the discussions between the project team and the stakeholders and organizations interviewed.

The following provides highlights from these interviews, while the Appendix provides detailed meeting notes from each interview.

CRESA, Real Estate

The CRESA representative highlighted the current retail challenges and the need for diverse retail and entertainment options in Teaneck, with a particular emphasis on the Cedar Lane business district and Upper Teaneck Road. He believed that addressing these issues in the Master Plan could contribute to the economic growth and vitality of the Township.

Chamber of Commerce

The members emphasized the unique identities of each business district and a desire for creating more destination-oriented businesses. They expressed their interest in a transportation system that would connect these districts. They shed some light on the current

Table 1: Stakeholder Interviews

Interview Date	Role/Title	Affiliation
7/7/2023	Commercial - Real Estate Agent, Managing Principal	CRESA (commercial real estate firm)
9/6/2023	Interim University Provost and Senior Vice President for Academic Affairs	Fairleigh Dickinson University (FDU)
9/19/2023	Members (4)	Teaneck Chamber of Commerce
9/27/2023	Commissioners (2)	Teaneck Historic Commission
10/3/2023	Members (3)	Senior Citizens Advisory Board (SCAB)
10/6/2023	Graduate students, transfer students, Student Government Association (SGA) members, on-campus residents and commuters, Director of Student Affairs	FDU students
10/17/2023	Vice President of the Teaneck Community Chorus; Executive Director of the Teaneck International Film Festival; a singer/musician and university professor/administrator.	Arts, Culture, & Entertainment
10/25/2023	Assistant Director; Principal Facilities Planner	Transit Friendly Planning at NJ Transit
10/31/2023, 2/23/2024	VP for Government Affairs and Community Engagement Strategic Initiatives; VP for Facilities	FDU Facilities

parking challenges in each district, identifying the geographic areas with these issues.

Historic Preservation Commission

The members recommended that the list of historic properties should not be limited to houses but should also include any cultural landmarks, artifacts, or items of significance. The members also agreed to collaborate on the Historic Preservation Element for the Master Plan and assist with working on changes to the ordinances, where required.

Senior Citizens Advisory Board

The members identified several opportunities for improvement in the community including the need for more accessible park spaces for seniors, business district improvements, the need for an arts center, and establishing senior-friendly facilities in upcoming housing developments. They also suggested better communication and engagement with Fairleigh Dickinson University to offer courses for seniors.

FDU Students

The students provided insights into their experiences in visiting Teaneck, particularly with regard to retail stores, restaurants, and entertainment venues. Many talked about traffic safety concerns, especially on River Road and Cedar Lane. They also expressed interest in participating in social and volunteer events in the community.

Arts, Culture, & Entertainment

The members highlighted the difficulties in booking venues for cultural events and thus the need for an independent, mid-sized arts center in the Township, preferably near business districts. The members also expressed difficulties in retaining local talent because of the lack of space and events.

Transit-Friendly Planning at NJ Transit

The NJ Transit representatives talked about the challenges with capacity on some NYC-bound bus routes from Teaneck due to limited storage space at Port Authority depot. Potential solutions that were discussed included creating a new bus route to the NYC ferry in Edgewater and improving connections to train stations in Hackensack and Hoboken. They also discussed residents' interest in a local circulator system in Teaneck and expressed concerns that such an option may not be entirely effective, as

residents desire both proximity and frequency, which is challenging to achieve together.

FDU Housing & Facilities

The team emphasized the need for better housing facilities for students and faculty within the campus, and the need for building academic facilities and student amenities nearby. There was a discussion on the importance of collaborating on potential future development plans was discussed. Additionally, FDU expressed active interest in developing the concept of university-based retirement communities. Leadership at FDU also discussed overall changes in enrollment trends across universities, student housing preferences, and the potential need to reposition its physical assets.

Greenway Advisory Board

Although the project team did not meet directly with the Greenway Advisory Board, the group sent a message expressing support for a recreation/conservation easement on the "DPW site" to be recommended in the Master Plan, specifically on portions of the site running along the Hackensack River, with the intent of preventing stormwater runoff from entering the river.

3. Online Survey

In the start of August 2023, the Township of Teaneck released a city-wide community input survey to gather the community's insights and opinions on a range of issues related to the components addressed in the Master Plan. This survey was developed and made available online through Survey Monkey, with versions available in both English and Spanish. The survey questions covered the following topics:

- Housing
- Revitalization of commercial corridors/business districts
- Traffic and mobility
- Design and aesthetics
- Open spaces

A link to the English survey was posted on the Township's website around August 1, 2023, and the Spanish survey was posted on August 7, 2023. To ensure widespread access, the Township used various outreach mediums for promotion including social media channels, posting flyers, sending Nixle notifications and emails, and mailing postcards to over 16,000 addresses, including renter households and businesses. The survey remained open for approximately 11 weeks, until October 20, 2023.

The survey included various question types including ranking questions, Likert scale questions, multiple-choice, and one open-ended question. The survey amassed a total of 1,860 responses, indicating a healthy response rate. However, it is important to note that out of the total

responses received, only approximately 1,550 respondents proceeded to take the survey after the first question, resulting in a ±83% response rate. The responses had a relatively even geographical representation, from the northeast, northwest, southeast, and southwest quadrants of the Township. A detailed summary of the online survey results is provided in the Appendix and are incorporated into the content of this Master Plan.

4. Community Workshop

The Master Plan Community Workshop occurred on October 11, 2023 at the Richard Rodda Community Center and was attended by approximately 50 participants. The workshop was organized around four topical discussions: 1) Housing & Affordability, 2) Aesthetics & Design, 3) Business Districts & Commercial Revitalization, and 4) Transportation & Mobility. The four topics were selected based on the Master Plan Kick-off Meeting, existing conditions research and analysis, stakeholder interviews, and community survey results. Initially, participants were split evenly between the four discussion groups, and then each cohort rotated through the four topic areas in 25-30-minute intervals during the workshop. Participant feedback was recorded through facilitator notes, participant notecards, polling, sticky notes, pins, and sticker placement on activity boards. Results are incorporated into the content of this Master Plan.

Glossary of Zoning and Development Terms

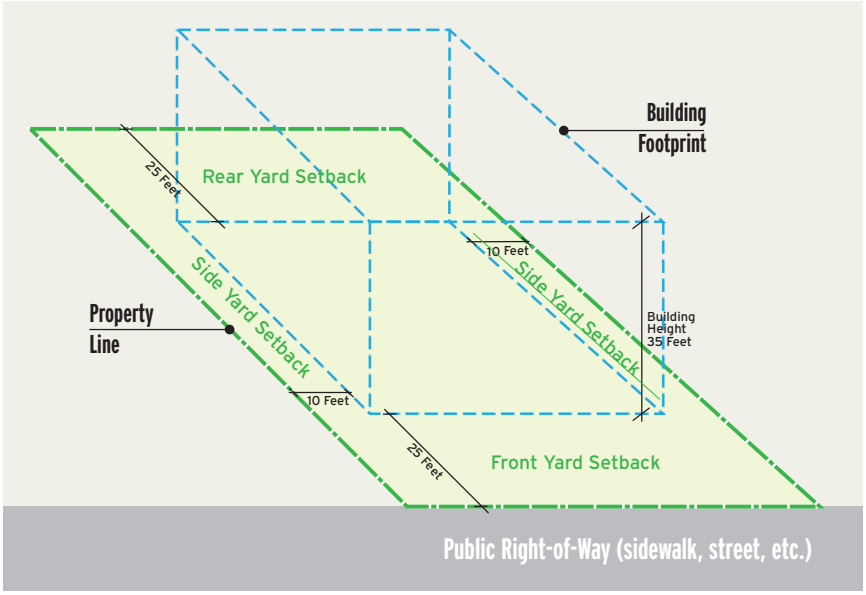
The following glossary is intended to help readers of this Master Plan understand some of the terms used in the Land Use Element as they relate to zoning, land use, and development of the built environment. The Township's Development Regulations ordinance has a list of official definitions, found online at eCode360.com, Ordinance section 33-3. The following definitions are not intended to replace definitions within the Township code.

Accessory structure or use: A structure detached from a principal building located on the same lot and customarily incidental and subordinate to the principal building or use.

Building envelope: The three-dimensional space within which a structure is permitted to be built on a lot; it is defined by maximum height regulations, minimum yard setbacks, and sky exposure plan regulations when applicable.

Building height: The vertical distance from the average ground elevation around the foundation to the building's highest point, exclusive of chimney, mechanical equipment, elevator tower and flagpole.

Building mass: The three-dimensional bulk of a structure: height, width, and depth.



Bulk regulations: Standards applying to individual lots that control the placement, intensity, and character of development and include the amount of open space on the lot, the height of structures, setbacks from property lines and public rights-of-way, impervious coverage, floor area ratio, and density.

Coverage, building: The ratio of the horizontal area, measured from the exterior surface of the exterior walls of the ground floor, of all principal and accessory buildings on a lot to the total lot area.

Coverage, lot/impervious: That part of a lot that is covered by impervious surfaces.

Density: The number of families, individuals, dwelling units, households, or housing structures per unit of land, (typically measured in units per acre).

Dwelling, attached: A one-family dwelling with ground-floor outside access, attached to two or more one-family dwellings by common vertical walls without openings.

Dwelling, detached: A dwelling that is not attached to any other dwelling by any means.

Dwelling, garden apartment: One or more two-story or three-story multifamily structures, generally built at a gross density of 10 to 15 dwelling units per acre, with each structure containing eight to 20 dwelling units and including related off-street parking, open space, and recreation facilities.

Dwelling, high-rise: An apartment building of eight or more stories.

Dwelling, mid-rise: A building containing from three to seven stories.

Dwelling, multifamily: A building containing three or more dwelling units, including units that are located one over another.

Floor area: Area of all floors of a building or structures.

Floor area ratio (FAR): The gross floor area of all buildings on a lot divided by the lot area.

Inclusionary zoning: Regulations that increase housing choice by establishing requirements and providing incentives to construct housing to meet the needs of low- and moderate-income households.

Inclusionary development: A residential housing development in which a percentage of the dwelling units are affordable to low- and moderate-income households.

Land use: A description of how land is occupied or used.

Lot: a designated parcel, tract, or area of land established by plat, subdivision, or as otherwise permitted by law, to the separately owned, used, developed, or built upon.

Lot area: The total area within the lot lines of a lot, excluding any street rights-of-way.

Lot depth: The average distance measured from the front lot line to the rear lot line.

Lot/property line: The line of record bounding a lot that divides one lot from another lot or from a public or private street or any other public space.

Lot width: The horizontal distance between the side lines of a lot measured at right angles to its depth along a straight line parallel to the front lot line at the minimum required building setback line.

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

Right-of-way: The total width and length of the course of a street, watercourse, utility alignment or other way and within which all improvements and rights of access are confined.

Set-aside: The percentage of housing units denoted to low- and moderate-income households within an inclusionary development.

Setback: The distance between the building and any lot line.

Step-back: Refers to the step-like recessions in the profile of a building.

Principal use: The primary or predominant use of any lot or parcel.

Yard: An open space that lies between the principal building or buildings and the nearest lot line.

Zone: A specifically delineated area or district in a municipality within which uniform regulations and requirements govern the use, placement, spacing, and size of land and buildings.

Zone, overlay: A zoning district that encompasses specific areas of one or more underlying zones and that permits additional development scenarios and/or imposes additional requirements beyond those required for the underlying zone.

Zoning: The delineation of districts and the establishment of regulations governing the use, placement, spacing, and size of land and buildings.

Sources: Moskowitz, Lindbloom, Listokin, Preiss, & Merriam. The Completed Illustrated Book of Development Definitions, Fourth Edition. 2015. Transaction Publishers.
Township of Teaneck, Development Regulations, Ord. section 33-3.
Urban Toronto. "Explainer: Setbacks and Step-backs." April 14, 2022. https://urbantoronto.ca/news/2022/04/explainer-setbacks-and-step-backs.47688

Glossary of Redevelopment Terms

Redevelopment: A process intended to transform aging, deteriorating, underutilized, distressed, obsolete, and/or abandoned areas into economically viable and productive ones. In New Jersey, the process is governed by the Local Redevelopment and Housing Law ("LRHL") which establishes the rules and principles by which municipalities undertake development. Redevelopment may be publicly or privately initiated but is undertaken in accordance with a municipal process outlined in the LRHL.

Redevelopment area: The LRHL establishes the authority, criteria and procedures for a municipality to designate "areas in need of redevelopment" ("AINR") commonly referred to as a "redevelopment area." Per the LRHL, the municipal governing body directs the planning board to undertake a preliminary investigation to determine whether an identified area meets certain statutory criteria listed in the LRHL to quality as an area in need of redevelopment. The planning board then conducts an investigation and holds a public hearing on the proposed redevelopment area designation. Based on the planning board's recommendation, the governing body may designate all or a portion of the area as an area in need of redevelopment. A common, but not required, tax incentive for redevelopers of redevelopment areas is a 30-year long-term tax exemption.

Rehabilitation area: The LRHL establishes the authority, criteria and procedures for a municipality to designate "areas in need of rehabilitation" for areas that show signs of decline or disinvestment, but which may not meet the statutory criteria to be designated as an "area in need of redevelopment." A rehabilitation area must be at least one of the following criteria:

1. A significant portion of structures therein are in a deteriorated or substandard condition;
2. More than half of the housing stock in the delineated area is at least 50 years old;
3. There is a pattern of vacancy, abandonment or underutilization of properties in the area;
4. There is a persistent arrearage of property tax payments on properties in the area;
5. Environmental contamination is discouraging improvements and investment in properties in the area;
6. A majority of the water and sewer infrastructure in the delineated area is at least 50 years old and is in need of repair or substantial maintenance.

The governing body must adopt a resolution designating the area in need of rehabilitation. No formal investigation or public hearing is required, and no special notice is required. The governing body sends the resolution designating the area to the planning board for Master Plan consistency review. Where warranted, a declaration of need for rehabilitation may extend to the entire area of a municipality. A common, but not required, tax incentive for redevelopers of rehabilitation areas is a five-year tax exemption and abatement.

Redevelopment plan: A redevelopment plan is adopted by the governing body of a municipality for both areas in need of redevelopment and areas in need of rehabilitation. A redevelopment plan governs development within a redevelopment or rehabilitation area; states goals and objectives for the redevelopment or rehabilitation area and relates them to comprehensive planning goals and objectives of the community; specifies land uses and building and site design requirements within the redevelopment and/or rehabilitation area; and can supersede zoning or act as an overlay zone. A redevelopment plan for a redevelopment area may permit municipal acquisition, by condemnation, of any land or building which is necessary for the furtherance of the redevelopment project. A redevelopment plan for a rehabilitation area does not permit municipal acquisition by condemnation.

Tax abatements and exemptions: Municipalities may, but are not required to, grant property tax exemptions and abatements to encourage investment in areas in need of redevelopment and rehabilitation in furtherance of a redevelopment plan.

A municipality may grant long-term (up to 30 years) tax exemptions on all or a portion of a redevelopment within redevelopment areas only. Instead of paying local property taxes, the redeveloper receiving a long-term tax abatement pays an annual service charge to the municipality commonly referred to as a payment in lieu of taxes ("PILOT"). PILOT payments can be calculated as a percentage of revenue or a percentage of construction costs. In either approach, the amount of the PILOT must be phased in to full taxation by the end of the term of exemption (except for low- and moderate-income housing projects). Details of a long-term tax exemption are provided in a financial agreement between the governing body and redeveloper.

A governing body may grant, by ordinance, five-year property tax exemptions and abatements in both redevelopment and rehabilitation areas. This is to incentivize property owners that may be reluctant to make improvements to their properties for fear of the resulting increase in property taxes. An exemption may be granted from property taxes on all or a portion of the added assessed value that would have been generated by any improvements. Tax abatements, or a reduction in taxes, may be granted to a portion of the existing assessed value of a property. Abatements are permitted for residential uses only. Five-year tax abatement and exemption ordinances may contain provisions for exemptions or for a combination of exemptions and abatements.

Source: New Jersey Local Redevelopment and Housing Law, N.J.S.A. 40A:12A
Slachetka and Roberts. The Redevelopment Handbook: A Guide to Rebuilding New Jersey's Communities. 2003. NJDCA.

2

Vision and Goals

Teaneck will retain and attract diverse groups of people by providing an array of housing options, encouraging vibrant business districts, championing the arts and entertainment, preparing for the effects of climate change, celebrating the unique history and cultures of the Township, and promoting safe and efficient transportation options.

The goals of this Master Plan are listed as follows. Specific objectives to support these goals are elaborated within each element.

Land Use Element

GOAL 1 Promote a range of housing options to meet the needs of residents in different life phases.

GOAL 2 Provide high standards of design and quality in the built environment.

GOAL 3 Encourage the revitalization of Teaneck's business districts.

GOAL 4 Streamline the zoning code.

GOAL 5 Support an array of educational facilities and places of religious assembly and religious institutions.

GOAL 6 Prepare for worsening major storms and hazards that result from climate change.

GOAL 7 Advance improvements to recreational facilities and trails and preserve conservation areas.

GOAL 8 Support major institutions and employers with adapting to changing markets.

Economic Development Element

GOAL 1 Promote business districts to be vibrant centers of gathering, commerce, services, and jobs.

GOAL 2 Attract people to business districts through a focus on the arts, cultural diversity, and entertainment.

GOAL 3 Utilize public spaces in ways to promote economic vitality in business districts.

Historic Preservation Element

GOAL 1 Protect and provide support for buildings, structures, objects, and sites of historical importance.

Mobility Element

GOAL 1 Encourage pedestrian and cyclist activity by making walking and bicycling a more convenient and attractive way to get around.

GOAL 2 Improve street safety for all users.

GOAL 3 Expand access to public transportation and improve transit users' travel experience.

GOAL 4 Enhance the Township's primary transportation corridors to reduce traffic congestion.

3 Where Teaneck Stands Today

A. Teaneck's Strengths

At the Master Plan Kick-Off Meeting, attendees were asked to highlight Teaneck's strengths. Recurring answers are summarized as follows:

- Tradition of diversity, inclusion, and activism on race, cultures, and religions
- Strong community ties, not transient
- Suburban feel
- Sidewalks
- Tree-lined streets
- Quiet
- Proximity to New York City
- Bus transportation options
- Access to major highways
- Institutions: schools, library
- Recreation and parks systems, green space
- Richard Rodda Community Center programming
- Healthcare, both access to/and as an employer
- Teaneck International Film Festival (TIFF)
- Fairleigh Dickinson University

These answers demonstrate that Teaneck appears to be a stable, diverse suburban community positioned with key transportation access, several major institutions, excellent open spaces and greenery, and historic and artistic traditions.

B. Community & Demographic Profile

This section examines various demographics and housing trends over the past few years. It aims to understand how these characteristics have changed, identify the reasons for these changes, and discuss their implications for the future development of Teaneck Township.

1. Population Overview

In 2022, Teaneck had a total residential population of 41,631 persons and 13,122 households, according to the American Community Survey (ACS) of the U.S. Census. From 2010 to 2020, the population of Teaneck only saw a modest increase of 3.7%. As shown in Table 2, the population gain in Bergen County was close to two percentage points higher than the growth rate of Teaneck for the same period.

Table 2: Decennial Population Change 2010-2020

Administrative Boundary	Year 2010	Year 2020	Percent Change
Teaneck Township	39,776	41,246	3.7%
Bergen County	905,116	955,732	5.6%

Source: U.S. Census Bureau, Decennial Census

Table 3: Households by Type, 2021

Household Type	Count	Percent
Married-couple family household	7,591	57.8%
Single parent family	2,414	18.4%
Householder living alone	2,491	19.0%
Other non-family household	626	4.8%
Total	13,122	

Source: U.S. Census Bureau, ACS 2021 5-Year Estimate

2. Age Composition

The age distribution of Teaneck has shown some interesting trends in relation to age groups and gender over time. Figure 1 is a comparative population pyramid from the years 2010 and 2020. The dashed lines on the graph indicate the data points for the year 2010, providing a visual contrast between the two time periods.

As the figure indicates, there has been a decrease in the younger population over the past decade while the senior population has risen. The base of the pyramid represents the youngest age groups, which are declining and reflect a decreasing fertility rate in the Township. The middle-aged population (35 to 54 years old) has also shown a gradual decline.

Figure 1 shows that Teaneck's population composition became increasingly older over the last decade. In 2020, the median age was 40.7 years, marking an increase from 39.3 years in 2010[1]. This could be attributed to a significant increase (24.4%) over the same period in the population above 60 years.

3. Race and Ethnicity

The racial and ethnic composition of Teaneck Township has become more diverse over the past decade, despite a lack of significant population growth. Figure 2 shows the percentage of Teaneck's population by racial groups for the years 2010 and 2020, as well as the racial breakdown for Bergen County in 2020.

The diversity of Teaneck Township is a strength, and it contributes to its vibrant and dynamic community. The Township is far more diverse than Bergen County as a whole. While most of the population still falls under the category of "white alone" (43.2%), this share has decreased by almost 10% in the past decade. The proportion of "other races" and "two or more races" has increased during that time. The African American share of the population has decreased somewhat (27.7% to 23.6%) since 2010.

As shown in Figure 3, the share of the Hispanic population of any race has grown by 5% over the past decade in Teaneck, to match the share in Bergen County.

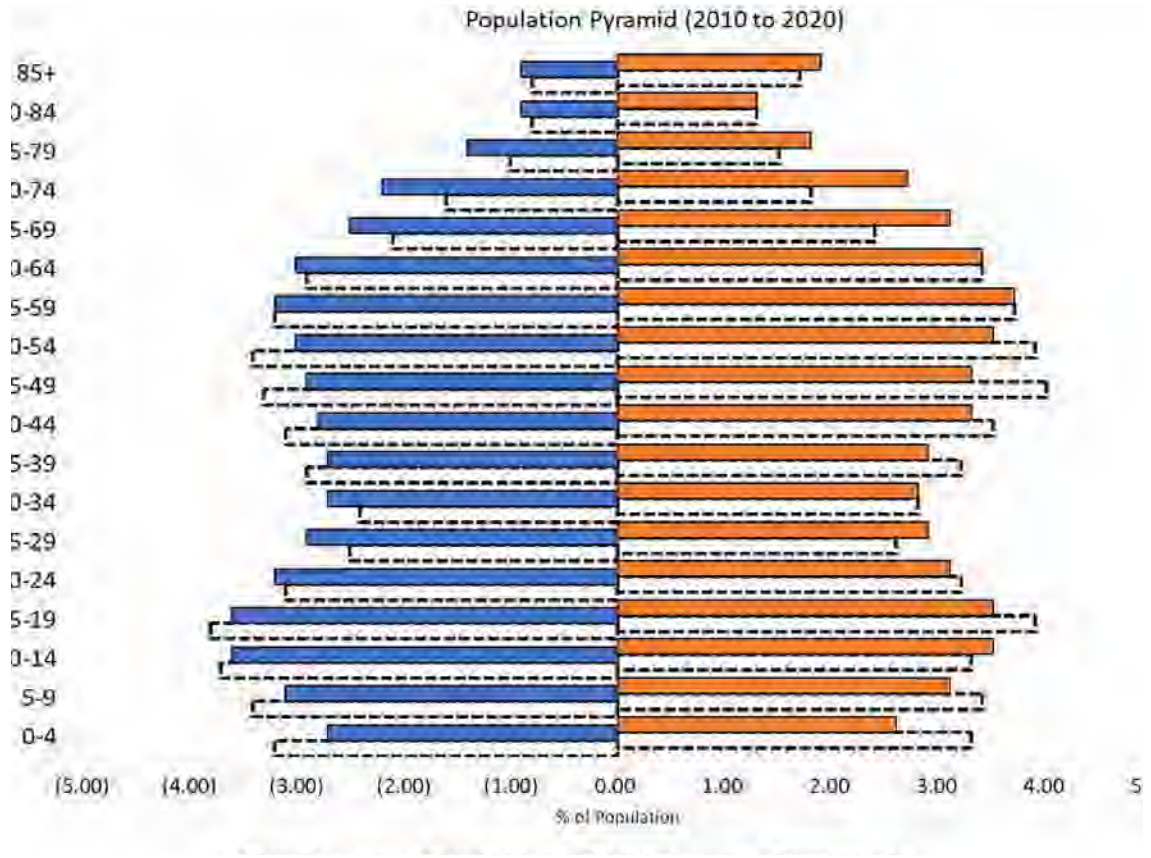
4. Households and Tenure

As shown in Figure 4, the total number of households in Teaneck has increased by only 314 from 2010 to 2020, which represents a relatively stagnant population. In terms of household size and structure, Teaneck is led by married-couple families (57.8%) and household size of 2 to 3 members (47%), likely representing a traditional nuclear family. There is also a notable segment of the population (19%) that is living alone. In terms of income, the median household income in the Township ($125,368) is higher than the median household income in Bergen County as a whole ($109,497[2]).

Over half of households in Teaneck are represented by married-couple families, as shown in Table 3. Single-parent families and single householders each

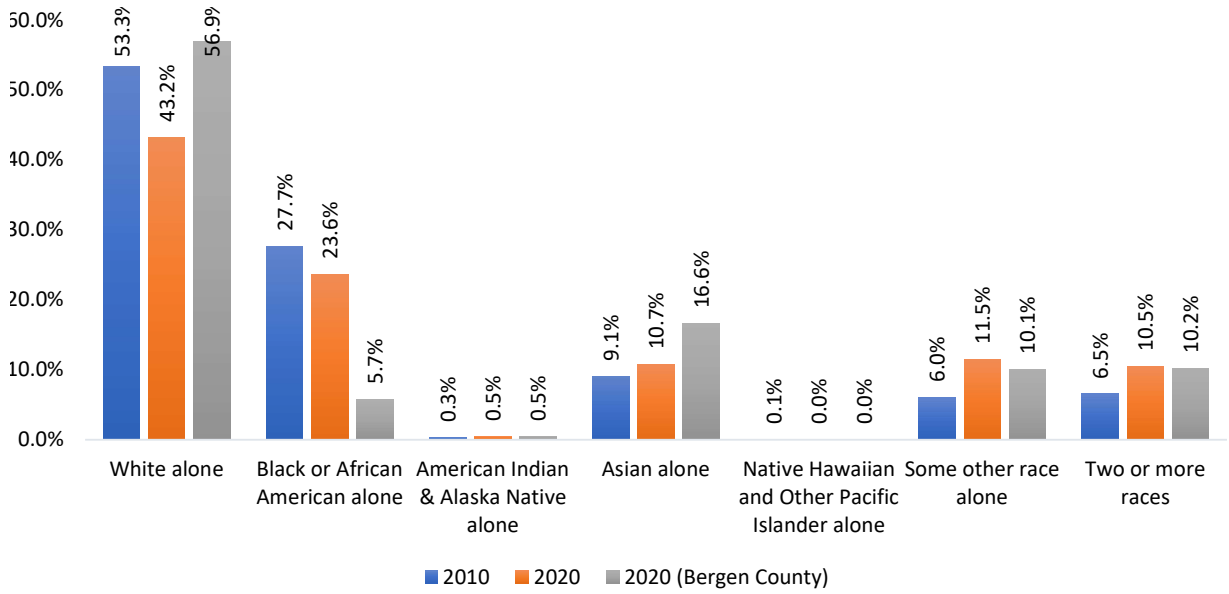
1. U.S. Census Bureau, Decennial Census Data, 2010-2020.
2. U.S. Census Bureau, ACS 2021 5-Year Estimates.

Figure 1: Age-Sex Population Pyramid, 2010 & 2020



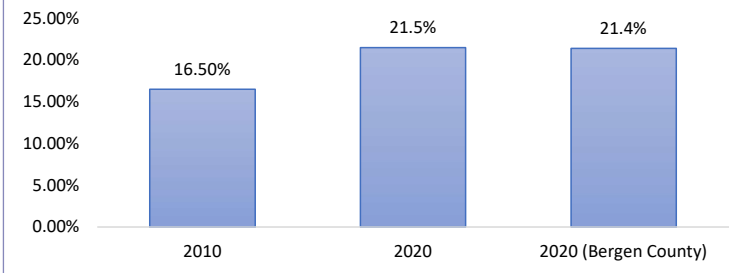
Source: U.S. Census Bureau, Decennial Census

Figure 2: Population by Race, 2010 & 2020



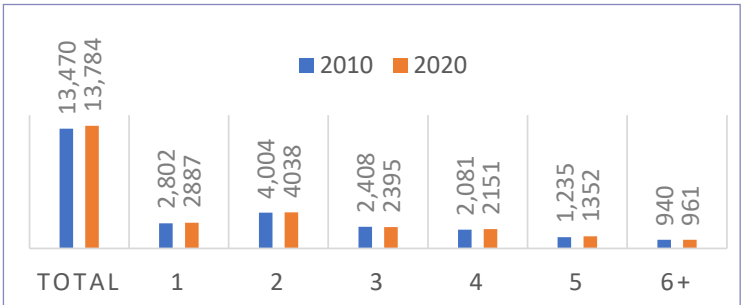
Source: U.S. Census Bureau, Decennial Census

Figure 3: Population by Hispanic Ethnicity, 2010 & 2020



Source: U.S. Census Bureau, Decennial Census

Figure 4: Household Size, 2010 & 2020



Source: U.S. Census Bureau, Decennial Census

Table 4: Total Housing Units by Tenure, 2021

Occupancy	Housing Units	Owner Occupied	Renter Occupied
Occupied	13,122	10,255	2,867
Vacant	471		
Total	13,593		

Source: US Census Bureau, ACS 2021 5-Year Estimate

Table 5: Housing Units by Type, 2021

Unit Types	Teaneck Township		Bergen County
	Total Units	% of Units	% of Units
1-family, detached	10,226	75.2%	52.8%
1-family, attached	477	3.5%	5.7%
2 family	638	4.7%	13.5%
3 or 4 units	386	2.8%	5.9%
5 to 9 units	936	6.9%	3.3%
10 to 19 units	423	3.1%	3.8%
20 or more units	474	3.5%	14.6%
Mobile home	33	0.2%	0.4%
Other	0	0.0%	0.0%
Total	13,593	100.0%	100.0%

Source: US Census Bureau, ACS 2021 5-Year Estimates

represent nearly 20% of all households. Less than 5% of households are categorized as other non-family households.

5. Housing Stock Inventory

According to the U.S. Census ACS estimates, the housing stock in Teaneck has remained relatively stable in recent years, with the total number of housing units staying within the range of 13,500 to 14,000.

Teaneck's housing stock is predominantly owner-occupied. In 2021, the share of renter-occupied units was 21.8% (Table 4). As shown in Table 5, the housing stock for Teaneck is less diverse than the housing stock in Bergen County. Bergen County exhibits a more varied housing landscape, while Teaneck leans heavily towards single-family detached housing units (75.2%).

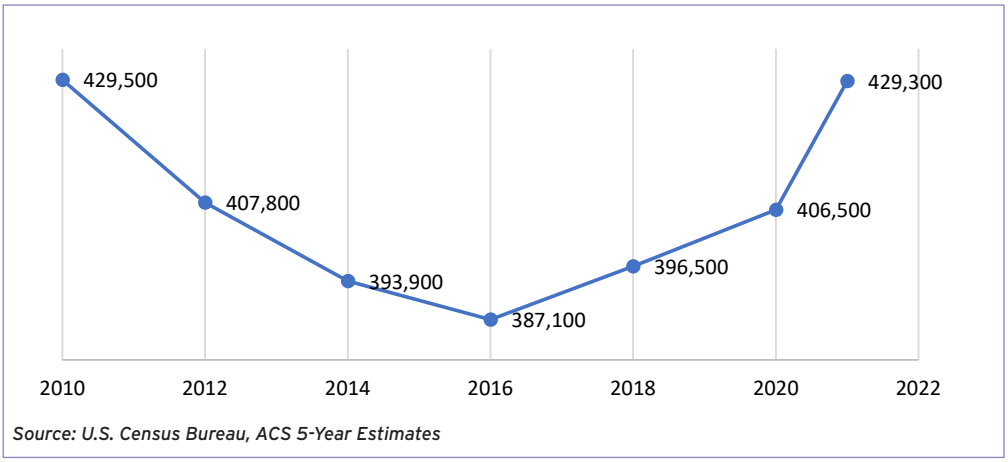
In the first half of the past decade, Teaneck underwent a notable decline in median residential property values, resulting in a decrease of approximately 9.9% from 2010 to 2016. Subsequently, the median housing value increased by 10.9% from a low in 2016 to 2021. It is possible that housing values continued to decline after the Great Recession, until rebounding in the second half of the past decade and increasing rapidly in the post-COVID era.

As shown in Table 6, moderately-valued, owner-occupied units (under $299,999) represent a small percentage of the housing market, at approximately 14%. The largest segment of the owner-occupied housing market falls between $300,000 to $499,999 in value, which represents approximately 57% of the housing stock. This suggests a good supply of "starter" homes for first-time homebuyers. either the presence of older properties which have gained value over time or availability of housing options that are $500,000 or more for residents with higher levels of income.

Table 7 provides a breakdown of housing units based on household income levels and also shows the proportion of total households considered to be "cost burdened." their corresponding extent of housing cost burden. Households are considered cost burdened when they spend more than 30% of their income on rent, mortgage, and other housing needs. Of note, lower-income renters are more likely to be cost burdened by housing than are lower-income homeowners. Among homeowners, the percentage

of cost-burdened households is similar across both income categories, suggesting that affordability challenges with homeownership are not exclusively tied to income levels. More than 15% of owner-occupied households with incomes of $75,000 or more are cost-burdened. In contrast, a smaller percentage of renters in the "$75,000 or more" income category (6.94%) is cost-burdened, whereas close to 40% of renter households with incomes less than $75,000 are cost burdened. These findings indicate that higher income renters are the least likely group to face housing cost challenges. It also highlights that housing affordability challenges go beyond considerations of income or own/rent status alone, but rather the combination of these factors is a more important indicator of housing cost burden.

Figure 5: Median Home Value, 2010 to 2021



Source: U.S. Census Bureau, ACS 5-Year Estimates

Table 6: Median Housing Value in Teaneck (Owner Occupied Units), 2021

Housing Value	Total Ownership Units	% of Units
Less than $50,000	173	1.7%
$50,000 to $99,999	129	1.3%
$100,000 to $149,999	35	0.3%
$150,000 to $199,999	192	1.9%
$200,000 to $299,999	906	8.8%
$300,000 to $499,999	5,856	57.1%
$500,000 to $999,999	2,128	20.8%
$1,000,000 or more	836	8.2%
Total	10,255	100.0%

Source: U.S. Census Bureau, ACS 2021 5-Year Estimates

6. Household Income

The median household income in Teaneck experienced an increase from 2010 to 2021. In 2010, the median household income was $92,107, which can be adjusted for inflation as $117,163 to 2021 dollars[3]. By 2021, the median household income had increased to $125,368. This inflation-adjusted upward trend is modest and may suggest improved financial conditions for Teaneck residents. However, other economic or equity factors could moderate the positive evaluation of these gains. Indeed, approximately 28% of households in Teaneck have an income of $200,000 or more. In contrast, over 20% of households have a household income of less than $50,000, and almost 40% of households have incomes less than $100,000 (Table 8). The average per-person income (averaged across all persons, including children) was $54,381 in 2021.

Table 7: Monthly Housing Costs as Percent of Household Income, 2021

Household Income	Owned			Rented		
	No. of Units	Cost Burdened	Percent	No. of Units	Cost Burdened	Percent
Less than $75,000	2,070	1,648	16.10%	2566	1,143	39.90%
$75,000 or more	8,138	1,549	15.10%	1,075	199	6.94%
Negative income	47	-	0.50%	14	-	0.50%
No cash rent	0	-	0	287	-	10.00%
Total	10,255		31.2%	2,867		46.8%

Source: U.S. Census Bureau, ACS 2021, 5 Year Estimates

7. Educational Attainment

For the population aged 25 years or older, 94.0% had obtained a high school diploma or higher in 2021, and 55.6% had obtained a Bachelor's degree or higher (Table 9). Among those who did not hold a Bachelor's degree, close to 45% had at least some college education or had obtained an Associate's degree. Over one-quarter of the adult population had a graduate degree or higher. Compared to Bergen County, Teaneck's educational profile stands out with a greater share of individuals having obtained graduate or professional degrees.

3. U.S. Bureau of Labor Statistics CPI Inflation Calculator, Dec. 2010 to Dec. 2021.

Certainly, residents' exceptionally high pursuit of higher education is a strength in Teaneck.

C. Survey: Community Perspectives and Priorities

The online survey asked respondents to rank reasons that influenced their decision to move to/stay in Teaneck. Most people chose proximity to New York City as their top reason (22.8%). Many also chose connection to family/ friends as their top reason (22.5%). The overall ranks for all choices are listed in Table 10.

Respondents were also asked to indicate potential reasons that they might leave Teaneck, provided they were existing residents. A significant proportion of respondents chose 'High property taxes' (51%) as their primary concern. A notable 11.8% of respondents opted for 'Others' and provided specific answers that mostly consisted of reasons attributable to overdevelopment, divisiveness, change in quality of life, and crime. Many chose reasons related to housing such as 'lack of affordable housing' (6%) and 'few options of downsize housing' (8%). Additional factors contributing to the decision to leave included 'high traffic congestion,' (7%) and 'Lack of vibrancy in business districts' (6.6%) (Table 11).

Respondents were also tasked with prioritizing various issues to be addressed in the Master Plan. In the weighted average of preferences, 'Revitalization of commercial areas' emerged as the highest ranked concern followed by 'Managing traffic concerns' and 'Creating pedestrian and bike friendly streets' (Table 12).

In the final survey question, respondents were asked to summarize their vision for the community in two to three words. The most common response that emerged from this exercise was 'Affordable,' as shown in the following word cloud, thus signifying a strong desire for reasonable living costs in the Township. Other top responses were 'Safe community' and 'Diversity/Diverse.' In a separate word cloud for the Spanish survey, 'Seguridad' (Safety) emerged as the most common response.

These responses make clear that Teaneck is a highly desirable community with a diverse population, good access to jobs and transportation routes, and high-quality housing stock, schools, and open spaces. However, the Township also faces challenges with regard to the range of available housing options and their affordability, traffic congestion, and struggling business districts. This Master Plan seeks to address these concerns.

Table 8: Median Household Income, 2021

Household Income	No. of Households	Percent
Less than $25,000	1,142	9%
$25,000 to $49,999	1,614	12%
$50,000 to $99,999	2,388	18%
$100,000 to $149,999	2,440	19%
$150,000 to $199,999	1,903	15%
$200,000 or more	3,635	28%
Total	13,122	100%

Source: U.S. Census Bureau, ACS 2021, 5 Year Estimates

Table 9: Educational Attainment for Population Aged 25 Years and Older, 2021

Level of Education	Teaneck		Bergen County
	Total	Percent	Percent
Less than 9th grade	564	2.1%	3.9%
9th to 12th grade, no diploma	1,037	3.9%	3.2%
High school graduate	4,927	18.5%	21.4%
Some college, no degree	3,734	14.0%	14.0%
Associate's degree	1,589	6.0%	6.3%
Bachelor's degree	7,553	28.3%	31.0%
Graduate or professional degree	7,281	27.3%	20.2%
Total	26,685	100%	100%
High school graduate or higher	25,084	94.0%	92.9%
Bachelor's degree or higher	14,834	55.6%	51.2%

Source: U.S. Census Bureau, ACS 2021, 5 Year Estimates

Table 11: What could be the top reason for you to leave Teaneck?

Reasons	% of Responses
High property taxes	51.0%
Others	11.8%
Few options to downsize housing	7.9%
High traffic congestion	7.0%
Lack of vibrancy in business districts	6.6%
Lack of affordable housing	5.6%
Schools (low quality, high cost, lack of variety)	4.9%
Lack of connection to family/friends	3.5%
Lack of public transit	1.3%
Lack of job opportunities	0.4%

Table 10: What most influenced your decision to move to/stay in Teaneck?

Rank	Reasons	Weighted Average
#1	Proximity to NYC	9.1
#2	Connection to family/friends	8.7
#3	Diversity (racial/ethnic/cultural)	7.8
#4	Connection to religious community	7.7
#5	Mass transit options	7.2
#6	Job or employment opportunity	7.1
#7	Affordability of housing	6.9
#8	Quality of housing stock	6.5
#9	Quality of education/schools	6.2
#10	Community tradition of inclusivity	6.1
#11	Access to open spaces/recreational activities	5.8

Table 12: Rankings for issues to be addressed in Master Plan

Rank	Issues to be addressed in the Master Plan	Weighted Average
#1	Revitalization of commercial areas	7.5
#2	Managing traffic congestion and crowding on public transit	6.9
#3	Parks and recreation improvements	6.5
#4	Flooding and drainage concerns	6.4
#5	Creating pedestrian and bike-friendly streets	6.3
#6	Environmental sustainability/resiliency (energy efficient buildings; installing EV infrastructure; planting more trees; storm water management; climate preparedness)	5.9
#7	Expand and/or diversify housing opportunities	5.5
#8	Expansion of schools, houses of worship and other institutions	4.7
#9	Historic preservation	3.8

Figure 6: Word Cloud of Community Responses

GALLERY
The UPS Store
Snuddles
FOG CITY SMOKE SHOP
STATE LAW
STOP

4

Land Use Element

A. Existing Zoning and Land Uses

Teaneck is a heavily built-up community, with relatively little vacant or unpreserved open land. Residential neighborhoods predominantly consist of single-family detached dwellings with moderately dense spacing. The Township is also developed with traditional low-rise garden apartment and courtyard apartment communities. Newer residential development has taken the form of mid-rise and high-rise apartment buildings. Commercial areas are concentrated along main transportation routes and range from medical and professional offices to small-scale retail and eateries. The Township is home to large employers, including major corporations on a corporate campus, a hospital, and a university. Residents' options for education and religious worship are plentiful, as public schools, various private schools, and houses of worship of many religions and denominations proliferate throughout in all neighborhoods. Industrial areas are limited in size and are mixed with schools, houses of worship, and high-density residential development. Publicly-owned land consists of parks with recreational facilities, limited areas of preserved open space near transportation routes, and land used for government functions and buildings. People moving about

Teaneck primarily use personal vehicles, but alternative transportation options consist of buses and walking. **Map 1: Existing Land Uses** shows the location breakdown of land use categories across the Township.

Table 13 shows the use of land in the Township broken down by acreage and ranking.

The Township's Zoning code, Chapter 33, Article V: Zoning, lists 23 zoning districts and eight (8) overlay zones. However, the Township's official Zoning Map only shows 18 zoning districts, of which one is an unenforced zone (the Downtown Business Improvement District) and no overlay zones are shown. Of the 23 zoning districts listed in the Township's Zoning code, two of these (the MX Zone and the LI-2 Zone) are no longer applicable to any properties in the Township. Of the eight overlay zones, the SHO Zone is not identified with any properties. These discrepancies are corrected in an updated zoning map **(Map 2: Existing Zoning),** showing a full and accurate representation of the Township's current zoning. Table 14 shows the various zoning districts in the Township as broken down by land area and ranking.

The 10 zoning districts applicable to the greatest amount of land area in the Township are the R-S Zone, the P-Public Zone, the R-M Zone, the U-University Zone, the B-2 Zone, the L-I Zone, the B-R Zone, the B-1 Zone, the H-Zone, and the MX-1 Zone.

The Township's overlay zones are ranked by land area as shown in Table 15. The top overlay zones are the MOB Overlay, the R-MO3 Overlay located on Alfred Avenue, and the MOR Overlay. Several of these overlays correspond to only one property, including the R-AHO Overlay, the MH Overlay, and the CCO Overlay.

The Township's zoning districts can be more broadly synthesized into residential, commercial or mixed-use, industrial, special industry, and public categories.

Table 13: Land Uses by Land Area and Ranking

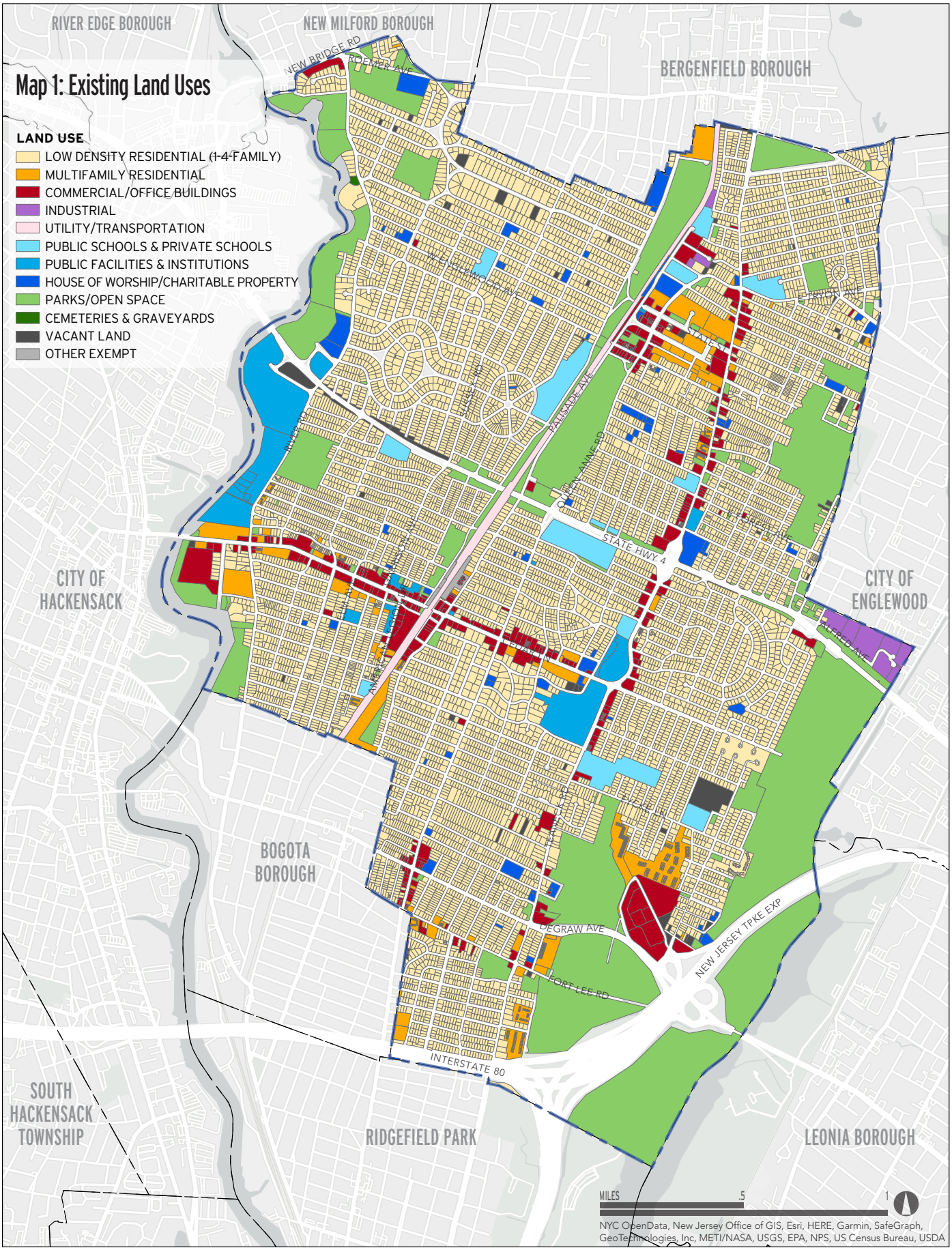
Land Use Category	Acreage	Ranking
Low Density Residential	**1,727**	**#1**
Parks/Open Spaces	774	#2
Commercial/Office Building	134	#3
Multifamily Residential	93	#4
Public Facilities & Institutions	89	#5
Public & Private Schools	70	#6
House of Worship/Charitable Property	50	#7
Vacant Land	29	#8
Industrial	21	#9
Utility/Transportation	6	#10
Other Exempt	2	#11
Cemeteries & Graveyards	1	#12

Source: NJ MOD IV, Phillips Preiss Grygiel Leheny Hughes LLC

Table 14: Zoning Districts by Land Area and Ranking

Zoning District		Acreage	Ranking
R-S	Residential Single Family Detached	2,457	#1
P	Public Land	105	#2
R-M	Residential Multifamily	79	#3
U	University	57	#4
B-2	Business - Office	51	#5
L-I	Light Industry	48	#6
B-R	Special Business - Residential	30	#7
B-1	Business - Retail	27	#8
H	Hospital	25	#9
MX-1	Mixed-Use 1	23	#10
RR-M	Redevelopment Residential Multifamily	15	#11
RC-1	Redevelopment Commercial - Office/Retail	15	#12
RC-2	Redevelopment Commercial - Hotel/Motel	10	#13
R-SCH	Residential Senior Citizen Housing	8.4	#14
MX-2	Mixed-Use 2	7	#15
R-M2	Residential Multifamily 2	4.9	#16
R-M3	Residential Multifamily 3	4.5	#17
R-TH	Residential Townhouse	2.3	#18
RC-3	Redevelopment Commercial - Hotel Accessory	1.2	#19
R-SCII	Residential Senior Housing II	0.9	#20
R-AH	Residential Affordable Housing	0.6	#21
MX	Mixed-Use	0.0	-
LI-2	Light Industry 2	0.0	-

Source: Phillips Preiss Grygiel Leheny Hughes LLC
Note: For numbers under five, the tenth decimal place is provided for better comparison purposes.


Map 1: Existing Land Uses
LAND USE
LOW DENSITY RESIDENTIAL (1-4 FAMILY)
MULTIFAMILY RESIDENTIAL
COMMERCIAL/OFFICE BUILDINGS
INDUSTRIAL
UTILITY/TRANSPORTATION
PUBLIC SCHOOLS & PRIVATE SCHOOLS
PUBLIC FACILITIES & INSTITUTIONS
HOUSE OF WORSHIP/CHARITABLE PROPERTY
PARKS/OPEN SPACE
CEMETERIES & GRAVEYARDS
VACANT LAND
OTHER EXEMPT
RIVER EDGE BOROUGH
NEW MILFORD BOROUGH
BERGENFIELD BOROUGH
CITY OF HACKENSACK
CITY OF ENGLEWOOD
BOGOTA BOROUGH
SOUTH HACKENSACK TOWNSHIP
RIDGEFIELD PARK
LEONIA BOROUGH
NEW BRIDGE RD
ROEMER AVE
WEST ENGLEWOOD AVE
PALISADE AVE
STATE HWY 4
DEGRAW AVE
FORT LEE RD
NEW JERSEY TPKE EXP
INTERSTATE 80
MILES
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1
NYC OpenData, New Jersey Office of GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

1. Residential Zones

Teaneck's residential zoning districts permit a wide range of residential intensities and building types. Non-residential districts permit residential uses in some instances. Table 16 identifies in which zoning districts residential uses are permitted, and what principal uses are permitted in residential zoning districts.

Table 15: Overlay Zones by Land Area and Rankings

Overlay Zone		Acreage	Ranking
MOB	Medical Office Business	42	#1
R-MO3	Residential-Multifamily 3	18	#2
MOR	Medical Office Residential	13	#3
R-AHO	Residential Affordable Housing	6.8	#4
MH	Medical and Health Facilities	4.9	#5
CCO	Community Center	4.3	#6
R-RO	Residential Row House	1.7	#7

Source: Phillips Preiss Grygiel Leheny Hughes LLC

Note: For numbers under five, the tenth decimal place is provided for better comparison purposes.

Table 16: Summary of Residential Districts and UsesUses

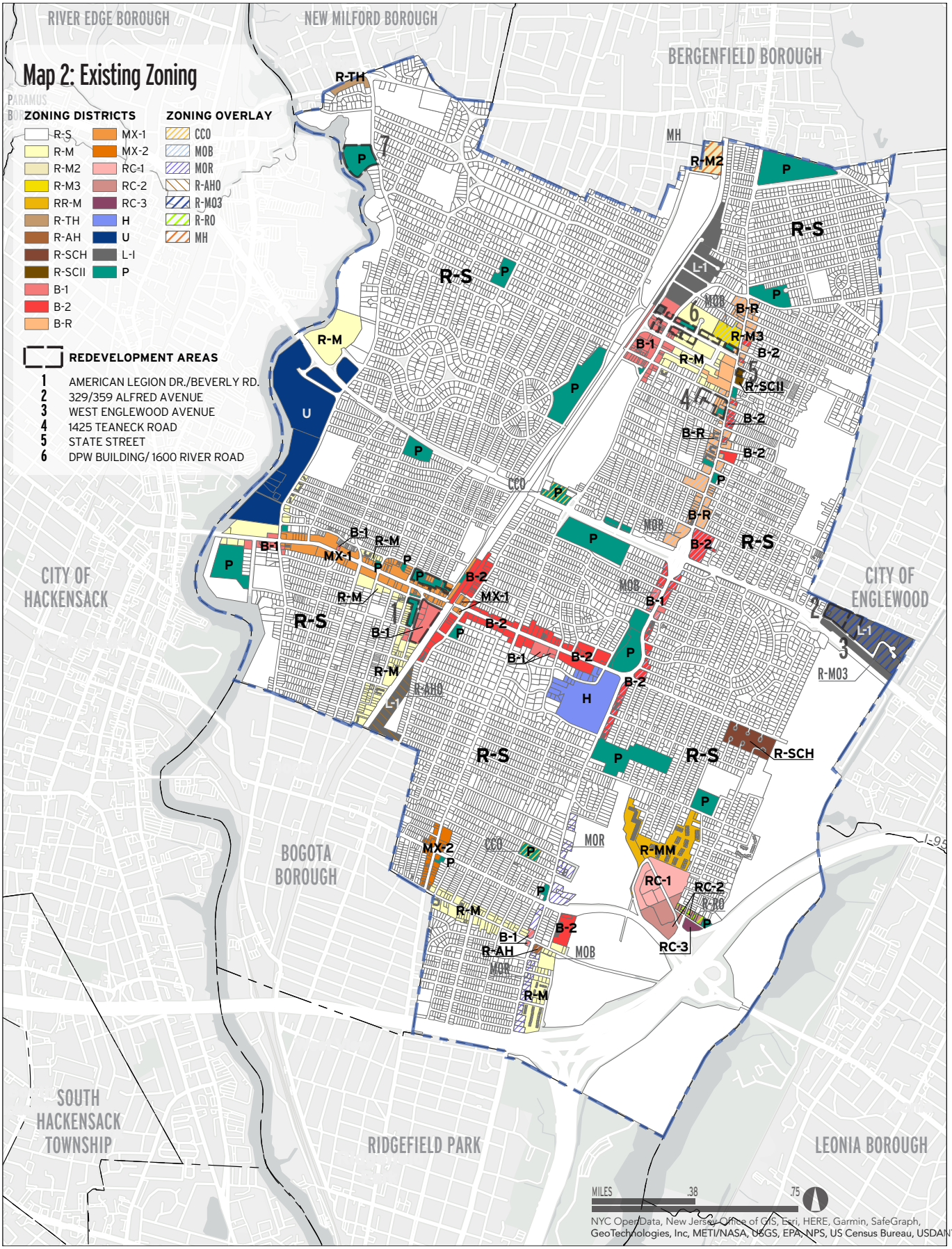
Zone	Single-Family Detached	Single-Family Attached	Two-Family	Rowhouse / Townhouse	Multifamily	Senior Multi-Unit/ Nursing	Non-Profit, Lodges, etc.	Schools	Commercial	Home professional offices	Public/private nursery, elementary, and secondary schools	Quasi-public buildings/rec areas	Houses of religious worship	Other conditional uses (see Table 17)
R-S	P					C[1]				C	C	C	C	
R-M	P	P	P		P		P			C	C	C	C	
R-M2					P									
R-M3					P									
R-SCH						P								
R-SCII						P			P					
R-AH					P									
R-TH				P	P									
RR-M	P[2]				C	C								C
B-1	P3	P3			P[3]				P					C
B-R	P	P	P			C		P	P	C	C	C	C	C
H	P[5]								P					
MX	P	P			P[4]				P				C	
MX-1					P[4]				P				C	
MX-2					P[4]				P				C	
R-MO3					P									
R-RO				P	P[6]									
R-AHO				P	P									
SHO						P								

Notes:

P = Permitted; C = Conditional.

1 Only nursing homes are conditional uses. 2 Planned residential development. 3 Where properties have frontage on Beverly Road.

4 Apartments over commercial uses. 5 Subdistricts 1 and 2. 6 Only for inclusionary low- and moderate-income households.


Map 2: Existing Zoning
ZONING DISTRICTS
R-S
R-M
R-M2
R-M3
RR-M
R-TH
R-AH
R-SCH
R-SCII
B-1
B-2
B-R
MX-1
MX-2
RC-1
RC-2
RC-3
H
U
L-I
P
ZONING OVERLAY
CCO
MOB
MOR
R-AHO
R-M03
R-RO
MH
REDEVELOPMENT AREAS
1 AMERICAN LEGION DR./BEVERLY RD.
2 329/359 ALFRED AVENUE
3 WEST ENGLEWOOD AVENUE
4 1425 TEANECK ROAD
5 STATE STREET
6 DPW BUILDING/ 1600 RIVER ROAD
RIVER EDGE BOROUGH
NEW MILFORD BOROUGH
BERGENFIELD BOROUGH
CITY OF HACKENSACK
CITY OF ENGLEWOOD
BOGOTA BOROUGH
SOUTH HACKENSACK TOWNSHIP
RIDGEFIELD PARK
LEONIA BOROUGH
MILES .38 .75
NYC OpenData, New Jersey Office of GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDANYC OpenData

R-S Zone

The R-S Zone has a minimum required lot area of the greater of 7,500 square feet or the average of the areas of lots fronting on both sides of the street to the nearest intersections, and a minimum lot width of 75 feet, with certain exceptions. The minimum required front yard setback is the greater of 25 feet or the average of neighboring setbacks for new additions and construction. The minimum required side yard setback is the greater of 10 feet or 15% of lot width for side yard setback on lots less than 60 feet wide, seven (7) feet for side yard setback on lots greater than 60 feet wide, 30% of lot width for combined side yard setback. The minimum rear yard setback is 25 feet, with an exception for second stories of single-family residential buildings may be cantilevered up to two (2) feet into the required rear yard. The maximum permitted building coverage is 25% and the lot coverage is 40% for lots greater than 6,000 square feet in area and 30% building coverage and 47% lot coverage for smaller lots. The coverage provisions have an exception for cantilevered second stories as specified for rear yard setback. Additional exceptions are provided for lot coverage. Building height is permitted up to 35 feet for principal buildings and 15 feet for accessory buildings.

R-M Zone

The lot, area, and bulk requirements for single-family detached dwellings are the same as in the R-S Zone. For single-family attached dwellings and townhouses/ rowhouses, the minimum required lot area is 2,000 square feet, the lot width is 20 feet, the front yard setback is 20 feet, the side yard setback for end units is 10 feet, and the rear yard setback is 25 feet. The maximum density is eight (8) units per acre. The permitted building coverage is up to 40% per lot and lot coverage is 70%. Building height is permitted up to 35 feet for principal buildings and 15 feet for accessory buildings. For two-family dwellings, the minimum lot area is 6,000 square feet per family, and the minimum lot width is 50 feet per lot for semidetached units and 100 feet for duplex units. The minimum front yard setback for two-family dwellings is 25 feet, the side yard is 10 feet, the combined side yard is 20% of lot width, and the rear yard is 25 feet. The maximum permitted building coverage for two-family dwellings is 30%, the lot coverage is 50%, and building height is 35 feet for principal buildings and 15 feet for accessory buildings. For multifamily dwellings, the minimum requirements are 1½ acres for lot area, 150 feet for lot width, 30 feet for front yard setback, 30 feet for side yard setback, and 30 feet for rear yard setback. The minimum distance between buildings end-to-end is 30 feet, and 40 feet between all other buildings. The maximum requirements are a density of 12 units per acres, 20% for building coverage, 65% for lot coverage, 35 feet for principal building height, and 15 feet for accessory building height.

R-M2 Zone

The minimum requirements for the R-M2 Zone are five (5) acres for lot area, 250 feet for lot width, 20 feet for front yard setback, 10 feet for side yard setback, 25 feet for combined side yard setback, 35 feet for rear yard setback, 20% of lot area dedicated to surface open space, and 40% of lot area dedicated to open space including roof gardens. In addition, the zone has minimum driveway and parking setbacks. The maximum requirements are 50% for building coverage, 70% for impervious lot coverage, 1.5 for floor area ratio (FAR), five (5) stories or 70 feet for building height, and 70 feet for garage height.

R-M3 Zone

The minimum requirements for the R-M2 Zone are four (4) acres for lot area, 250 feet for lot width, 35 feet for front yard setback, 40 feet for side yard setback, 70 feet for rear yard setback, 25% of lot area dedicated to surface open space, and 35% of lot area dedicated to open space including roof gardens. In addition, the zone has minimum driveway and parking setbacks. The maximum requirements are 40% for building coverage, 80% for impervious lot coverage, 1.25 for floor area ratio (FAR), five (5) stories or 66 feet for building height, and 55 feet for garage height.

RR-M Zone

The RR-M Zone does not have requirements for lot area or lot dimensions. The minimum required building setback is 50 feet for all yards, with exceptions. At least 40% of land area in the district shall be open space. The maximum permitted coverage is 60% of the district land area, density is permitted up to 15 units per acre, and building height is permitted up to 55 feet above sea level or 3½ stories.

R-TH Zone

The minimum requirements for the R-TH Zone are two (2) acres for lot area, 300 feet for lot width, 35 feet for front yard setback, 15 feet for side yard setback, and 15 feet for rear yard setback. Additional minimum setbacks are 35 feet from the front of a building to a public street and 15 feet from the side of a building to a public street. There are minimum setbacks for driveway and parking areas, buffers to single-family homes and the street, and minimum distances between buildings in the zone. The width of each unit shall be 24 feet. The maximum requirements are 170 feet for building length, 22.5% for building coverage, 45% for lot coverage, and three (3) stories or 35 feet for building height. Density is permitted up to eight (8) units per acre and six (6) units per structure. The zone has minimum unit size requirements as well as specific guidelines related to design.

R-AH Zone

The minimum requirements for the R-SCH Zone are 20,000 square feet for lot area, 125 feet for lot width, 10 feet for front yard setback from Teaneck Road and 20 feet from Fort Lee Road, and 10 feet for side yard setback opposite Teaneck Road and 35 feet opposite Fort Lee Road. The maximum permitted building coverage is 50%, lot coverage is 30%, and building height is four (4) stories or 55 feet. The maximum permitted density is 1,050 square feet of lot area per dwelling unit. The AH Zone has a minimum affordable housing set-aside requirement of 20% of units.

R-SCH Zone

The minimum requirements for the R-SCH Zone are five (5) acres for lot area, 150 feet for lot frontage, 200 feet for lot depth, 25 feet for front yard setback, 25 feet for side yard setback, 50 feet for combined side yard setback, and 25 feet for rear yard setback. The maximum permitted lot coverage is 30% and the maximum permitted density is 21 units per acre. Principal and attached accessory building height shall be at least one story and 17 feet and up to two stories and 35 feet, and detached accessory building height is limited to one story and 10 feet. The zone has minimum unit size requirements.

R-SCII Zone

The R-SCII zone requires a minimum lot area of 10,000 square feet, a lot width and a lot depth of 100 feet; front yard setbacks of 0 feet to 10 feet from Teaneck Road and 20 feet from Westervelt Place and Beveridge Street, side yard setbacks of 10 feet, and rear yard setbacks of 30 feet. Residential density is permitted up to 50 units per acre. Maximum requirements for standalone retail uses are 25% for building coverage, 80% for lot coverage, and one story or 25 feet for building height. Maximum requirements for mixed-use and residential-only uses are 50% for building coverage, 90% for lot coverage, and four stories or 45 feet for building height. The zone also has setback provisions for parking and driveways. The ordinance regulations set forth a minimum affordable housing set-aside of 15% for rental projects and 20% for projects with for-sale units.

R-MO3 Overlay Zone

The minimum requirements for the R-MO3 Overlay are one (1) acre for lot area, 200 feet for lot width at the street line, 60 feet for front yard setback, 25 feet for one side yard setback, 75 feet for combined side yard setback, 25 feet for rear yard setback, 20% of lot area dedicated to surface open space, and 40% of lot area dedicated to open space including roof gardens. In addition, the overlay has minimum driveway and parking setbacks. The maximum requirements are 65% for building coverage, 60 units per acre for density, and five (5) stories or 70 feet for building height. There is no lot coverage requirement.

R-RO Overlay Zone

The minimum lot requirements for the R-RO Overlay zone are 20,000 square feet for lot area, 175 feet for lot

width, and 100 feet for lot depth. The front yard setback is required to be at least 10 feet and up to 30 feet from East Oakdene Avenue if parking and vehicular access is provided at the rear of the building, or at least 40 feet and up to 55 feet if parking and vehicular access are provided at the front of the building. The minimum side yard setbacks are 15 feet from Glenwood Avenue and adjacent zoning boundaries and 10 feet adjacent to the R-RO Zone. At least 15 feet are required between multiple buildings on a single property. The minimum rear yard setback is 30 feet. The zone also has setback provisions for parking and driveways. The maximum requirements are 50% for building coverage, 75% for lot coverage, and three (3) stories or 40 feet for building height. Density is permitted up to 16 units per acre for rowhouse or townhouse units and 30 units per acre for stacked rowhouse or stacked townhouse units. The R-RO Zone specifies a minimum set-aside of affordable units as 15% for rental projects and 20% for projects with for-sale units.

R-AHO Overlay Zone

The R-AHO Overlay Zone requires a minimum lot area of 1½ acres and 150 feet for lot width. For townhouse developments, the minimum requirements are 20 feet for front yard setback, 10 feet for the side yard setback of an end unit, and 25 feet for rear yard setback. The maximum requirements are 40% for building coverage, 70% for lot coverage, 42 feet for principal building height, 15 feet for accessory building height, and a density of eight (8) units per acre. For apartment developments, minimum setbacks are required at 30 feet for the front yard, the side yard, and the rear yard. The maximum requirements are 20% for building coverage, 65% for lot coverage, 42 feet for principal building height, 15 feet for accessory building height, and a density of 12 units per acre.

SHO Overlay Zone

The minimum requirements for the SHO Overlay Zone are 20,000 square feet for lot area, 100 feet for lot width, and 10 feet for setbacks from any property line. The maximum requirements are 80% for lot coverage and six (6) stories or 76 feet for building height. The zone also has provisions for site design and building design. The SHO Overlay Zone specifies a minimum set-aside of affordable units as 15% for rental projects and 20% for projects with for-sale units.

Teaneck is predominantly developed with single-family detached residential uses. The existing zoning provides some opportunities for attached or multi-

Residential Observations

unit development, both within mixed-use districts and corridors and within confined multi-unit zones or overlays that occupy few parcels. Some multi-unit zones and overlays are part of the Township's strategy to achieve its affordable housing obligation, as set forth in the latest Housing Element and Fair Share Plan.

Overall, much of the housing stock is considered "pre-war," or built prior to the end of World War II. As described in *A Guide to the Historic Landmarks of Teaneck, New Jersey,*[4] "By the mid-1920s a hectic real estate boom was underway… The dominant style for these houses was 'Tudor'… up until World War II Teaneck maintained its dramatic population growth… by then the defining years of the town's physical identity had passed." Most single-family dwellings as well as garden apartment and courtyard apartment developments are either pre-war or built in early post-war decades of the 20th century.

"The dominant models for post-war housing were garden apartments, split level and ranch style houses, trim colonials, and a few Tudor survivals. Subdivision occurred in areas at the fringes of the Township, including the eastern and northwestern edges." New development and growth then slowed. "By 1980 development of new land had ceased, and… turned to slow growth initiatives and increased planning controls to preserve its quality of life."

4. Hewitt, Mark Alan and Schuyler Warmflash. A Guide to the Historic Landmarks of Teaneck, New Jersey. Teaneck Historic Commission, 1996.

In recent decades, newer developments have encompassed sporadic single-family detached dwellings, typically pursued on a piecemeal basis rather than being built en masse, i.e., in a new multi-lot subdivision or a planned residential development. Renovations of pre-war single-family dwellings have expanded and upgraded the Township's housing supply over time. The lot sizes for single-family residential neighborhoods range from 4,000 to 5,000 square feet and 40 to 50 feet of lot width at the lower end, to greater than 10,000 square feet and over 100 feet of lot width at the higher end. Modern multi-unit housing developments have consisted of senior living facilities, townhomes, and mid-rise and high-rise developments for families. Multi-unit development has occurred at the periphery of existing neighborhoods (e.g., Avalon Teaneck, Five Star Premier Residences of Teaneck, Arbor Terrace Teaneck, Parkside Lane at Teaneck, River Commons Apartments, etc.) and along other major corridors such as Teaneck Road and Queen Anne Road in the State Street area. In general, new multi-unit housing has not been built within neighborhood-scale mixed-use districts, such as the downtown core of Cedar Lane, Queen Anne Road/Degraw Avenue, and West Englewood Avenue/The Plaza (these are further described in the next section).

2. Commercial, Special Industry, and Institutional Zones

The Township's commercial use districts consist of downtown commercial corridors, a larger office and medical office corridor, and larger campus-style office, retail, and hotel areas (the RC-1, RC-2, and RC-3 Zones). Within the downtown commercial corridors, districts vary in the types of uses permitted and the intensity of development that is permitted (Table 17).

Table 17: Summary of Permitted Commercial District Uses

Zone	Retail sales of goods & services	Offices, financial institutions, & business schools	Medical and dental clinics	Public buildings and uses (mun. county, state, fed)	Cabarets and restaurants	Funeral homes	Theaters, assembly halls, bowling alleys	Colleges, universities	Hospital facilities	Hotel/motel	Childcare/ adult day care centers	Public utility installations	Wireless communication facilities	Motor vehicle service stations, public garages	Car washes, Tire distribution centers	Drive-through facilities	Apartments over commercial/ Multifamily	Nursing homes	Single-family dwellings, attached/detached
B-1	P	P[1]			P[2]	P	P						C	C	C	C	P	C	P[3]
B-2		P	P	P		P										C	C	C	C
B-R	P	P1		P	P	P	P[4]						C	C		C		C	P
MX	P	P	P	P	P	P	P						C	C	C	C	P	C	P
MX-1	P	P	P		P		P					C	C			C	P		
MX-2	P	P			P		P[4]					C	C			C	P		
RC-1	P	P	P		P		P[4]					C	C						
RC-2										P		C	C						
RC-3	P	P	P		P		P[4]			P		C	C						
U								P					C						
H		P[5]							P		P	C	C						P
P				P[6]									P						
MOR			P						P										
MOB			P						P										
R-MO3										P							P		
MH 7			P						P										

Notes:

P = Permitted; C = Conditional.

1 Offices and business schools are not permitted on the first floor along Cedar Lane between Elm Street and the railroad, or along Teaneck Road, or on Queen Anne Road or DeGraw Avenue. 2 Limitations to fast food restaurants. 3 With frontage on Beverley Road. 4 Excludes bowling alleys and/or assembly halls. 5 Office only (excludes financial institutions and business schools). 6 Specifically, permitted public uses in the P Zone include: public schools, administrative facilities, parking lots, libraries, recreational facilities, and other public buildings and structures. 7 More specifically, permitted uses in the MH Zone include indoor lifestyle health facilities, health clubs, and health beauty spas; facilities for outpatient treatment and care, including urgent medical care; medical support facilities, such as medical laboratories, clinics, surgical facilities, diagnostic testing, physical therapy, and pharmaceutical facilities; and offices for doctors, health care practitioners, and related administrative offices.

B-1 Zone

The B-1 Zone does not have requirements for lot area, lot width, or side yard setback. The minimum required front yard setback is the average of existing setbacks along the same side of the street to the nearest intersections, and the minimum rear yard setback is 20 feet. The zone permits a maximum building coverage of 25% and a lot coverage of 80%. However, where off-street parking is not required under Ordinance §33-28(b)(1), the maximum permitted building coverage is 80% and the lot coverage is 100%. Building height is permitted up to 35 feet and accessory building height is permitted up to 15 feet.

B-2 Zone

The B-2 Zone requires a minimum lot area of 15,000 square feet (0.345 acres) and a minimum lot width of 100 feet; a minimum setback of 15 feet for the front yard and variable depending on building height, 10 feet for the side yard, and 20 feet for the rear yard; a maximum building coverage of 35% and lot coverage of 65%, and a maximum building height of 44 feet.

B-R Zone

The R-S zoning standards apply to single-family detached dwellings in the B-R Zone, and the R-M zoning standards apply to single-family attached and two-family dwellings in the R-M Zone. For office, business, retail, and mixed uses, there are no lot area or lot width requirements. For these uses, the minimum front yard setback is the average of existing setbacks along the same side of the street between the nearest intersections, the minimum rear yard setback is 20 feet, and there is no minimum required side yard setback. The zone permits a maximum building coverage of 25% and a lot coverage of 80%. However, where off-street parking is not required under Ordinance §33-28(b)(1), the maximum permitted building coverage is 80% and the lot coverage is 100%. Principal building height is permitted up to two stories or 24 feet, and accessory building height is permitted up to 15 feet.

MX Zone

The MX Zone does not have requirements for lot area, lot width, side yard setback, rear yard setback, building coverage, or lot coverage. The minimum front yard setback is the average of existing setbacks along the same side of the street between the nearest intersections. Principal building height is permitted up to 35 feet and accessory building height is permitted up to 15 feet.

MX-1 Zone

The MX-1 Zone does not have requirements for lot area, front yard setback, or side yard setback. A rear yard setback of 20 feet is required. The entire downtown core of Cedar Lane (between Elm Street to the west and the railroad tracks to the east) is exempt from providing off-street parking. In this area, building coverage is permitted up to 80% of lot area and lot coverage is permitted up to 100% of lot area. Building height may reach 45 feet and three stories, except where a building or structure is immediately adjacent to a single-family residential dwelling unit, in which case building height is restricted to 35 feet and three stories.

MX-2 Zone

The MX-2 Zone does not have requirements for lot area, a front yard setback, or a side yard setback. A rear yard setback of 20 feet is required. Properties with frontage on Queen Anne Road and Degraw Avenue are exempt from providing off-street parking. In this area, building coverage is permitted up to 80% of lot area and lot coverage is permitted up to 100% of lot area. Building height may reach 35 feet and three stories.

MOR Overlay Zone

The minimum requirements for the MOR Overlay are 7,500 square feet for lot area, 75 feet for lot width, the greater of 25 feet for front yard setback or the average of neighboring front yard setbacks, the greater of 10 feet or 15% of lot width for side yard setback on lots less than 60 feet wide, seven (7) feet for side yard setback on lots greater than 60 feet wide, 30% of lot width for combined side yard setback, and 15 feet for rear yard setback. The maximum requirements are 25% for building coverage, 75% for lot coverage, 35 feet and 2½ stories for principal building height, and 15 feet for accessory building height.

MOB Overlay Zone

The minimum requirements for the MOB Overlay are 10,000 square feet for lot area, 100 feet for lot width, 10 feet for front yard setback plus two (2) feet for any stories in excess of one story, 10 feet for side yard setback, 20 feet for rear yard setback, and 10% for landscaped open space. The maximum requirements are 40% for building coverage, 80% for lot coverage, the lesser of four stories or 50 feet for principal building height on lots located south of NJ Route 4, the lesser of two stories or 24 feet for principal building height for lots located north of NJ Route 4, and 15 feet for accessory building height.

MH Overlay Zone

In terms of lots, area, and bulk requirements, the MH Zone only requires compliance with the underlying zoning district regulations.

Special Industry and Institutional Zones

During the 20th century, the Township attracted several major institutions and industries. Holy Name Hospital opened in the 1920s, and Fairleigh Dickinson University began operating in Teaneck in 1954.[5] The Glenpointe Center was built in the 1980s after the completion of Interstate 80. The Township's zoning has adapted over time to accommodate these major institutions and employment hubs. The Township has also zoned for public land uses, special industry uses in key locations, as follows.

U-University Zone

The U-University Zoning District is coterminous with the campus of Fairleigh Dickinson University, located between River Road to the west and the Hackensack River to the east, and generally between Cedar Lane to the south and Route 4 to the north. The U-Zone permits "colleges, universities and other institutions of higher learning," along with customarily incidental uses including "dormitories, athletic fields, and libraries." The required minimum lot area is 60 acres, the minimum setbacks are the greater of 50 feet or the height of the building, and the maximum permitted building height is 70 feet. Minimum parking requirements for university uses are one space per dormitory unit, one space per 400 square feet of administrative/office use, and one space per 4,000 square feet of classroom space.

H-Hospital Zone

The Township adopted an Amendment to the Land Use Element of the Master Plan, dated December 2021, which was intended to allow the Holy Name Medical Center to expand and upgrade improvements in phases. The Township Council subsequently established a new H-Hospital Zone in 2022 for an area encompassing the Holy Name Medical Center campus and adjacent properties, generally located southwest of the intersection of Teaneck Road and Cedar Lane, and specifically located on Block 3002, Lots 2, 3, 4, 5, 6, 7 and 8; and Block 3003, Lots 2, 3, 8, 9, 10, 11, 12, 13, and 14. The H-Zone is divided into four Subdistricts, spanning from Grange Road to Teaneck Road. The H-Zone established specific land use, bulk, parking, and other ancillary development standards.

Redevelopment Commercial (RC-1, RC-2, RC-3) Zones

The Glenpointe Center is a major office and hotel campus controlled by the RC-1 Office/Retail Zone, the RC-2 Hotel/Motel Zone, and the RC-3 Hotel Accessory Zone. The Redevelopment Commercial Districts' zoning has allowed the Glenpointe Center to accommodate a variety of commercial uses on the campus and to be responsive to the needs of their office users and hotel guests. The RC-1 Zone permits a range of non-residential uses including retail sales of goods and services, except as specifically prohibited; personal, business, governmental and utility service establishments; professional, business, governmental and utility offices; banks and other financial institutions; business schools; theaters; medical and dental clinics; cabarets and restaurants, including fast-food restaurants, and other places serving food and drink. The RC-1 Zone also permits various accessory uses including off-street parking and loading; pedestrian walkways, bikeways, parks, reflecting pools, fountains, and other landscape architectures; swimming pools, tennis courts, and other recreational facilities; and signs. The RC-2 Zone permits hotel and motel uses, as well as accessory convention and conference facilities, meeting rooms, and

5. Depalma, Anthony. "For Teaneck, A Complex Solves Problems." The New York Times. October 2, 1983.

entertainment facilities. The RC-3 Zone permits the same uses in the RC-1 and RC-2 Zones, excluding freestanding fast-food restaurants. Bulk requirements have been tailored to provide open space, deep setbacks from the street, sufficient parking, and sizeable buildings.

MH Overlay Zone

The MH Overlay Zone is applicable to only one property in the Township, at 1775 Windsor Road and at the terminus of Givaudan Drive. The property was formerly the site of the Givaudan-Roure (a.k.a. Givaudan SA) corporation's North American headquarters and later a family entertainment center called the World of Wings. The property was rezoned from the L-I Zone to the R-M2 Zone in 2015 and was subsequently developed as a multifamily project known as Avalon Teaneck. The MH Zone was originally intended to allow flexibility in the reuse of the former office headquarters. However, since its redevelopment as a multifamily residential project, the overlay zoning designation is no longer relevant.

P-Public Land Zone

The purpose of the P-Public Land Zoning District is to "restrict development on public lands which are in use as schools, administrative facilities, parking lots, libraries and other public buildings and structures." The properties in the P Zone are located throughout the Township on the sites of public schools and municipal buildings and parking lots. The zone does not have any dimensional, bulk, or density requirements. Public land used for recreational or open space purposes is not located within this zone.

Community Center Overlay

The Community Center Overlay Zone applies solely to the Richard Rodda Community Center, where the P Zone is underlying. The overlay zone establishes a minimum lot area of one acre, a maximum lot coverage of 60%, a minimum building setback of 25 feet from all property lines, fencing provisions, and a parking ratio to accommodate the maximum occupancy in the largest assembly space.

Functional Commercial Districts

The 2007 Master Plan distinguished Teaneck's business districts into four areas: Cedar Lane, Queen Anne Road/ Degraw Avenue, West Englewood/The Plaza, and Teaneck Road. This Master Plan seeks to further distinguish between these business districts, particularly along Cedar Lane (see Map 6: Future Land Use, in the Goals and Objectives section). The characteristics and prevailing zoning of these business districts are described as follows.

Cedar Lane East/Palisade Avenue

Cedar Lane East is bound by the railroad tracks/Railroad Place to the west and Broad Street to the east, near Teaneck Road. The commercial portion of Palisade Avenue extends a couple blocks north and south of Cedar Lane. This business district is characterized by professional and medical office buildings on larger lots and in low-rise and mid-rise buildings, auto-oriented retail, and multi-family residential developments in the form of courtyard apartments and mid-rise apartments. There is one small stretch of the corridor lined with small, neighborhood-scale storefronts. Zoning along the Cedar Lane East/ Palisade Avenue corridor is mixed between the B-2 Zone, the MX-1 Zone, and the B-1 Zone, though the B-2 Zone is the predominant zoning district in this area.

Cedar Lane Downtown

The downtown core of Cedar Lane is bound by Elm Avenue to the west and the railroad tracks/Windsor Lane to the east. It is Teaneck's most iconic, walkable business corridor. A strength of this area is the broad range of commercial uses that occupy the corridor, usually in stores with small footprints that line the street frontages side-by-side. Businesses range from casual, take-out, and full-service food establishments; to personal services (e.g., nail and hair salons); business services; educational instruction; indoor recreation; sales of clothing, gifts, and other retail goods; small grocery and convenience stores; and small doctor's offices. This area is also home to the historic Teaneck Cinemas. The Teaneck Farmer's Market has been located within a small plaza on the south side of Cedar Lane and the north end of Chestnut Avenue. There is a gas station situated within the downtown core between storefronts.

Building design in this corridor generally consists of one-story multi-tenant buildings, and less frequently two-story buildings. While there are some attractive historic buildings along the corridor, many buildings have unadorned façades that use low-quality materials or are otherwise in need of aesthetic upgrades. The downtown core lacks continuity in design and a modern feel.

As described in more detail later in the Redevelopment section of this Master Plan, a settlement agreement for an area in need of redevelopment along American Legion Drive, Garrison Avenue, and Beverly Drive has included the construction of a multi-level parking garage at the corner of Garrison Avenue and Beverly Drive that will include public parking spaces to support the Cedar Lane corridor. New multifamily housing is also anticipated on the periphery of the core downtown of Cedar Lane. There are potential benefits to adding public parking and a density of residents in close proximity to the business district, both of which will increase the number of possible shoppers and strengthen the vitality of the downtown core of Cedar Lane. However, due to the proximity of single-family residences, the anticipated developments require special consideration of building scale, placement of improvements, and buffering. The developments should also manage traffic concerns, adequacy of parking, and walkability between public parking and storefronts. MX-1 zoning is uniform in the downtown core of Cedar Lane.

Cedar Lane West

Cedar Lane West is bound by Elm Avenue to the east and the Hackensack River to the west. This district is predominantly characterized by larger-scale retail uses, multifamily apartment complexes, historic single-family residences, and smaller sections of neighborhood-scale storefronts. Commercial properties tend to be larger with wider street frontages, are commonly developed with national or regional chains, have building heights of one story or two stories, and have visually prominent parking lots as viewed from the street. Residential uses in the form of single-family residences and garden apartments are particularly concentrated in the western end of the corridor. The Cedar Lane West corridor visually lacks continuity in the placement of building and improvements. Zoning districts applicable to Cedar Lane West are mixed and include the MX-1 Zone, the B-1 Zone, and the R-M Zone.

West Englewood Avenue/The Plaza

The West Englewood Avenue/The Plaza business district (which also has significant frontage on Queen Anne Road) benefits from a range of commercial uses, a walkable streetscape, a mix of low-rise historic and outdated building designs as well as more modern storefronts maintained in good condition, and food stores and restaurants that cater to a variety of global and ethnically diverse tastes. This district also benefits from higher population densities within a short distance, including older apartment complexes and newer buildings that together can result in a disjointed aesthetic. This business district is currently supported by two main public parking areas: a large parking lot at the interior of Block 5008 and angled parking spaces along The Plaza/Ayers Court. A recently approved development at 189 The Plaza would provide additional public parking within the building's garage.

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There are several schools and a house of worship nearby that cause traffic back-ups on certain roadways, particularly on Palisade Avenue. Due to the narrow roadway width along certain properties and one-way traffic on side (east-west) streets, there may be limited circulation options for people seeking alternate routes. Vehicles that are loading/unloading will create more difficulties along narrow roads. The West Englewood Avenue/The Plaza business district is located within the B-1 Zone.

Queen Anne Road/Degraw Avenue

This business district occupies a few blocks on Queen Anne Road, with business frontages on Degraw Avenue and Fort Lee Road as well, near the border with the Borough of Bogota. The district consists primarily of small storefronts in one-story and two-story buildings, punctuated by driveways, small parking lots, and residential properties. Businesses tend to occupy small historic buildings and more recently constructed buildings with unadorned façades. In addition, two prominent auto repair shops are located on the northeast and southeast corners of Queen Anne Road and Degraw Avenue. Bus routes run along Degraw Avenue. The Queen Anne Road/ Degraw Avenue business district is located within the MX-2 Zone.

Teaneck Road

The Teaneck Road corridor consists of a mix of commercial

and residential development types: strip mall-style retail options, walkable neighborhood-scale retail environments, gas stations, professional and medical offices, a major hospital campus, public buildings and institutions, houses of worship, single-family residences, and multi-family residential development. Teaneck Road has a heavy volume of traffic and is prone to experiencing congestion.

North of Route 4, the zoning along Teaneck Road is

predominantly B-R Zone with MOB Overlay, though some stretches do not have the overlay. There are sporadic parcels located within the B-2 Zone that have the MOB Overlay. The property at 1500 Teaneck Road is located within the R-M3 Zone, and two properties are within the R-SCII Zone. North of Tryon Avenue, the zoning is primarily R-S Zone. South of Route 4, the zoning switches to predominantly B-R Zone with the MOB Overlay. In addition, the H-Hospital Zone is located at the southwest intersection of Teaneck Road with Cedar Lane. South of Fyke Lane, most properties are located within the R-S Zone, and some are also within the MOR Overlay. The corner properties at the intersection of Teaneck Road with Fort Lee Road are zoned for the B-1 Zone and the R-AH Zone with MOB Overlay. Several properties located throughout the Teaneck Road corridor are located within the P-Public Zone.

Glenpointe Center

The Glenpointe Center is home to the corporate headquarters of several of Teaneck's top employers. It has been developed as a self-contained office campus, providing Class A offices, hotels, a Starbucks coffee shop, a fitness center, and other amenities. The campus is an auto-oriented destination, as it is located near major highway routes and provides ample parking for employees and guests. The Glenpointe campus has two major hotels, a Marriott and a Hampton Inn & Suites, that support the businesses. The Glenpointe Center is not particularly integrated into the rest of the Teaneck community, though it represents a major economic force in the Township. The Glenpointe Center campus is located within the RC-1 Zone, the RC-2 Zone, and the RC-3 Zone.

3. Industrial Zones

Table 18 summarizes the type of land uses that are permitted in the Township's industrial zones.

Table 18: Summary of Permitted Industrial District Uses

Zone	General business offices	Research, experimental, or testing laboratories	Light, non-nuisance manufacturing, and warehousing, etc.	Trade schools	Family entertainment center	Motor vehicle service stations, public garages	Public utility installations	Wireless communication towers & antennas	Drive-through facilities	Cannabis cultivator, manufacturer, wholesaler, retails, delivery service
L-I	P	P	P	P		C	C	C	C	C
LI-2	P	P	P	P	P	C	C	C	C	

Notes:

P = Permitted; C = Conditional.

Area, Yard and Bulk Regulations

L-I Zone

The minimum requirements for the L-I Zone are 15,000 square feet for lot area, 100 feet for lot width, 20 feet for front yard setback, six (6) feet for side yard setback, 30 feet for combined side yard setback, and 20 feet for rear yard setback. The maximum requirements are 30% for building coverage, 70% for lot coverage, 44 feet for principal building height, and 15 feet for accessory building height.

LI-2 Zone

The zoning requirements for the LI-2 Zone are almost identical to those for the L-I Zone: minimum requirements are 15,000 square feet for lot area, 100 feet for lot width, 20 feet for front yard setback, six (6) feet for side yard setback, 30 feet for combined side yard setback, and 20 feet for rear yard setback. The maximum requirements are 30% for building coverage, 70% for lot coverage, 44 feet for principal building height, and 15 feet for accessory building height. In addition, building height is permitted up to 80 feet for a maximum of 10% of the total building area, provided that any portion of the building in excess of 44 feet in height shall be set back a minimum of 125 feet from adjoining property lines.

Industrial Observations

There are two remaining industrial areas in the Township:

- Alfred Avenue
- Palisade Avenue North

These two districts are located surrounding the dead-end of these roads. They are adjacent to some single-family residential development, but generally are accessible via main roads (Route 4 to Alfred Avenue and Palisade Avenue itself and Queen Anne Road). Both districts are within the L-I Light Industry Zone. No land is the Township is zoned LI-2 Zone.

The Alfred Avenue industrial area is being partially transformed into a multifamily residential development through the statutory redevelopment process, but several industrial uses have been retained at the eastern end of the zone. In addition, the L-I Zone on Alfred Avenue is the only district in Teaneck that currently permits cannabis uses, inclusive of distributors, testing facilities and establishments, cultivators, manufacturers, wholesalers, retailers, and delivery services.

The Palisade Avenue North industrial area is located near redevelopment projects on and near State Street as well

as the West Englewood/The Plaza business district. This industrial area is interspersed with private schools. The district is bound by railroad tracks and Palisade Avenue to the west and Queen Anne Road to the east.

4. Other Uses

Major transportation infrastructure occupies significant land area in the Township and serves as boundaries to neighborhoods and the municipality itself. NJ Route 4 divides the Township is a barrier between the north and south portions of the Township, and the railroad tracks that run roughly parallel to Palisade Avenue further divide the Township into east and west sides. At the southeast corner of Teaneck, the NJ Turnpike and I-80 act as barriers between its neighbors of Leonia and Ridgefield Park.

Public parkland and open space occupy significant space in the Township; as shown previously in Table 13, it is the second largest land use in the Township in terms of land area. Teaneck hosts both large and small parks and open space areas, ranging from larger parks including but not limited to Votee Park, Windsor Park, Overpeck Park and Golf Course, and Argonne Park to smaller parks such as Herrick Park and Bernard E. Brooks Park. Open space areas also dot the landscape, including the Greenbelt along NJ Route 4 and in other small pockets throughout the Township.

5. Redevelopment Areas

The Township has several redevelopment areas, which are shown on **Map 2: Existing Zoning.** The following provides the history and status of these redevelopment areas.

State Street

An Area in Need of Redevelopment Investigation was prepared for "Portions of Blocks 5001, 5002, 5004 & 5005 on State Street," dated May 2022. The Township Council approved Resolution 211-2022 on July 12, 2022 declaring a non-condemnation area in need of redevelopment for Block 5001, Lots 2 & 4; Block 5002, Lots 19, 20, 22, 23, 25, & 26; Block 5004, Lots 1, 2, 2.C0001, 2.C0002, 2.C0003, 2.C0004, 3, 4, & 5; Block 5005, Lots 1.01 (formerly Lots 1, 2, & 11) & 12.

Subsequently, a Redevelopment Plan was prepared for 189 The Plaza (Block 5005, Lot 1.01), dated September 2022, which the Township Council adopted by Ordinance No. 50-2022 on September 20, 2022. The Plan permits multifamily residential use with a required set-aside of affordable units, and retail sales and services. Building height is permitted up to 72 feet and maximum impervious coverage is 100%. The Township Council authorized an executed Redevelopment Agreement between 189 The Plaza Urban Renewal, LLC and the Township, including a requirement to provide 22 off-street public parking spaces and seven (7) affordable housing units on-site. A site plan application was submitted pursuant to the Redevelopment Plan, and on November 30, 2023, the Planning Board approved a multifamily residential development providing 48 units, seven (7) affordable units and a payment-in-lieu for a fractional requirement, 73 resident parking spaces, and 22 public parking spaces within a six-story building, with a deviation for deficient provision of street trees on the frontage of The Plaza.

Another Redevelopment Plan was prepared for 140 State Street (Block 5004, Lot 1), dated November 2022, which the Township Council adopted on December 13, 2022 by Ordinance No. 49-2022. The Plan permits multifamily residential use with a required set-aside of affordable units, and retail sales and services. Building height is permitted up to 75 feet and maximum impervious coverage is 95%.

The State Street Impact Study was prepared in 2019 and presented to the public regarding several approved and potential developments along State Street at the time, including some land within the State Street redevelopment area. The report found that development as specified along State Street would have minimal or no adverse impacts. The Township Engineer had reported that there would be sufficient water supply to meet demand, that stormwater runoff would be managed through adherence to regulations, that there were no capacity issues for electricity and gas, and that solid waste for new developments should be handled by private haulers. The Department of Public Works anticipated additional wear and tear on public roads, but with no significant impacts. No sensitive environmental features were identified for the corridor, most sites were previously disturbed, and any contaminated land would be remediated. The fiscal impact of the specified developments was net positive for both schools and the municipal budget. In terms of public safety, the Fire Department recommends providing access along the rear for new projects and meeting higher safety standards for new buildings. Despite the potential for increases in ambulance calls, no problems were anticipated. There

was concern related to increasing police staffing. Visual impacts were left unaddressed in the State Street Impact Study. Much of the State Street redevelopment area remains without an adopted redevelopment plan.

West Englewood Avenue
An Area in Need of Redevelopment Investigation was prepared for Block 4905, Lots 1 to 22.01, dated August 2022. The Township passed Resolution No. 237-2022 on August 30, 2022 declaring Block 4905, Lots 1, 2, 3, 4.01, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, and 17 as a non-condemnation area in need of redevelopment. No redevelopment plan has been prepared for this redevelopment area.

American Legion Drive/Beverly Road/Garrison Avenue
An Area in Need of Redevelopment Investigation was prepared for Block 705, Lot 4.01 and Block 707, Lots 1-5, dated February 2, 2021, for properties along American Legion Drive that includes the Stop & Shop supermarket. The Township Council adopted Resolution No. 87-2021 declaring a non-condemnation area in need of redevelopment on the properties. A subsequent Area in Need of Redevelopment Investigation was also prepared for Block 819, Lots 1, 14, 16, and 17, dated March 2022, for properties on Beverley Road and Garrison Avenue. The Township Council adopted Resolution No. 148-2022 designating the properties as a non-condemnation area in need of redevelopment. A settlement was agreed on March 27, 2023 between The Stop & Shop Supermarket Company LLC, the Township of Teaneck, the Township Council, the Planning Board, 713-719 Teaneck LLC, 719 Teaneck LLC, Crossroads Companies LLC, and NNN Teaneck NJ Owner LP, including a concept plan prepared by Crossroads Companies. The concept plan depicts multifamily residential development, a parking garage with public spaces and resident parking spaces, retail/commercial space, and retention of the Stop & Shop supermarket and associated parking lots. The Township Council authorized Phillips Preiss Grygiel Leheny Hughes LLC to prepare a redevelopment plan for the combined redevelopment area by Resolution No. 261-2022 on October 25, 2022. The Township held a community meeting on November 20, 2023 to seek community feedback on the concept design. A redevelopment plan has not yet been completed, but it should seek to address goals and objectives for neighborhood-scale businesses districts as outlined in this plan, and within the confines of the settlement agreement.

329/359 Alfred Avenue
An Area in Need of Redevelopment Study was prepared for Block 6001, Lots 1 and 2, dated May 2019, for properties known as 329 Alfred Avenue and 1085 Decatur Avenue. The Township Council adopted Resolution No. 143-2019 declaring Block 6002, Lots 1 & 2 as a non-condemnation area in need of redevelopment on July 9, 2019. A Redevelopment Plan was prepared for the redevelopment area, dated January 19, 2021. A site plan application was submitted later that year, proposing a 255-unit multifamily development and 442 garage parking spaces within a six-to-seven-story building. The Redevelopment Plan requires that 15 percent of all rental units be set aside as affordable housing for low- and moderate-income households. The Planning Board approved the application on June 24, 2021 by Resolution PB 2020-16. The project is under construction.

An Area in Need of Redevelopment Investigation was prepared for Block 6002, Lot 3, dated March 2022, for property known as 359 Alfred Avenue. The Township Council adopted Resolution No 147-2022 on May 31, 2022, declaring the property as a non-condemnation area in need of redevelopment. The Township Council subsequently adopted a Redevelopment Plan, dated July 2022, on August 9, 2022. A site plan application was submitted later that year for a 247-unit multifamily development, including 378 garage parking spaces and supportive retail, within a six-story building. The Redevelopment Plan requires that 15 percent of all rental units be set aside as affordable housing for low- and moderate-income households.

1425 Teaneck Road/1600 River Road (DPW)
An Area in Need of Redevelopment Investigation was prepared for Block 1002, Lot and Block 5703, Lot 11, dated April 15, 2019, for non-contiguous properties known as 1425 Teaneck Road and 1600 River Road (the Department of Public Works site). The Township Council declared the properties as non-condemnation areas in need of redevelopment on June 18, 2019.

A Redevelopment Plan for 1425 Teaneck Road was prepared and dated September 2019. A site plan application was submitted in 2020 for a 40-unit age-restricted development within a five-story building, plus provision of 10 surface parking spaces. The Planning Board memorialized approval of the application on September 21, 2020. The project is nearing completion.

A redevelopment plan has not been prepared for the DPW site at 1600 River Road. The site will likely require environmental remediation.

B. Survey: Land Use Considerations

As previously annotated in the Community Perspectives and Priorities section of this Master Plan, respondents of the online survey listed several land use and housing topics as top priorities for the Master Plan to address. This Land Use Element seeks to address several of these priorities, including: revitalization of commercial areas (rank #1), flooding and drainage concerns (rank #4), creating pedestrian and bike-friendly streets, which relates to both land use and mobility (rank #5), environmental sustainability/resiliency (rank #6), expand and/or diversify housing opportunities (rank #7), and expansion of schools, houses of workshop and other institutions (rank #8). Other survey results are provided as follows.

1. Housing

Respondents to the online survey were asked to rate their overall quality of life in Teaneck on a scale, where 75.7% of respondents expressed satisfaction or high satisfaction. Similarly, when asked to rate the quality of housing in the Township, 80.5% of respondents expressed satisfaction or high satisfaction. However, while almost half of the respondents (52.8%) rated their quality of life as being consistent with that of 10 years ago, a notable 30.4% indicated that it was worse, and 16.8% indicated it was better than 10 years ago.

In a ranking question, respondents were presented with choices regarding their housing preferences in future developments. Notably, 54% of the participants expressed a strong preference for single-family homes by ranking it as their first choice, indicating a prevailing desire for this type of housing over any other available options. In an analysis of the overall top three choices, 'Duplex/two family homes' and 'Townhouses' were the second and third most favored housing options among the respondents (Table 19).

Along with overall rankings, Table 19 also stratifies the housing preference rankings by age groups. While the rankings among younger age groups (under 35 years) and middle-aged adults (35 to 64 years) are almost identical, the weighted average disparity between single-family housing and other housing types is more pronounced in the middle-aged group. Evidently, senior housing emerged as the second highest ranked choice among the senior population (over 64 years). This preference aligns closely with the demographic concerns of these resident groups.

It is notable that 93.5% of the respondents to the online survey were homeowners and roughly 89% of residents lived in detached, single-family homes. This demographic group was overrepresented compared to the overall population of Teaneck, where 75.2% of households live in single-family detached housing, despite extensive outreach efforts to underrepresented populations, including renters. While it is evident that the survey respondents prefer to see single-family homes as their top choice and the preservation of single-family neighborhoods, the survey also reveals a potential willingness among residents to explore and consider alternative housing options, also indicating a gradual shift in housing preferences within the Township.

2. Business Districts

The online survey gauged the community's opinions

Table 19: Which housing type should be prioritized in future developments in Teaneck?

Housing Types	Rankings by Age Groups						
		Under 35 years		35 - 64 years		Over 64 years	
	Overall Rank	Avg.	Weighted Rank	Weighted Average	Rank	Weighted Average	Rank
Single family homes	#1	7.7	#1	7.7	#1	6.9	#1
Duplex/two family homes	#2	6.3	#3	5.4	#3	4.4	#5
Townhouses	#3	6.5	#2	5.9	#2	5.2	#3
Garden apartments	#4	5.6	#5	4.6	#5	5.0	#4
Senior housing/residences	#5	3.5	#6	5.2	#4	6.6	#2
Multifamily apartment buildings	#6	5.8	#4	4.4	#6	3.9	#6
Assisted living	#7	3.1	#8	3.5	#7	3.7	#7
Accessory dwelling units	#8	3.2	#7	3.1	#8	3.2	#8
Supportive/ group housing	#9	2.4	#9	2.4	#9	2.3	#9

concerning the four main business district corridors in Teaneck. The most frequented business district among respondents was Cedar Lane, according to the survey (Figure 7). Survey respondents frequented the West Englewood/The Plaza district next most frequently, followed by Teaneck Road corridor and the Degraw Avenue/Queen Anne Road district.

Figure 7: Most Frequented Business Districts in Teaneck

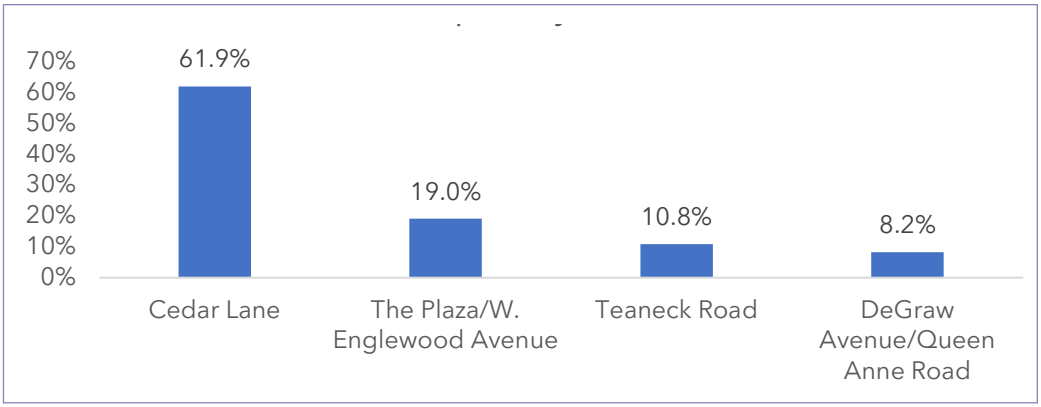


Figure 8: How often do you shop/dine out in restaurants in Teaneck?

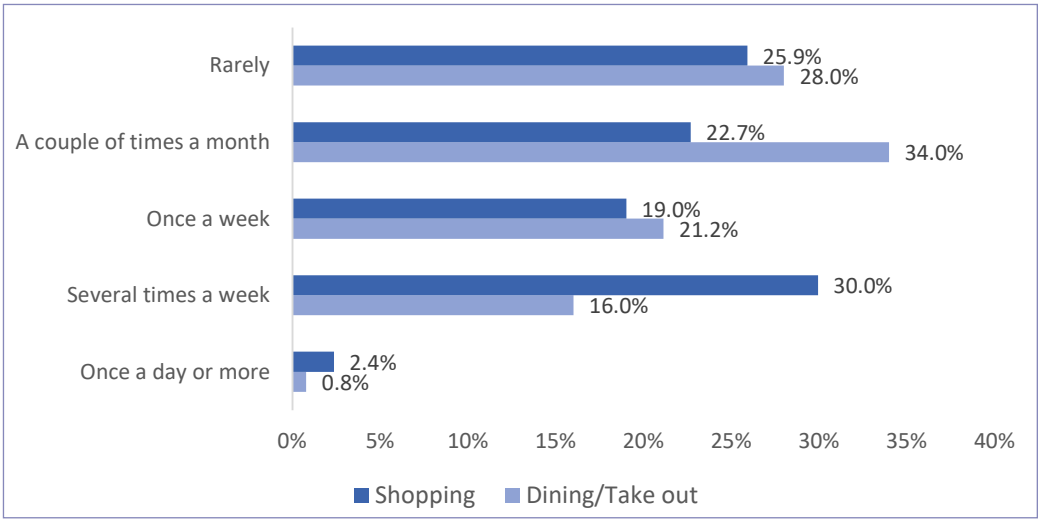


Figure 8 shows how often respondents shop or dine out in Teaneck's business districts. Responses revealed that approximately 51.4% of respondents shop in one of the business districts at least once a week, and approximately 38% dine in/take out from restaurants at least once a week. The survey also indicated that 30% of respondents visit local business districts for shopping "several times a week," and 34% of respondents dine in/take out from restaurants "a couple of times a month." A quarter of respondents rarely visit Teaneck's business districts for any reason.

Some questions asked respondents to rate their level of satisfaction with various services and amenities offered within these business districts, including but not limited to activities for children, commercial gyms and exercise studios, dine-in restaurants, grocery stores, entertainment venues, cafes, etc. (Figure 9).

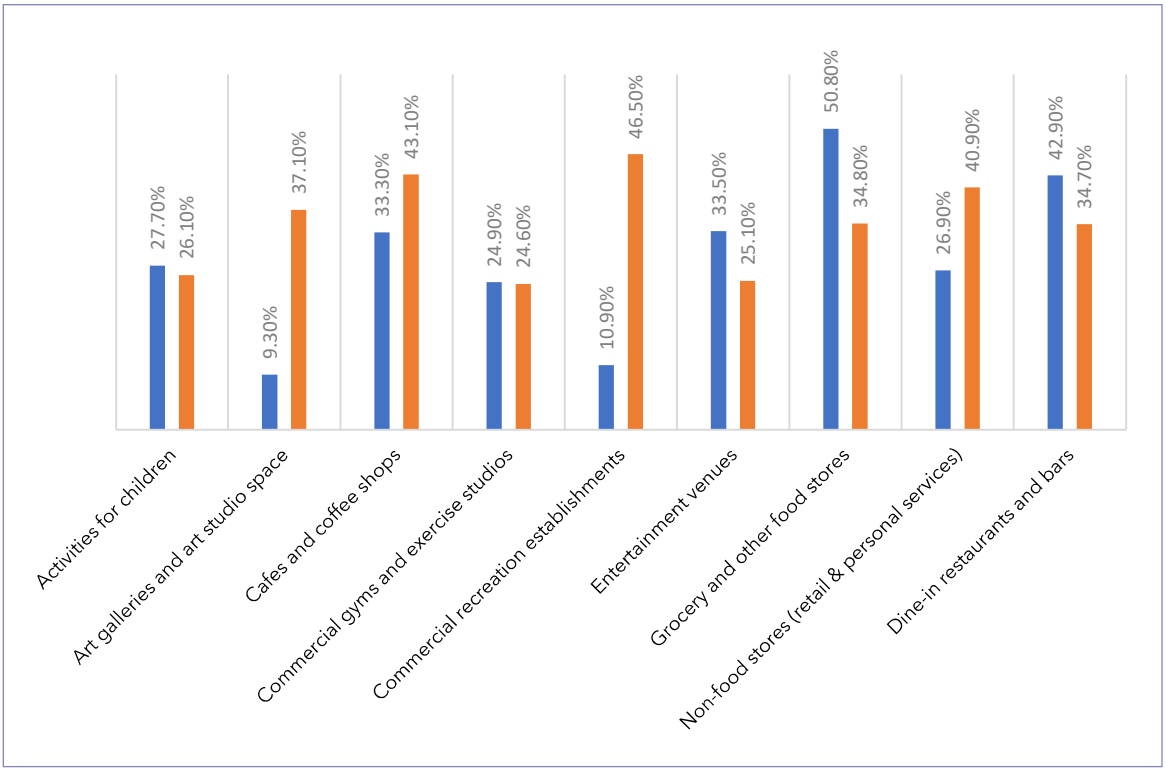
The satisfaction ratings for various services and amenities indicated mixed sentiments among respondents. Respondents tended to be moderately satisfied with the presence of grocery and food stores and dine-in restaurants and bars, whereas they were least satisfied with the provision of art galleries, commercial recreation (e.g., climbing walls, bowling alleys, batting cages, etc.), cafes and coffee shops, retail, and personal service stores. There was somewhat more neutral satisfaction with commercial gyms and exercise studios, activities for children, and entertainment venues. Despite some positive ratings of these business categories, respondents had high levels of dissatisfaction ranging between approximately 25% and 45% across all categories. The responses suggest that there is room for improvement in both the availability and quality of all the activity and business categories in the survey.

3. Development Concerns

In a ranking question asking for respondents' concerns related to the impacts of new development, it was evident that 'Traffic and Mobility' was the most pressing concern for respondents. 'Affordability' and 'Aesthetics' emerged as the second and third most important considerations, respectively (Table 20).

This Land Use Element is intended to address affordability, aesthetics, and environmental impacts as well as the revitalization of business districts.

Figure 9: Level of Satisfaction for Listed Activities in Teaneck's Business Districts



C. Workshop: Residential Uses

At the community workshop, one of the participant breakout groups focused on how to expand and diversify housing options in Teaneck. The facilitators set the groundwork for the discussion by highlighting community concerns and data. Specifically, the facilitators highlighted the significant increase in the senior population over the past decade, and the fact that 15% of owner-occupied households with incomes above $75,000 are considered 'cost burdened,' spending more than 30% of their income on housing. Participants heard about relevant preliminary results from the online survey, such as that *affordability* was ranked as the second most important concern related to the impacts of new development. *Housing affordability* and the *quality of housing stock* were ranked as the fourth and fifth most salient reasons for residents choosing to stay or live in Teaneck. Top reasons that residents might leave Teaneck included high property taxes, a lack of affordable housing, and few options to downsize. In addition, a third of survey respondents chose 'Expand and/or diversity housing options' as one of their top three issues to be addressed in the master plan.

The workshop also introduced participants to the concept of accessory dwelling units, also known as ADUs, which are smaller, independent living unit that are either attached to or detached from a single-family home. Homeowners may benefit from ADUs through receipt of rental income from tenants or allowing space for family or home health aides. Occupants of an ADU may benefit from lower cost rent while remaining in a single-family suburban environment.

Table 20: Rankings for Concerns Related to Impacts of New Development

Rank	Concerns related to impacts of new development	Weighted Average
#1	Traffic/mobility	6.2
#2	Affordability	5.5
#3	Aesthetics	5.1
#4	Public infrastructure	4.9
#5	Municipal services	4.7
#6	Environmental impacts	4.6
#7	School capacity	3.8

Participants also discussed missing middle housing, which is defined as "a range of multiunit or clustered housing types, compatible in scale with single-family homes, that help meet the growing demand for walkable urban living, respond to shifting household demographics, and meet the need for more housing choices at different price points. The majority of these types accommodate four to eight units in a building or on the lot… [and] they can have up to nineteen units per building."[6] This type of housing is typically lower-cost and accessible to a range of households, but it is often missing from the equation of

6. Parolek, Daniel. Missing Middle Housing. Island Press. 2020.

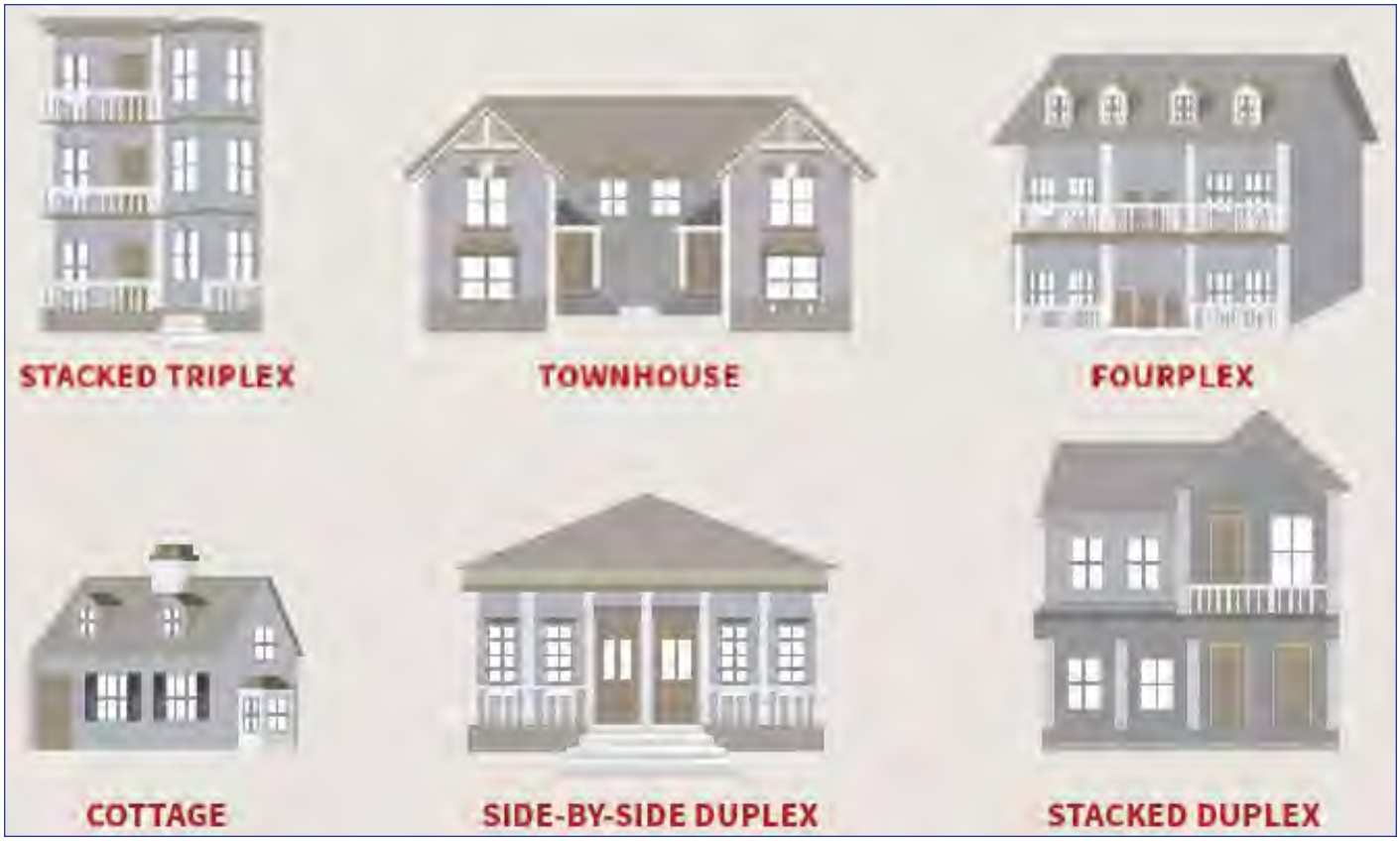


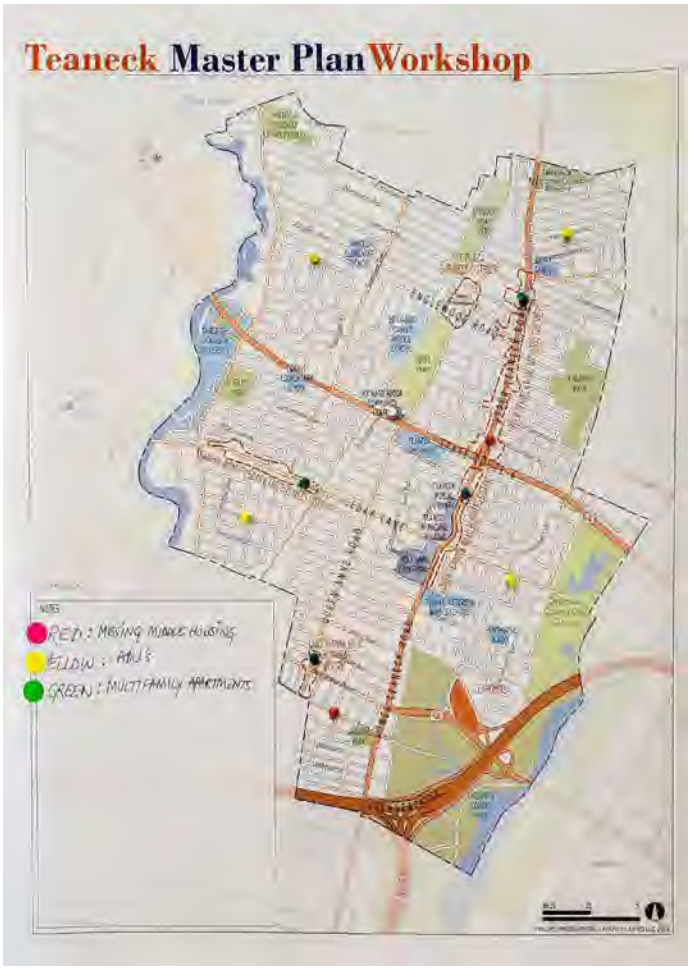
Image source: Re-Legalizing Missing Middle Housing: A Model Act and Guide to Statewide Legislation. AARP Government Affairs and Econorthwest. 2022-2023.

Housing Type	Percentage in Favor
Side-by-side Duplex	71.4%
Townhouse	71.4%
Cottage	62.8%
Fourplex	51.4%
Stacked Duplex	51.4%
Stacked Triplex	48.6%

D. Workshop: Business Districts

The community workshop discussed Teaneck's business districts as defined in the 2007 Master Plan: Cedar Lane, Queen Anne Road/Degraw Avenue, West Englewood/The Plaza, and Teaneck Road. There was consensus among participants that Teaneck's business districts were lacking and in need of revitalization. A break-out group discussed what factors are holding back Teaneck's business districts, how to promote residential growth in the districts, potential zoning changes to allow more flexibility, parking, branding/marketing opportunities, events programming, accessibility, and district management. Results from the discussion are as follows:

- The business districts in Hackensack and Englewood were viewed as competing with Teaneck.
- Montclair and Ridgewood were frequently cited as model downtowns. Many participants also pointed to Englewood as an example of a vibrant weekend dining environment.
- There was general support for accommodating more housing within the business districts.
- The concept of creating a public gathering space along Cedar Lane for community events, concerts, outdoor dining and other activities garnered enthusiastic support. The existing Chestnut Avenue Plaza was deemed too small to support the community's needs. The Township should identify opportunities for plaza-type spaces in future development projects.
- Many businesses are closed on Saturdays due to religious observance, which poses certain practical challenges for the business districts.
- Participants also discussed the potential benefits of creating identities and identifying market niches for each of Teaneck's business districts. This could also help create a cohesive aesthetic for each district.
- Business districts should be walkable.
- The FDU population is a largely untapped market. Teaneck businesses should be capturing more spending from FDU students, faculty, and staff. It was noted that it is not particularly pleasant or easy to walk from campus to Cedar Lane.
- Maintenance of Cedar Lane has declined in recent



years. It used to be more actively managed and maintained.

- The Cedar Lane area east of Palisade Avenue is not perceived as part of the business district, but could accommodate more mixed-use development, including ground floor retail.
- Parking availability is generally adequate on Cedar Lane, but not everyone is willing to walk 1-2 blocks from one of the municipal lots to their destination.
- The idea of constructing one or more parking garages is supported, but there was broad-based concern about allowing overly-imposing large garages that could impact surrounding neighborhoods.
- The Queen Anne Road/DeGraw Avenue district was noted by several participants as a potential location for residential or mixed-use development, which could provide additional support for the businesses.
- Teaneck Cinemas was cited as an important asset for the community. There is not enough dining and other entertainment available for visitors before or after movies.
- More restaurants and food/beverage options are needed.
- There was broad support for outdoor dining, but participants noted the lack of available sidewalk space to accommodate it.
- Participants were generally supportive of providing some flexibility to allow office uses on the ground floor in some areas while maintaining the retail-only requirement in the core of Cedar Lane.
- Teaneck Road is a long corridor that lacks a concentrated retail area. Participants generally supported the existing condition as opposed to trying to limit/focus the business district to one or more focal points.

E. Workshop: Design and Aesthetics

At the community workshop convened as part of the Master Plan process, residents were asked to share their preferences in terms of building and site design for certain new development types, which included mixed-use/ business districts, multifamily residential, townhouses, and two-family (low-density) residences. The following summarizes the attendees' design preferences. These recommendations may be incorporated into form-based design standards within redevelopment plans that are developed for designated rehabilitation or redevelopment areas pursuant to the LRHL, particularly

in business districts. Where traditional zoning governs, developers, architects, and engineers may reference these recommendations when beginning to decide upon the form and style of a project to better achieve public acceptance of their projects. Proposals that respect these aesthetic preferences will likely receive a more favorable reception among the community.

1. All Development Types

- Provide traditional architectural styles (Tudor, Colonial, etc.) that mimic the historic development patterns of the Township.
- Provide continuity in architectural vernacular for the same building.
- Provide extensive landscaping along the street and in front yards. Specifically, full-foliage landscaping, lawns/courtyards, and greenery in front yards.
- Avoid "boxy" architectural styles or industrial styles.
- Avoid locating parking garages in prominent locations, particularly near the front of a building. Parking should be out-of-view or have diminished prominence in rear yards or side yards.

2. Mixed-use Residential/Commercial and Business Districts

- Incorporate a variety of materials, colors, scale, height, and patterns in storefronts/signage, provided they arere compatible with the architectural vernacular.
- Provide storefronts with varying widths along neighborhood-scale, mixed-use corridors.
- Provide public gathering spaces, plazas, seating, landscaping, play structures, and art.
- Provide buildings with a variety of uses across multiple floors in neighborhood-scale business districts.
- Provide subtlety and detailing on building facades.
- Install a variety of plantings along streetscapes (e.g., shade trees, low plantings, planters on sidewalks, etc.)
- Provide wide sidewalks and outdoor dining.
- Avoid flashing or neon signs.
- Provide buildings up to four or five stories in height, with inclusion of step-backs to reduce mass, on business corridors.
- Design buildings at a density where traffic and school demands can be accommodated.

3. Multifamily/Multi-Unit

- Provide open spaces (courtyards, plazas, landscaped setbacks, open space for "gathering," etc.)
- Provide street trees.
- Relegate parking to the rear or side of buildings with low visual prominence.
- Avoid buildings that are "bulky" or "boxy."
- Provide features that break up the bulk or massing of the building, e.g., step-backs, roof dormers,[7] recessed portions of the façade, broken-up roofline, etc.
- Avoid flat building facades that extend the full height of the building.

7. Dormers: A projecting structure built out from a sloping roof, usually housing a critical window or ventilating louver. (Source: Ching. "A Visual Dictionary of Architecture.")

4. Townhouses

- Avoid uniformity or "cookie cutter" patterns.
- Provide variety in architectural detailing.
- Avoid garages or hardscape areas (e.g., driveways) with high visual prominence in the front yard.
- Provide townhouses with sloping rooflines (e.g., gable), as opposed to flat rooflines.
- Provide small canopies over entries.
- Provide lawns or landscaping along large stretches of the building frontage.

5. Two-Family Dwellings (Low-Density Residences)

- Provide ground-level entryways and avoid entryways at the second floor that require high front steps.
- Avoid prominent garages at the front of the building.
- Avoid large hardscape areas (e.g., driveways) in the front yard.
- Provide step-backs, recessed entries or porches, and other changes in the façade plane (walls) to break up bulk.
- Provide a balance in architectural detailing.

F. Sustainability and Smart Growth

The Municipal Land Use Law requires that any Land Use Element provide a statement of strategy concerning:

- Smart growth, including locations for EV charging stations;
- Storm resiliency with respect to energy supply, flood-prone areas, and environmental infrastructure;
- Environmental sustainability; and
- Showing the existing and proposed location of public electric vehicle charging infrastructure.

Discussion of storm resiliency is provided in this Master Plan's assessment of climate change-related hazard vulnerabilities.

1. Smart Growth

The national Smart Growth Network defines a smart growth approach to development as adhering to 10 principles:[8]

1. Mix land uses.
2. Take advantage of compact building design.
3. Create a range of housing opportunities and choices.
4. Create walkable neighborhoods.
5. Foster distinctive, attractive communities with a strong sense of place.
6. Preserve open space, farmland, natural beauty, and critical environmental areas.
7. Strengthen and direct development towards existing communities.
8. Provide a variety of transportation choices.
9. Make development decisions predictable, fair, and cost effective.
10. Encourage community and stakeholder collaboration in development decisions.

The goals, objectives, and recommendations in this Land Use Element are directly consistent with these principles of smart growth.

2. Location of Public Electric Vehicle (EV) Charging Infrastructure

Electric vehicle (EV) charging stations, also known as electric vehicle service equipment (EVSE), is required as part of new development, with some exceptions, through implementation of the State's EV law and the Township's adoption of a model EV ordinance in March of 2024. State law requires that electric vehicle charging equipment be permitted as-of-right in all zoning districts throughout the state. The law also requires the inclusion of such equipment as part of certain new developments.

At present, there is one public EV charging station within the parking lot serving the Municipal Building and the Public Library. In addition, public parking spaces provided within an approved multifamily development project at 189 The Plaza will include public EV charging stations.

3. Environmental Sustainability

The U.S. Green Building Council created the LEED (Leadership in Energy and Environmental Design) rating system to certify new or renovated buildings that meet specific "green" building standards that promote energy efficiency, use of sustainable materials, and low environmental impact. The LEED system pioneered the green building movement. Today, updated buildings codes have provided green building standards as minimum requirements for new development. Therefore, certification through the LEED program or another green building program is no longer necessary to demonstrate compliance with green building methods.

To improve the energy of existing buildings, property owners can pursue energy audits, energy retrofits, and the use of more sustainable heating and cooling systems.

In terms of residential development, building attached

8. "About Smart Growth." U.S. EPA, Smart Growth Network. https://www.epa.gov/smartgrowth/about-smart-growth#:~:text=Smart%20growth%20is%20an%20overall,and%20resilient%20to%20climate%20change.

single-family housing or multi-unit housing is more efficient than building detached single-family housing, in terms of energy usage, utility demands (water, sanitary sewer, storm drainage), and land disturbance. Therefore, a more sustainable use of land policy is one that promotes attached housing types in locations that are already developed (gray-field development) as opposed to developing in locations that are presently undeveloped (green-field development). An added benefit of gray-field development is remediation of past environmental contamination. For commercial development, gray-field development is similarly more sustainable than green-field development.

G. Climate Change-Related Hazard Vulnerability Assessment

1. Municipal Context

Teaneck is an inland municipality that is bound by the Hackensack River to the west and Overpeck Creek to the southeast. Smaller waterways include Teaneck Creek that extends inland from Overpeck Creek past the Glenpointe Center, Hirshfeld Brook that runs in a north-south direction through Windsor Park and along Palisade Avenue and the west side of Votee Park, Metzler Brook that crosses the northeast corner of the Township, and French Brook that crosses the northwest corner of the Township near New Bridge Road. Together, these waterways and their tributaries, as well as the adequacy of drainage infrastructure, contribute to Teaneck's primary climate change-related hazard: inland flooding. This section considers other hazards as well, but special emphasis is placed on flooding impacts and mitigation measures.

2. Hazard Vulnerability

Teaneck is vulnerable to climate change-related hazards, most pressingly to flooding from major storms and to extreme temperatures. Teaneck is a highly built-up inland community with less risk for hazards such as sea level rise, though nearby communities may be more likely to experience these hazards. Findings from Bergen County's Hazard Mitigation Plan (HMP) are referenced in this section.

Major storms and flooding

Hurricanes, tropical storms, and major precipitation events have become more intense and more frequent in New Jersey. Destructive storms such as Hurricane Irene and Hurricane Sandy served as wake-up calls in 2011 and 2012, and since then major precipitation events have also caused substantial damage, particularly from inland flooding. Special flood hazard areas are often referred to as having a 1% annual chance of flood risk (resulting from a "100-year storm") or a 0.2% annual chance of flood risk (resulting from a "500-year storm"). The terms "100-year storm" and "500-year storm" are misnomers because the recorded incidence of these storms has been increasing over time, both in New Jersey and in other storm-prone areas of the country. New Jersey communities should anticipate and prepare for these major storms as a practical reality, rather than a hypothetical. Areas of concern relate to flood hazard areas as well as areas of repeated flooding due to outdated or inadequate infrastructure capacity. In advance of major storms, emergency managers may communicate evacuation orders and need to keep evacuation routes clear. Flooding and major storms can result in financial losses from building and infrastructure damage. In addition, major storms can cause erosion, disturb riverine ecosystems, contaminate water bodies, and cause other damage to the natural environment.

Severe weather

Severe weather encompasses hazards such as high winds, tornados, thunderstorms, and hail. Historically, tornados have been rare in New Jersey. However, instances of high winds, thunderstorms, and hail are more commonplace. These hazards pose risks to infrastructure, including downed trees and utility lines, resultant loss of power, and damage to vehicles and structures. The HMP only reports past incidences of severe weather, but it does not make future projections or recommendations to mitigate damage from these severe weather hazards.

Severe winter weather

Severe winter weather includes blizzards, Nor'easters, and ice storms. The Township may become less susceptible to severe winter weather over time, due to increases in annual average temperatures and fewer days of below-freezing weather. Still, Teaneck still needs to be prepared for occasional instances of severe winter weather, ready to plow and salt roadways, remove downed tree limbs from heavy snow or ice, and keep public services operational.

Extreme temperatures

Teaneck is vulnerable to the effects of extreme temperatures in the form of heat waves and extreme cold temperatures or ice, similar to many communities in the Northeast. Heat waves are often measured in terms of the number of days above 90 degrees. The HMP states that "the probability of Bergen County experiencing extreme heat is very high," and that it is "almost certain" to occur

every summer. Heat waves have become a major focus in public health fields, as several populations are particularly vulnerable to health impacts from extreme heat when they do not have access to air conditioning or cooling shelters. These groups include young children, the elderly, outdoor workers, and people with pre-existing health conditions. Heat waves may result in heat cramps, heat exhaustion, heat/sun stroke, and even death, particularly among socially isolated populations. It is projected that the number of days with extreme heat will increase in the future.

By contrast, the number of days with extreme cold temperatures is expected to decrease over time. Extreme cold temperatures may negatively affect the health of vulnerable groups with risks like hypothermia and frost bite. Risk to infrastructure is highest when extreme cold temperatures result in utility interruptions, road closures, or vehicular crashes from icy roads.

Wildfires

Teaneck has 1.23 square miles, or 20% of its total 6.24 square miles of land area, that is considered a wildfire hazard, according to the HMP, which used NJDEP sources. Most of this land is considered to have a "moderate and low" risk of wildfire (1.06 square miles or 86%), whereas 0.17 square miles or 14% are within "extreme, very high, and high hazard areas." Alternative data sources from the New Jersey Wildfire Risk Explorer[9] utilizes up-to-date map data to visualize the areas of "annual burn probability." Burn probability is defined as "the probability that a specific geographic location will experience a wildland fire during a specified time period (1 year). Estimates of [burn probability] were generated with the large-wildfire simulation system, FSim." This burn probability map only shows the far northeast corner of the Township near Liberty Road as having a listed burn probability reaching the 3/10 level, or "low." The remainder of the Township has a 2/10 or 1/10 burn probability, reflecting "low" probability and "little or no exposure," respectively. Despite the low risk levels, vegetated areas should be considered to have some level of risk. In 2023, a brush fire occurred near Overpeck Park and the Teaneck Creek Conservancy that spread across 10 acres. This occurred on a day when the NJDEP had recently issued a "very high" risk alert for forest fires.[10] Emergency service providers should continue to monitor State warnings.

9. https://wrap.newjerseywildfirerisk.com/Map/Public/#map-themes
10. Katzban, Nicholas and John Connolly. Northjersey.com. April 11 & 12, 2023. https://www.northjersey.com/story/news/bergen/teaneck/2023/04/11/teaneck-nj-fire-police-warning-residents-conservancy/70105726007/

Utility interruptions

Utility interruptions can occur in response to weather events as well as aging infrastructure. PSE&G serves as Teaneck's electricity provider.

Train derailments

Train derailments are not identified as a climate change-related hazard. However, there is some concern that train derailments could occur in the Township, in part due to media coverage of major train derailments across the country in recent years. Active train lines pass through the center of Teaneck. Emergency managers should be prepared with a plan in the event that a train derails into a populated or developed area.

3. Critical Resources

Critical facilities in Teaneck provide the services and infrastructure that is needed to function during times of tranquility and when experiencing natural or man-made hazards. The following section identifies these facilities and notes any particular risks or vulnerabilities that these facilities face as a result of climate change. The critical and vulnerable facilities are listed in Tables 21 to 25. Select critical facilities are also shown on **Map 3: Critical Facilities.**

Evacuation Shelters

The Richard Rodda Community Center is the primary evacuation shelter in Teaneck. These shelters are not particularly exposed to inland flooding or other climate change-related hazards.

Evacuation Routes

Interstate-95/NJ Turnpike and Interstate-80, which forks off I-95, are hurricane evacuation routes that run through the southern extents of the Township along Overpeck Park and Creek. These routes are accessible from within Teaneck via East DeGraw Avenue, which provides on- and off-ramps to I-95.

Schools

Teaneck is home to a sizable public school population, where the highest enrollment is at Teaneck High School and the two middle schools, and the elementary schools have more modest populations. In the event of any natural or man-made hazards, emergency managers need to ensure there is capacity to evacuate or otherwise keep safe the public student populations while also accommodating the general public in school-based evacuation shelters. Several schools in Teaneck also serve

Table 21: Evacuation Shelters

Facility	Address	Capacity	Type
Theodora Smiley Lacey School	1 Merrison Street	63	Post
Richard Rodda Community Center	250 Colonial Court	1,200	Evacuation
Teaneck High School	100 Elizabeth Avenue	115	Post
Bryant School	1 East Tryon Avenue	350	Post
Benjamin Franklin School	1315 Taft Road	115	Post
Thomas Jefferson Middle School	655 Teaneck Road	100	Post

as evacuation shelters for the community.

Senior Living Facilities
During an emergency event, emergency managers and facility managers should ensure that senior living facilities are equipped to continue serving their populations. For example, a power outage may result in adverse impacts on the health of these residents if back-up power is not provided. Evacuation of these facilities may also be complicated by the abilities and needs of the residents. Of the listed facilities, only Five Star Premier Residences of Teaneck is partially within a special flood hazard area.

Police, Fire, and Emergency Medical Service Stations
Emergency service facilities are necessary to keep the Township operating during natural or man-made hazards. None of these facilities are within special flood hazard areas.

Municipal Buildings
Municipal buildings and facilities ensure quality of life and proper functioning of government services, including when the community experiences a natural or man-made hazard. The recycling center at 1600 River Road is located within a special flood hazard area. The Rodda Center is the Township's primary evacuation shelter.
areas.

4. Social Vulnerability

The Social Vulnerability Index (SVI) is developed by the U.S. Centers for Disease Control (CDC) and refers to the "resilience of es (the ability to survive and thrive) when confronted by external stresses on human health, stresses such as natural or human-caused disasters, or disease outbreaks. Reducing social vulnerability can decrease both human suffering and economic loss." The identification of socially-vulnerable populations is based on several factors, according to the CDC:

Socioeconomic status:
- Below 150% poverty, unemployed, housing cost burden, no high school diploma, no health insurance;

Household characteristics:
- Aged 65 or older, aged 17 or younger, civilian with a disability, single-parent households, English language proficiency;

Racial and ethnic minority status:
- Hispanic or Latino (of any race); Black and African American, Not Hispanic or Latino; American Indian and Alaska Native, Not Hispanic or Latino; Asian, Not Hispanic or Latino; Native Hawaiian and Other Pacific Islander, Not Hispanic or Latino; Two or More Races, Not Hispanic or Latino; Other Races, Not Hispanic or Latino; and

Housing type & transportation:
- Multi-unit structures, mobile homes, crowding, no vehicle, group quarters.

As shown in **Map 4: Social Vulnerability Index,** the most vulnerable area of Teaneck is concentrated in the north-central portion of the Township, bound by Palisade Avenue to the west, Teaneck Road to the east, Route 4 to the south, and the municipal border with Bergenfield Borough to the north. This area is defined as "high vulnerability" based on the CDC's categorization metrics. Fortunately, there are no special flood hazard areas in this section of the Township. Still, there is anecdotal evidence that areas along The Plaza/Ayers Court flood during major storm events.

In addition, there are two areas of moderate social vulnerability in Teaneck, in the southwest corner and the far southern end of the Township. The southwest corner is bound by Route 4 to the north, Palisade Avenue to the east, the Hackensack River to the west, and the municipal border with the Borough of Bogota to the south. Special flood hazard areas are located along the Hackensack River in this region, including on the Fairleigh Dickinson University campus and at the end of Cedar

Table 22: Public Schools

Public Schools	Address	Population	Enrollment	Grades	Full-Time Teachers
Teaneck High School*	100 Elizabeth Avenue	1299	1189	9-12	110
John Greenleaf Whittier Elementary School	491 W. Englewood Avenue	391	359	K-4	32
Benjamin Franklin Middle School*	1315 Taft Road	612	555	5-8	57
Thomas Jefferson Middle School*	655 Teaneck Road	579	523	5-8	56
James Russell Lowell Elementary School	1025 Lincoln Place	366	336	K-4	30
William Cullen Bryant School*	1 Tryon Avenue	354	322	PK-K	32
Nathaniel Hawthorne Elementary School	201 Fycke Lane	375	345	K-4	30
Teaneck Community Charter School	563 Chestnut Avenue	362	333	K-8	29
Theodora Smiley Lacey School[1]	1 Merrison Street	No data	180	K	No data

** Serves as an evacuation shelter/post.*

1 School website.

Table 23: Senior Living Facilities

Facility Name	Address	Description
Care One at Teaneck	544 Teaneck Road	Long-Term Nursing Care Facility
Five Star Premier Residences of Teaneck	655 Pomander Walk	Assisted Living Facility
Teaneck Nursing Center	1104 Teaneck Road	Long-Term Nursing Care Facility
The Brookdale	60 Bergen Boulevard	Assisted Living Facility

Table 24: Emergency Services

Station Name	Address
Police Station	900 Teaneck Road
Teaneck Fire Department Headquarters	1231 Teaneck Road
Teaneck Fire Department Station 2	617 Cedar Lane
Teaneck Fire Department Station 3	370 Teaneck Road
Teaneck Fire Department Station 4	1375 Windsor Road
Teaneck Volunteer Ambulatory Corps	855 Windsor Road

Table 25: Municipal Buildings

Facility	Address
Municipal Building	818 Teaneck Road
Public Library	840 Teaneck Road
Richard Rodda Community Center*	250 Colonial Court
Recycling Center	1600 River Road

** Serves as an evacuation shelter.*

Lane, encompassing the Teaneck Greenway, Teaneck Swim Club, encroaching onto the site of the Five Star Residences at Teaneck senior living development, and on garden apartments along Cedar Lane. On the FDU campus, the large "North Parking Lot" and Northpoint Hall are located within special flood hazard areas.

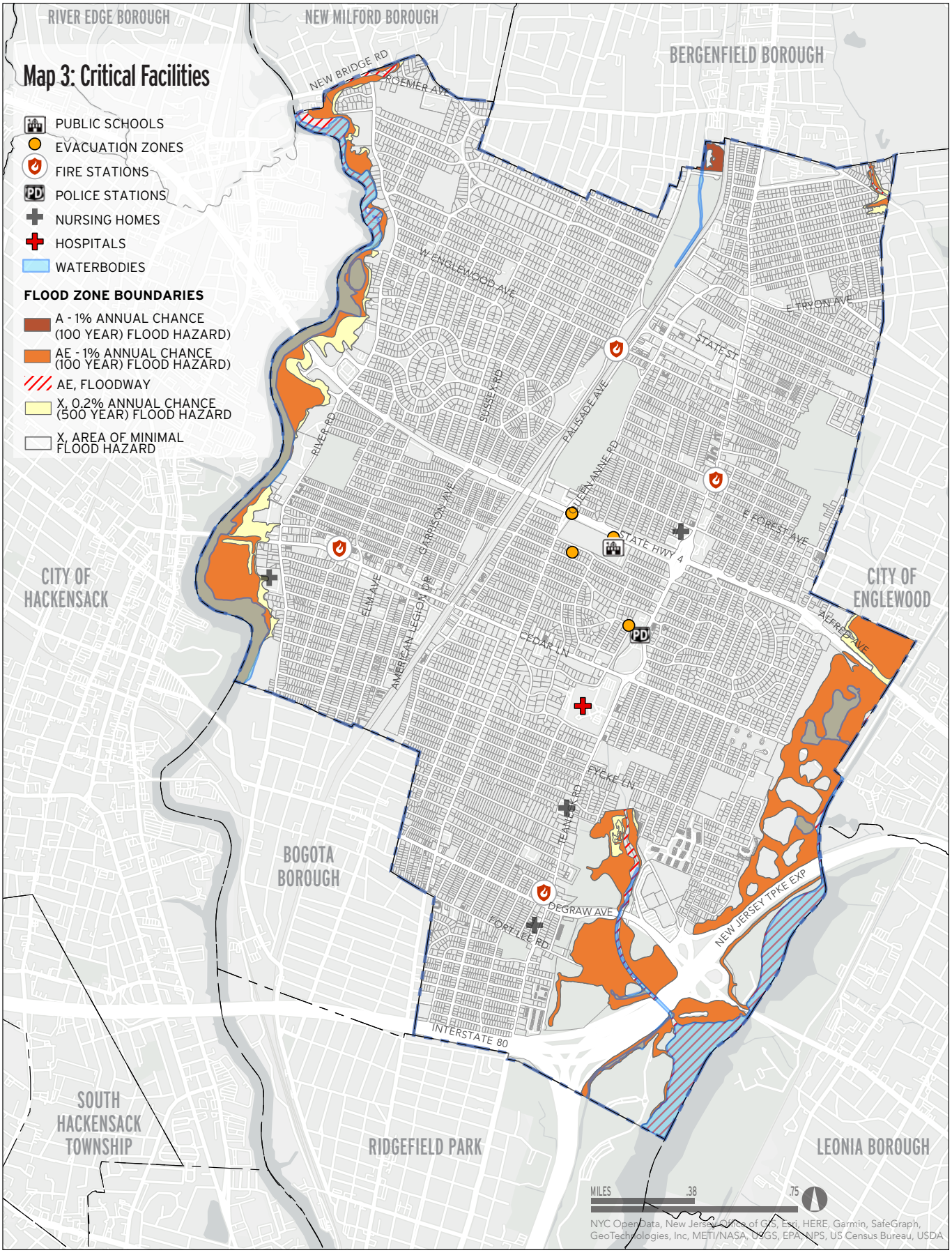
The southern end is bound by DeGraw Avenue to the north, the NJ Turnpike to the east, I-80 to the south, and the Borough of Bogota to the west. Special flood hazard areas here are located along Teaneck Creek and its tributaries, generally located in the undeveloped areas between the NJ Turnpike and the East Degraw Avenue ramps to the Turnpike, and encroaching onto the site of the Arbor Terrace Teaneck senior living development and some single-family residences in the vicinity.

The intersection of special flood hazard areas with garden apartments on the west end of Cedar Lane and on senior living developments affirms that socially vulnerable populations in these locations are at-risk of flood hazards. The Township should ensure deliberate communication to the residents in these locations related to evacuations, in providing post-storm resources, and in focusing flood mitigation strategies.

5. Build-Out Analysis

Vacant Land

Teaneck is a highly built-out municipality with very little vacant, developable land. Vacant parcels tend to be smaller and located sporadically throughout the Township **(Map 5: Build-Out Analysis).** Properties along Route 4, which make up the Greenbelt, are identified as "vacant" in the tax records, though these areas are not intended for future development. Special flood hazard areas are not typically co-located with vacant properties in the Township.


Map 3: Critical Facilities
PUBLIC SCHOOLS
EVACUATION ZONES
FIRE STATIONS
POLICE STATIONS
NURSING HOMES
HOSPITALS
WATERBODIES
FLOOD ZONE BOUNDARIES
A - 1% ANNUAL CHANCE (100 YEAR) FLOOD HAZARD)
AE - 1% ANNUAL CHANCE (100 YEAR) FLOOD HAZARD)
AE, FLOODWAY
X, 0.2% ANNUAL CHANCE (500 YEAR) FLOOD HAZARD
X, AREA OF MINIMAL FLOOD HAZARD
RIVER EDGE BOROUGH
NEW MILFORD BOROUGH
BERGENFIELD BOROUGH
CITY OF HACKENSACK
CITY OF ENGLEWOOD
BOGOTA BOROUGH
SOUTH HACKENSACK TOWNSHIP
RIDGEFIELD PARK
LEONIA BOROUGH
NEW BRIDGE RD
ROEMER AVE
W ENGLEWOOD AVE
E PRYOR AVE
STATE ST
SUSSEX RD
PALISADE AVE
RIVER RD
QUEEN ANNE RD
GARRISON AVE
E FOREST AVE
STATE HWY 4
ELM AVE
AMERICAN LEGION DR
CEDAR LN
ALFRED AVE
EYCKE LN
TEANECK RD
DEGRAW AVE
FORT LEE RD
NEW JERSEY TPKE EXP
INTERSTATE 80
MILES
.38
.75
NYC OpenData, New Jersey Office of GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

Other Potentially Developable Land

Existing redevelopment areas that are not yet built-out are potentially redevelopable, including at American Legion Drive/Beverly Road/Garrison Street, at the West Englewood Avenue/Teaneck Road, on the State Street corridor, and at 1600 River Road on Teaneck Road. Only the 1600 River Road redevelopment area is located within a flood hazard area and a regulatory floodway. The Township should ensure that any redevelopment of this property be engineered to account for flood risks and to comply with State regulations. Development may only be feasible on upland portions of the site and outside of the regulatory floodway. Note that redevelopment projects along Alfred Avenue and at 1425 Teaneck Road are already complete or underway. The Alfred Avenue redevelopment area is partially within a flood hazard area. **(Map 5: Build-Out Analysis).**

In addition, this Master Plan contemplates a revitalization of existing business districts, which may bring new development. Most areas of the Township's business districts are outside of flood hazard areas and regulatory floodways. However, there are areas between River Road and the Hackensack River at the far western end of Cedar Lane and the southern end of the FDU campus that are within flood hazard areas. Any future development in these areas will require special engineering considerations to account for flood hazards.

6. Mitigation Measures

Township Strategies

The Township Council amended its Stormwater Control ordinance in 2021 to be in conformance with NJDEP's updated stormwater management regulations. These updated standards better account for anticipated increases in precipitation due to climate change. New applications for major developments, which are defined as disturbing one acre or more, are subject to these updated standards, including a requirement to incorporate green infrastructure and non-structural stormwater management strategies into the sites' stormwater management plans.

The HMP lists the administrative and technical staffing capabilities of the Township to implement and execute mitigation activities. Teaneck has staffing capabilities for all the positions identified, including a chief building official, a floodplain administrator, an emergency manager, a community planner/planning commission, a civil engineer, and a GIS coordinator. In terms of administrative and technical capabilities already in place, the Township is listed as having a maintenance program to reduce risk, hazard data and information, and grant writing capabilities. Teaneck is not listed as having a mitigation planning committee. For education and outreach capabilities, Teaneck is listed as having local citizen groups to help disseminate information, safety-related school programs, and as participating in Bergen County's Community Emergency Response Team (CERT). Municipal CERT coordinators attend regular meetings with the Bergen County Office of Emergency Management (OEM) Director to promote coordination, information sharing, and continued education and training.

The HMP also listed specific mitigation strategies based on their priority levels. The following are mitigation measures that the Township intended to pursue when the HMP was prepared. A mitigation to replace broken sewer damaged by storm surge was indicated as having already been completed.

High Priority

Risk Reduction Mitigation:

- Acquire, elevate, or floodproof structures in flood-prone areas, with a focus on repetitive lost (RL) and severe repetitive loss (SRL) properties along the Hackensack River.
- Construct flood reduction measures (e.g., floodwalls or small berms) along the Hackensack River.

Medium Priority

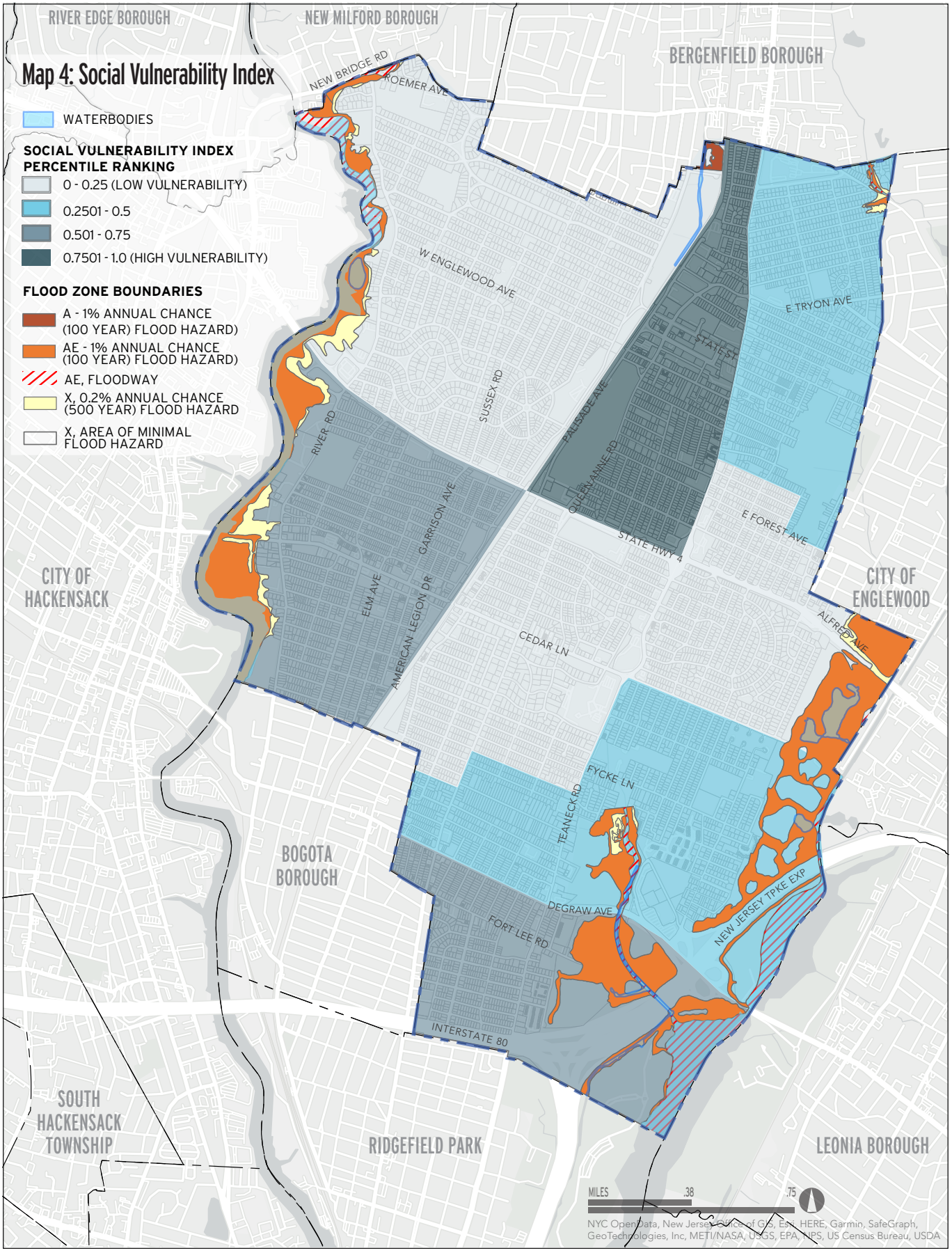
Maintenance Response/Recovery:

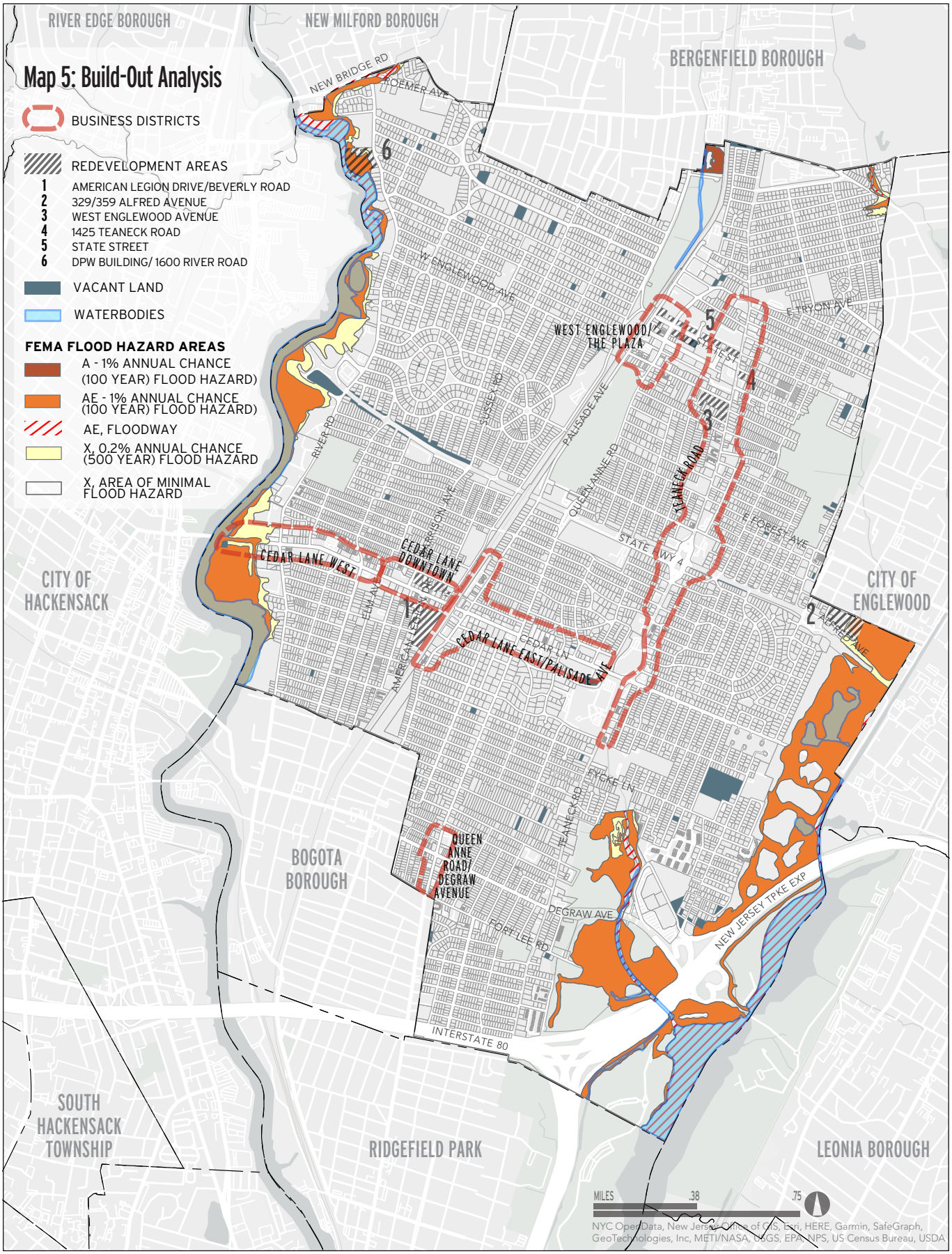
- Install drainage improvements at Fabry Terrace.
- Purchase indoor warning system receivers in schools and libraries.
- Purchase and install generators for schools that serve as a shelter.
- Purchase and install a replacement generator for Fire Station 3.
- Purchase generators for traffic lights during power outages.
- Purchase emergency response vehicles.
- Upgrade firewalls at all municipal locations.

Low Priority

Maintenance Response/Recovery:

- Improve public warning system.
- Create a public warning system ordinance.
- Purchase equipment for secondary command center.
- Acquire drone and surveillance equipment for emergency response.


Map 4: Social Vulnerability Index
WATERBODIES
SOCIAL VULNERABILITY INDEX PERCENTILE RANKING
0 - 0.25 (LOW VULNERABILITY)
0.2501 - 0.5
0.501 - 0.75
0.7501 - 1.0 (HIGH VULNERABILITY)
FLOOD ZONE BOUNDARIES
A - 1% ANNUAL CHANCE (100 YEAR) FLOOD HAZARD)
AE - 1% ANNUAL CHANCE (100 YEAR) FLOOD HAZARD)
AE, FLOODWAY
X, 0.2% ANNUAL CHANCE (500 YEAR) FLOOD HAZARD
X, AREA OF MINIMAL FLOOD HAZARD
RIVER EDGE BOROUGH
NEW MILFORD BOROUGH
BERGENFIELD BOROUGH
CITY OF HACKENSACK
CITY OF ENGLEWOOD
BOGOTA BOROUGH
SOUTH HACKENSACK TOWNSHIP
RIDGEFIELD PARK
LEONIA BOROUGH
NEW BRIDGE RD
ROEMER AVE
W ENGLEWOOD AVE
SUSSEX RD
RIVER RD
PALISADE AVE
QUEEN ANNE RD
E TRYON AVE
E FOREST AVE
STATE HWY 4
GARRISON AVE
ELM AVE
AMERICAN LEGION DR
CEDAR LN
ALFRED AVE
FYCKE LN
TEANECK RD
DEGRAW AVE
FORT LEE RD
NEW JERSEY TPKE EXP
INTERSTATE 80
MILES
.38
.75
NYC OpenData, New Jersey Office of GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA


Map 5: Build-Out Analysis
BUSINESS DISTRICTS
REDEVELOPMENT AREAS
1 AMERICAN LEGION DRIVE/BEVERLY ROAD
2 329/359 ALFRED AVENUE
3 WEST ENGLEWOOD AVENUE
4 1425 TEANECK ROAD
5 STATE STREET
6 DPW BUILDING/ 1600 RIVER ROAD
VACANT LAND
WATERBODIES
FEMA FLOOD HAZARD AREAS
A - 1% ANNUAL CHANCE (100 YEAR) FLOOD HAZARD)
AE - 1% ANNUAL CHANCE (100 YEAR) FLOOD HAZARD)
AE, FLOODWAY
X, 0.2% ANNUAL CHANCE (500 YEAR) FLOOD HAZARD
X, AREA OF MINIMAL FLOOD HAZARD
RIVER EDGE BOROUGH
NEW MILFORD BOROUGH
BERGENFIELD BOROUGH
CITY OF HACKENSACK
CITY OF ENGLEWOOD
BOGOTA BOROUGH
SOUTH HACKENSACK TOWNSHIP
RIDGEFIELD PARK
LEONIA BOROUGH
NEW BRIDGE RD
POEMER AVE
W. ENGLEWOOD AVE
WEST ENGLEWOOD/ THE PLAZA
E TRYON AVE
PALISADE AVE
QUEEN ANNE RD
TEANECK ROAD
E FORREST AVE
STATE HWY 4
CEDAR LANE WEST
CEDAR LANE DOWNTOWN
CEDAR LANE EAST/PALISADE AVE
CEDAR LN
ELM AVE
AMERICAN LEGION DR
HARRISON AVE
RIVER RD
SYLVESTER RD
TYCKE LN
TEANECK RD
QUEEN ANNE ROAD/ DEGRAW AVENUE
DEGRAW AVE
FORT LEE RD
NEW JERSEY TPKE EXP
INTERSTATE 80
MILES .38 .75
NYC Open Data, New Jersey Office of GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

Administrative:

- Create a public warning system ordinance.

The Township Engineer, Fastech Consulting Engineers, is engaged in other hazard mitigation efforts. For example, there is localized flooding along Belle Avenue during heavy precipitation events. In response, the Township installed culverts near sidewalks in this area in 2023. In addition, the Township is currently securing a federal Congressionally Directed Spending (CDS) grant to install a new detention system and has received a grant from the NJDEP to install nearly 10 bioswales along flood-prone portions of Belle Avenue, from Beverley Road to Route 4. Separately, the Township Engineer is working towards mapping the Township's entire stormwater infrastructure system by 2026 to comply with a new mandate from NJDEP.

Lastly, the Greenway Advisory Board recommended a further mitigation measure for the Hackensack River, which is that the Township create an easement along the Hackensack River for recreation and/or conservation to prevent stormwater runoff from entering the river. For reference, an easement is defined as, "a grant of one or more of the property rights by the property owner to and/or for use by the public, a corporation, or another person or entity" and a conservation easement is "the grant of a property right requiring that the described land will remain in its existing natural state in perpetuity."[11] The Board indicated the Department of Public Works site at 1600 River Road as a site of special concern where an easement may be warranted.

State Strategies

The State adopted new stormwater management rules in 2021 that are "intended to minimize the impact of stormwater runoff on water quality and water quantity in receiving water bodies and maintain groundwater recharge." Municipalities across the State were required to adopt the new rules as related to major developments. These new rules will help manage flooding from stormwaters over the long-term.

A flood disclosure bill was signed into law by the Governor in June of 2023 (Bill S3110/A4783). This law requires flood risk disclosure during the purchase or lease of a property. The disclosure is required if the property is located within a 1% (100-year) or 0.2% (500-year) flood hazard area or if the property has experienced flood damage, water seepage, or pooled water due to a natural flood event. This requirement will inform property owners and occupants of their flood risks and better help them prepare for a possible flood event.

7. Consistency Statement

This climate change-related hazard vulnerability assessment is consistent with existing hazard mitigation plans and efforts occurring in Teaneck. The most pressing climate change-related threats to the Township are related to major storms and flooding, severe weather, extreme temperatures, and utility interruptions associated with these natural events. The previously described mitigation actions are aimed at addressing these vulnerabilities. The Township will continue to coordinate with Township stakeholders, neighboring municipalities, the County, the State, and Federal programs to plan for hazards and mitigate their impacts. Future planning and mitigation efforts should be consistent with this climate change-related hazard vulnerability assessment and use its findings as a basis for future actions.

8. Impacts to Elements of the Master Plan

Natural hazards exacerbated by climate change will have an impact on other elements of the Master Plan. For example, any new development that is within a special flood hazard area will have to contend with the challenges of that environment, such as at the western end of Cedar Lane, at the 1600 River Road redevelopment area, and other vulnerable locations. Mitigation measures, such as infrastructure improvements, may need to focus on existing properties and roadways that flood during major storms. Promoting smart growth and mobility in Teaneck will also promote resiliency during hazardous events. In addition, the Township should continue to educate the public about the use of public indoor spaces that serve as cooling and heating shelters during extreme temperatures. Together, the elements of the Master Plan support the Township's plans to prevent and mitigate the effects of climate change-related hazards.

11. Moskowitz, Lindbloom, Listokin, Preiss, & Merriam. The Completed Illustrated Book of Development Definitions, Fourth Edition. 2015. Transaction Publishers.

H. Goals and Objectives: Land Use

Goal 1: Promote a range of housing options to meet the needs of residents in different life phases.

Objectives:

Preserve the prevailing character, bulk, and density of existing residential neighborhoods.
Residents made clear in their feedback from the online survey and community workshop that they want to maintain their quality of life and prevailing built environment in existing residential neighborhoods, particularly in areas with predominantly single-family development. Residents want to continue seeing single-family development and renovations to existing single-family properties. They want to maintain tree-lined streets and traditional architectural styles in these areas. Residents expressed an openness to accessory dwelling units on these single-family properties, as long as their neighborhoods would continue to look and feel like a low-density suburban environment. An important part of maintaining a suburban look and feel is to maintain prevailing front yard setbacks in single-family residential areas. Outside of single-family neighborhoods, existing garden apartment and courtyard apartment developments should be retained, as they offer a traditional form of "missing middle" housing that meets the housing needs of many members of the community.

Protect the existing stock of low-cost housing.
Discussions surrounding affordable housing often focus on the production of new affordable housing that is legally restricted for occupancy by low to moderate-income households. However, it is similarly important to protect the existing supply of low-cost housing, such as older homes, apartments, and smaller-sized dwellings. These housing types will continue to serve as "missing middle" housing to meet the budgets and lifestyle needs of a range of households.

Expand housing options for young adults, seniors seeking to age-in-place, and single individuals.
Compared to Bergen County as a whole, Teaneck has a larger share of single-family residential development and a lower share of any other kind of dwelling. For many residents, smaller unit sizes with one bedroom or two bedrooms are sufficient, as they do not have a need for an entire single-family home. These residents may be young adults, seniors or empty-nesters that are seeking to downsize but stay in Teaneck, other single adults, and anyone with minimal space needs. Some residents may have greater budget constraints to allocate to housing, such as students, low-wage workers, or individuals with fixed incomes. For seniors, they may seek a residence that is accessible for their changing mobility needs, that provides medical assistance, or that has social spaces and amenities. Recognizing that single-family homes often do not meet the needs of these groups, it is important for the Township to encourage a more diverse range of housing opportunities (e.g., smaller units, lower-cost, one-floor living or elevator buildings, assisted living, accessory dwelling units) so that diverse household types are enticed to move to or stay in Teaneck.

Encourage the development of owner-occupied housing in multi-unit projects.
Owner-occupied multi-unit housing, e.g. condominium ownership, provides several benefits that the Township seeks to promote. First, ownership is an attractive option for seniors who are seeking to downsize but still own their housing. It can also be a more accessible way for first-time homebuyers to build equity, as compared to purchasing a single-family. Ownership units also promote community stability, which benefits surrounding neighborhoods. In addition, the Township's affordable housing ordinance requires that 20 percent of units in new multi-unit ownership projects be set-aside as affordable, compared to 15 percent for rental projects. This objective is not intended to diminish the benefits of rental housing, but rather to promote a balance in which more multi-unit ownership opportunities are available to residents.

Continue to address the Township's constitutional obligation to provide a realistic opportunity for the construction of its fair share of affordable housing.
The Township has worked in good faith to meet its constitutional obligation to provide opportunities to develop affordable housing through the end of Third Round regulations in 2025. Municipalities across New Jersey will soon have to calculate their new, Fourth Round fair share obligation and prepare for how to address it.

Promote the balanced use of indoor and outdoor space on residential properties.
Respondents to the online survey and participants of master plan events communicated their strong preferences for greenery and landscaping on residential properties. During the peak of the COVID-19 pandemic, many people across the country renewed an appreciation for private outdoor spaces and nature, resulting in indoor and outdoor renovations of many properties. Outside, they installed porches, pools, and outdoor play spaces. Inside, they renovated and expanded kitchens and living areas. Even prior to the pandemic, the 2007 Master Plan discussed a trend to expand and renovate single-family homes. The Township should continue to support property owners in making indoor and outdoor improvements to their properties that balance the space needs for homeowners with a cohesive scale for the broader neighborhood.

Goal 2: Provide high standards of design and quality in the built environment.

Objectives:

Promote a welcoming and attractive environment in business districts.
A premier aesthetic environment helps draw patrons to a business district. Particularly in neighborhood-scale business districts, it is important to create an environment where people want to linger and explore. Business district associations and the Chamber of Commerce can assist businesses in upgrading storefronts and maintaining streetscapes. The Township should consider ways to offer facade improvement grants to help local businesses enhance the appearance of their storefronts, contributing to a more attractive and cohesive streetscape. New development should incorporate pedestrian-scale architecture, high transparency of storefronts, and high-quality signage.

Encourage traditional architectural styles in new developments.
Respondents of the online survey indicated they are concerned about the aesthetic quality and style of new development projects. At the community workshop, participants showed clear preferences for more traditional architectural styles, such as colonial styles, use of brick and lap siding, use of dormer windows, etc. They also expressed an overall aversion to highly modern styles and materials, such as the use of metal panels. Participants had a universally positive view of the Tudor architectural style, which is seen in historic buildings throughout town.

Prioritize design and utilization improvements for underperforming and lackluster buildings and sites in business districts.
Certain buildings or sites may not be conducive to attracting business tenants, in some cases because of the amount of floor area available, the interior or exterior conditions, adequacy of fixtures for different uses (e.g., commercial kitchens, the presence of air conditioning, etc.), location, parking, or building orientation, among other factors. The overall attractiveness and upkeep of a building's exterior may also detract from a positive identity for a business district. In these cases, upgrades are necessary to help transform the site and attract quality businesses to commercial areas. In some cases, it may be necessary to incentivize these types of improvements through the rehabilitation tool set forth in the Local Redevelopment and Housing Law (LRHL). The LRHL allows for municipalities to designate defined areas, or even the entire jurisdiction, as an "area in need of rehabilitation." The rehabilitation designation is distinct from a redevelopment designation, as the former does not carry the power of eminent domain and it cannot result in a payment-in-lieu-of-taxes (PILOT) arrangement. The rehabilitation designation does provide some financial incentives to upgrade property, but these benefits are much more limited compared to a redevelopment designation. Importantly, a rehabilitation designation allows a municipality to create a "redevelopment plan," which can include provisions to regulate the site and building design of an area at a more nuanced level than can traditional zoning, based on legal restrictions of what can be included in zoning and is monitored by a zoning/code enforcement officer. Certain community benefits can also be leveraged through the LRHL that would otherwise not be permitted under traditional zoning. This level of design control is often beneficial to a municipality to ensure that high quality designs are proposed for new buildings.

Integrate new development into existing neighborhoods with good design of buildings and sites.
New multi-unit and mixed-use developments that are located adjacent to single-family neighborhoods should

reduce bulk, provide greater ground level setbacks and upper story step-backs, add landscaped buffering, and utilize contextual architectural styles to improve transitions between development types.

Retain buildings with historic or architectural value.
Many older buildings within the Township have historic or architectural value, even when they are not officially listed on the historic register. To the extent feasible, the community should advocate for the retention and respectful renovations of these buildings, including applicable renovation plans with incentives. New development projects should avoid the demolition of these buildings, or seek to adaptively reuse them.

Encourage variety and simplicity in business signage.
During the design preferences activity of the community workshop, participants showed a preference for variety and simplicity in business signage. "Cookie cutter" signage across multiple businesses was not viewed as favorably. Although variety in signage was preferred, the participants also favored simple signage designs, such as minimal use of color, simple fonts and logos, and clean awnings and canopies.

Improve the streetscape environment.
Teaneck residents take pride in the Township's tree-lined streets. New development and site improvements should prioritize the installation and retention of landscaping and street trees along street frontages, particularly in residential areas. In addition, maintenance of sidewalks, street lighting, and other street furniture will provide a more welcoming streetscape environment.

Encourage a range of commercial footprints.
Renovated and newly developed commercial spaces should provide sufficient space for a variety of commercial uses, through the flexible allocation of floor plates to suit the needs of businesses.

Ensure that proposed multifamily and mixed-use development projects feature site circulation plans that accommodate increased vehicle loading and unloading.
Multifamily development projects should account for on-site circulation to accommodate small delivery vehicles and ride-hailing vehicles that are expected to idle while loading/unloading deliveries or passengers. These may take the form of turnaround loops or streetside curb cuts that are restricted to temporary parking and idling. Site designs should visually mitigate the additional impervious coverage in front yards with extensive landscaping.

Promote sustainable building designs and materials.
The LEED certification was established by the U.S. Green Building Council two decades ago to promote sustainable building practices and environmentally responsible buildings. Today, many new buildings achieve rigorous sustainability measures without necessarily seeking the LEED certification. At a minimum, new buildings should incorporate energy-efficient appliances and weather-proofing techniques to lessen energy demands. Where feasible, new buildings should incorporate environmentally conscious building materials, provide green roofs and landscaping, and recycle demolished materials.

Goal 3: Encourage the revitalization of Teaneck's business districts.

Objectives:

Utilize the tools of zoning and rehabilitation or redevelopment designations to promote revitalization and a cohesive identity for business districts.

Business districts should be zoned with reasonable and pragmatic considerations to ensure a cohesive development pattern. Map 6: Future Land Use delineates business district boundaries based on the identity of their existing development patterns. Tools of zoning and rehabilitation/redevelopment should be utilized to build on the strengths of each of these distinct business districts and to improve upon areas of weakness. These efforts should encourage

development and revitalization that fits into the following broad identities:

Neighborhood-scale mixed-use:
- West Englewood Avenue/The Plaza
- Cedar Lane Downtown
- Queen Anne Road/Degraw Avenue

Mix of commercial and residential:
- Cedar Lane West

Mix of commercial, office, medical, and residential:
- Teaneck Road
- Cedar Lane East/Palisade Avenue
- State Street redevelopment area

Office campus:
- Glenpointe Center

Develop a best practices toolbox for redevelopment and rehabilitation processes.
New Jersey's Local Redevelopment and Housing Law sets forth specific requirements on how the public shall be notified of public actions on whether to designate areas in need of redevelopment or rehabilitation, and the adoption of redevelopment plans that follow. The Township should develop a set of best practices for undertaking redevelopment or rehabilitation projects that go beyond the statutory requirements and ensure a transparent and consistent public review and adoption process. The best practices may include the use of additional public notification methods, e.g. Nixle alerts and social media posts, as well as additional public input opportunities, such as public visioning, charettes, and/or surveys, to help develop or provide input on concept plans. The Township should commit to implementing these best practices during redevelopment and rehabilitation processes.

Advance "smart growth" planning principles in business district revitalization.
The national Smart Growth Network defines a smart growth approach to planning as adhering to 10 principles:[12]
1. Mix land uses.
2. Take advantage of compact building design.
3. Create a range of housing opportunities and choices.
4. Create walkable neighborhoods.
5. Foster distinctive, attractive communities with a strong sense of place.
6. Preserve open space, farmland, natural beauty, and critical environmental areas.
7. Strengthen and direct development towards existing communities.
8. Provide a variety of transportation choices.
9. Make development decisions predictable, fair, and cost effective.
10. Encourage community and stakeholder collaboration in development decisions.

Taking a smart growth planning approach has the potential to create stronger economies, more housing choice, conservation of the environment, and safer mobility options. Efforts to revitalize the Township's business districts and redevelopment areas should advance these smart growth planning principles, particularly in neighborhood-scale mixed-use districts.

Promote walkability in neighborhood-scale mixed-use districts.
Teaneck's neighborhood-scale mixed-use districts are well-suited to be turned into walkable downtown "Main Streets." The concept of a Main Street harkens back to historic downtowns that were found at the heart of a municipality, where patrons could meet their daily living needs in a relatively compact area. The Cedar Lane Downtown, West Englewood/The Plaza, and Queen Anne Road/Degraw Avenue areas all have shared traits, including a compact string of smaller

12. "About Smart Growth." U.S. EPA, Smart Growth Network. https://www.epa.gov/smartgrowth/about-smart-growth#:~:text=Smart%20growth%20is%20an%20overall,and%20resilient%20to%20climate%20change.

storefronts that are located close to the street frontage and that provide a variety of commercial outlets. In a suburban Main Street, a visitor should be able to park their car (or use alternative modes of travel) and then proceed on foot, either to reach a particular destination or to wander through the district as an experience of itself. Residents who live within or near these districts should be able to have a variety of needs met in the immediate vicinity and should be able to easily access these areas by walking. The built environment should be aesthetically enjoyable for pedestrians. The downtown Main Street concept contrasts with sprawling commercial development, where commercial development is spread far apart, often separated by large expanses of surface parking lots, and resulting in customers being dependent on their cars to go between adjacent businesses. Streetscape enhancements, business improvements, renovations of existing structures, and new development in these neighborhood-scale mixed-use districts should promote the downtown "Main Street" concept.

Encourage mixed-use developments along public transit corridors within business districts.
Zoning and development should encourage mixed-use developments along public transit corridors of business districts to reduce car dependency and create a more integrated land use context. Mixed-use developments should combine residential, commercial, and community spaces to create vibrant, multifunctional areas.

Broaden the range of commercial uses that are permitted in business districts.
The zoning for business districts across the United States have had to adapt to a changing retail market. With the rise of online shopping, some traditional retailers have struggled to survive. Many business districts have sought to permit a broader range of uses to ensure the vitality of commercial areas and reduce vacancy rates. The online survey also found that many people in Teaneck feel that the variety of business types available to them are lacking in certain categories. Business district zoning should be updated to include a full range of uses that meet the shopping, social, entertainment, and dining needs of locals while also attracting regional visitors. There should be a collaborative effort with the Chamber of Commerce to seek and incentivize new businesses that address those needs. New uses that may be appropriate to permit in Teaneck's business districts include private recreation (i.e., rock climbing gyms), fitness and dance studios, private educational or instructional uses (i.e., tutoring services, paint and sip classes, pottery classes, etc.), ghost kitchens where food is prepared for delivery and pick-up only, outpatient medical offices, art galleries, urgent care facilities, small professional offices (i.e., real estate agents, law offices, etc.), and cannabis retailers. The Township should seek to expand the range of permitted and conditionally permitted uses in business districts to attract and meet the needs of a variety of customers, including attracting a regional customer base. In addition, standalone multi-unit residential uses may be appropriate within business districts, provided that lobbies, amenity areas, and public spaces are located along the street frontages to enliven the streetscape. Land uses that are not specifically listed as permitted or conditionally permitted at the time of this Master Plan, but that are deemed to be complementary to their surrounding neighborhood, should be considered in future zoning code amendments.
Land uses that are not specifically listed as permitted or conditionally permitted at the time of this Master Plan, but that are deemed to be complementary to their surrounding neighborhood, should be considered in future zoning code amendments.

Provide public amenities and gathering spaces.
The Township should utilize existing public land for public gathering spaces and for providing public amenities such as street furniture, public art, playgrounds, and other features in accessible locations, particularly in business districts. New major developments should incorporate public gathering spaces and amenities on project sites.

Advance public-private partnerships that build neighborhoods through the provision of community benefits.
The Township should ensure that private partners do not just build buildings, but also build neighborhoods. In the case of redevelopment, community benefits should be incorporated into all redevelopment agreements. Community benefits may include the provision or improvement of indoor and outdoor public spaces, non-profit community space, sponsorship of events, expansion of municipal facilities or services, infrastructure improvements for stormwater, utilities, and traffic calming, and other public projects that have a rational nexus to the redevelopment.

Provide efficient parking in appropriate locations to accommodate demand.
Business districts across North Jersey often struggle to find a balance between providing sufficient parking for business employees and customers while also preventing parking from detracting from the overall vibrancy and walkability of the business district. Large expanses of surface parking, particularly in front yards, is a highly auto-oriented site layout that detracts from the walkability and intimate feel of neighborhood-scale business districts, and it is the antithesis of smart growth. The provision of parking should meet area-wide demand, preferably in multi-level garages, that are attractively screened and buffered, or located on surface parking lots that are situated out-of-view at the rear of properties.

Provide commercial spaces where different types of businesses can succeed.
Any development of new commercial spaces should be sized and equipped to meet the diverse needs of businesses. New commercial spaces should accommodate a diverse range of business types, ranging from small, local businesses, to regional chains, and national brand name retailers. New commercial spaces should be divisible, so that commercial footprints can be made large or small depending on business needs.

Allow cannabis uses to thrive in Teaneck.
In 2020, New Jersey voters approved the legalization of recreational cannabis use for adults over the age of 21. A statewide regulatory and licensing framework was signed into law in 2021, which established avenues for creating cannabis cultivators, manufacturers, retailers, and delivery services. To take advantage of the rapidly growing market for cannabis uses in the State, the Township should conditionally permit cannabis retail uses in appropriate business districts and cannabis cultivators and manufacturers in appropriate industrial districts. Ordinance provisions should seek to minimize adverse impacts through conditional use standards. Areas of potential regulations could include, but shall not be limited to, odor control, lighting, security, visual appearances, noise, operational restrictions, parking and traffic, buffering to residential uses, co-location of uses, and licensing. When considering a new cannabis ordinance, the Township Council should make their best efforts to widely promote a public meeting that allows feedback on the locational question and conditional use standards. The Council should also consider placing a limit on the number of cannabis licenses that may be issued in the Township in order to control potential impacts.

Goal 4: Streamline the zoning code.

Objectives:

Update the Township's Zoning Map to be more accessible to the general public.
The official zoning map of the Township was last updated in 2008 and fails to reflect various changes to zoning designations since that time. In addition, an unimplemented "Downtown Business Improvement" zone obscures the underlying zoning along several business districts. Figure #: Existing Zoning shows an up-to-date version of the Township's zoning. A static or interactive version of the current zoning map designations should be provided on the Township website. Providing accurate zoning designations helps to inform property owners and prospective businesses on their development rights under the zoning ordinance.

Eliminate obsolete zoning districts.
Several zoning districts listed in the Township's zoning ordinance are no longer applicable to any land in the Township including the LI-2 Zone, the MX Zone, the SHO Overlay, and the Downtown Improvement District, (Figure #: Existing Zoning). In addition, the MH overlay is no longer applicable to the property on which it sits, as a new multifamily residential use has been developed and no medical or health facilities are contemplated in the future. These zones should be eliminated from the zoning map and ordinance.

Eliminate common pre-existing non-conformities in the R-S Zone.
The minimum permitted lot width in the R-S Zone is 75 feet, with an exception for 50-foot widths if certain criteria and calculations are met, and the minimum permitted lot area is 7,500 square feet. However, there are entire neighborhoods in the R-S Zone where a 40-foot lot width and lesser lot areas are prevailing. The existing exception to the lot width requirement is both convoluted, and the lot width and lot area minimums do not account for narrower lot widths

and smaller lot areas that are found throughout the Township. Amending the R-S Zone to recognize pre-existing lot arrangements would create a more equitable zoning code.

Consolidate zoning districts that are substantially similar in nature.
Merging zoning districts that are similar in use types and bulk permissions will help to simplify the zoning map and ordinance. This will provide more consistency and clarity in parts of the Township that have similar land use patterns and purposes. Specifically, consolidate the R-M2 and R-M3 Zones, and utilize the more permissible use and bulk standards. Consolidate business zones (B-1 Zone, B-2 Zone, B-R Zone, MX-1 Zone, MX-2 Zone, and MOB Overlay) into newly defined zoning districts (see Goal 4) and establish appropriate regulations (Map 6: Future Land Use).

Direct development pressure to business districts.
Feedback from the community workshop and survey made clear that new major development projects, including standalone commercial, mixed-use residential/commercial, and multi-unit residential development, should occur along the Township's business district corridors. Zoning should allow greater height than currently permitted in business districts in order to direct development to these areas and avoid sizeable development projects within single-family neighborhoods. Buffers should be established to minimize the potential impacts of larger scale buildings adjacent to single-family neighborhoods.

Appropriately zone public park and open space properties.
Many public parks and open spaces are located within the R-S Residential Single-Family Detached Zone. The zoning designation for this land should be converted to the P-Public zoning district, (Map 6: Future Land Use).

Eliminate subjective, unmeasurable requirements from the zoning ordinance.
Standards in the zoning ordinance that require the "adequate" provision of a feature, or use similar non-specific language, should be made measurable and achievable. In other provisions, the term "should" is used frequently instead of "shall," which has the effect of indicating a suggestion rather than a requirement. Where the intent is to require a provision, the ordinance shall employ use of the definitive terms.

Modernize and eliminate contradictions in the lighting ordinance.
The Township's lighting ordinance is contradictory, where the average permitted illumination level across a site cannot possibly be met while also adhering to the maximum illumination level. The lighting ordinance should be updated to be feasible to comply, to minimize lighting impacts to neighboring properties, and to account for "Dark Sky" principles where appropriate.

Encourage the creation of comprehensive zoning districts that apply to broad areas.
The Township should amend or create new zoning districts that are applicable to broad large areas and that have the effect of simplifying the zoning map and ordinance, updating zoning regulations, and/or consolidating similar districts.

Goal 5: Support an array of educational facilities, community facilities, and places of religious assembly and religious institutions.

Objectives:

Uphold the federal Religious Land Use and Institutionalized Persons Act (RLUIPA).
RLUIPA limits and governs the extent to which land use regulations may be applied to places of religious assembly or institutions. Any zoning regulations related to these uses shall adhere to the provisions of RLUIPA.

Promote walkable access to places of assembly.
Continue to permit houses of worship as conditional uses in the R-S Zone. The Township should promote safe and efficient pedestrian connections between existing residential areas and existing or new public assembly uses.

Permit places of religious assembly, schools, and private educational services, where there is adequate traffic circulation and parking.
Special events, worship services, or daily student drop-off and pick-up may generate brief periods of high traffic demand. Places of religious assembly, schools, and private educational services should be permitted on corridors and in zones that can accommodate the potential for high traffic demand. These facilities should assist in developing strategies to alleviate traffic flow resulting from their operations.

Encourage site designs that can accommodate high degrees of anticipated traffic queuing for educational facilities.
Clustering of vehicles during drop-off and pick-up times is common at educational facilities. To prevent queuing on roadways, these vehicles should instead be accommodated on-site to the extent feasible.

Encourage shared parking agreements with nearby parking lots for special events at schools and places of religious assembly.
There are instances when parking demand at an educational facility or a place of religious assembly may exceed the normal anticipated demand, such as for sporting events, major holidays and celebrations, and other special events. Operators of these facilities should seek shared parking arrangements on nearby parking lots to accommodate excess demand during these periods of peak parking demand.

Pursue upgrades to existing community facilities and development of new facilities to serve the needs of residents.
The Township should undertake upgrades to existing community facilities and pursue development of new facilities. New facility types could include new recreation centers providing access to popular activities, libraries, and others to meet the needs of local residents, to build social ties, and to create a sense of community.

Recognize social service uses in the zoning ordinance.
The zoning ordinance does not currently define or recognize social service facilities. The Complete Illustrated Book of Development Definitions (Moskowitz, 2015) defines a "social service facility" as, "Establishments providing assistance and aid to those persons requiring counseling for job training, employment, psychological problems, or learning and physical disabilities." In recent years, there have been several use variance applications for behavioral therapy centers, physical therapy gyms, and social service providers to support developmentally disabled persons. These uses may differ from traditional medical office uses. The Township should amend the zoning ordinance to define social service facilities and evaluate where to permit this increasingly common use type, either as a conditional use or as-of-right, in appropriate zones.

Goal 6: Prepare for worsening major storms and hazards that result from climate change.

Objectives:

Prioritize mitigation efforts to areas of repeated poor drainage, flooding, or erosion.
The Township should focus its mitigation efforts in areas that often experience poor drainage, flooding, or erosion. Interventions to mitigate flooding on major roadways provide important public benefits, such as allowing residents to get around the Township safely during a state of emergency.

Investigate and implement structural and non-structural solutions to prevent flooding in high-risk areas and on evacuation routes.
The NJDEP requires structural and non-structural methods be used to manage stormwater for major developments. Within the public realm, the Township should consider similar best practices to manage stormwater in high-risk areas and on evacuation routes.

Prepare for public communications and inter-governmental coordination.
Public dissemination of critical information before, during, and after an emergency is critical to keeping the public safe.

Information may include weather alerts, preparation recommendations, emergency evacuation routes, hazardous travel routes, emergency shelter information, and availability of other types of assistance to the public. Emergency managers should be able to deploy quick and widespread communication. In addition, emergency managers should be prepared to coordinate with other government agencies to receive and disseminate public assistance and aid.

Provide emergency shelters to protect vulnerable and displaced people.
The Township has several emergency shelters to protect displaced or vulnerable individuals from the harmful effects of natural hazards. Shelters should be used for major storms and flooding events that may damage homes, and as cooling shelters during heat waves.

Ensure that socially vulnerable groups have access to shelters and emergency preparedness resources.
The Center for Disease Control refers to "social vulnerability" as "the resilience of communities (the ability to survive and thrive) when confronted by external stresses on human health, stresses such as natural or human-caused disasters, or disease outbreaks." Socially vulnerable populations are "those who have special needs, such as, but not limited to, people without vehicles, people with disabilities, older adults, and people with limited English proficiency." It is critical during natural and man-made hazardous events that the Township's emergency managers intentionally perform outreach and provide services to socially vulnerable populations.

Preserve and reinforce the natural environment along rivers and streams.
The Hackensack River is the most significant water body affecting Teaneck, though smaller waterways and their tributaries are important aspects of the Township's natural environment. The Township should promote restoration and reinforcement of the natural environment along rivers and streams to prevent erosion, clean the waterways, promote the health of wildlife and natural ecosystems, and prevent overflow during major flooding events.

Ensure that new developments account for the worst-case precipitation projections and inland flooding, exceeding State standards where possible.
In recent years, the New Jersey Department of Environmental Protection (NJDEP) has begun implementing new stormwater managements regulations that require major developments to use structural and non-structural methods in their mitigations, among other requirements. NJDEP has also been publishing new data on inland flooding and precipitation projections, for example. Engineers will have to account for these changing regulations, data, and forecasts when developing stormwater management systems on new development sites. . The Township seeks to compel new major developments to provide stormwater mitigation capacity in excess of State standards, especially where variances from lot coverage standards are considered. This will ensure that Teaneck's developments today will account for the expected worsening of future storms.

Support the installation of alternative energy sources on homes and on commercial, industrial, and institutional properties and parking lots.
The use of alternative, sustainable energy sources is a small way to avoid exacerbating climate change. These small actions show a commitment to slowing climate change and lessening the number and extent of climate change-related hazards.

Goal 7: Advance improvements to recreational facilities and trails and preserve conservation areas.

Objectives:

Affirm alignment with the most current Township Open Space and Recreational Plan (OSRP), the official Recreational and Open Space Inventory (ROSI), and the Environmental Resources Inventory (ERI).
The OSRP, which includes an updated ROSI list, constitutes an element of a municipal master plan. The Township's most current OSRP and ROSI are incorporated herein. In addition, the Township has adopted an ERI that inventories the natural environment of the Township, such as its geology, topography, soils, hydrology, endangered species, etc. The ERI supports sound land use planning envisioned by this Master Plan.

Advance the strategies identified in the OSRP and other adopted plans for public land.
The Township should advance the recommendations in the OSRP to achieve its goals.

Improve the accessibility of trails and recreation facilities.
Recreational facilities and trails are limited in public reach if they cannot accommodate all users, regardless of mobility or ability status. The Township should install ADA-accessible features, such as ramps, and maintain the surface condition of trails and pathways. In addition, the Township should provide adapted play equipment for children with diverse neurodevelopmental and physical abilities.

Improve drainage along trails, recreation facilities, and other accessible public lands.
The presence of standing water after precipitation events on public lands can make trails impassable, and it can hamper the use of sports and recreation fields and impede maintenance of these areas. The Township should evaluate and implement stormwater management measures to keep public lands open and accessible throughout the year.

Promote the use of native and native-adapted plantings on public lands.
Native and native-adapted trees, shrubs, flowers, and grasses all support healthy native ecosystems, including habitats and food sources for wildlife. The Township should prioritize the use of native and native-adapted plantings in parks, along trails, and in conservation areas. In addition, local environmental groups should work to remove invasive plants and trees where they are causing detriment to the natural ecosystem.

Upgrade and expand access to accessible public land, recreational facilities, and conservation areas.
The Township should upgrade properties on the ROSI and other public land, including through use of public funds. The Township should ensure that public recreational spaces are accessible for all abilities and install new features, such as trails, indoor and outdoor recreational facilities, play equipment, benches, and other improvements on public lands.

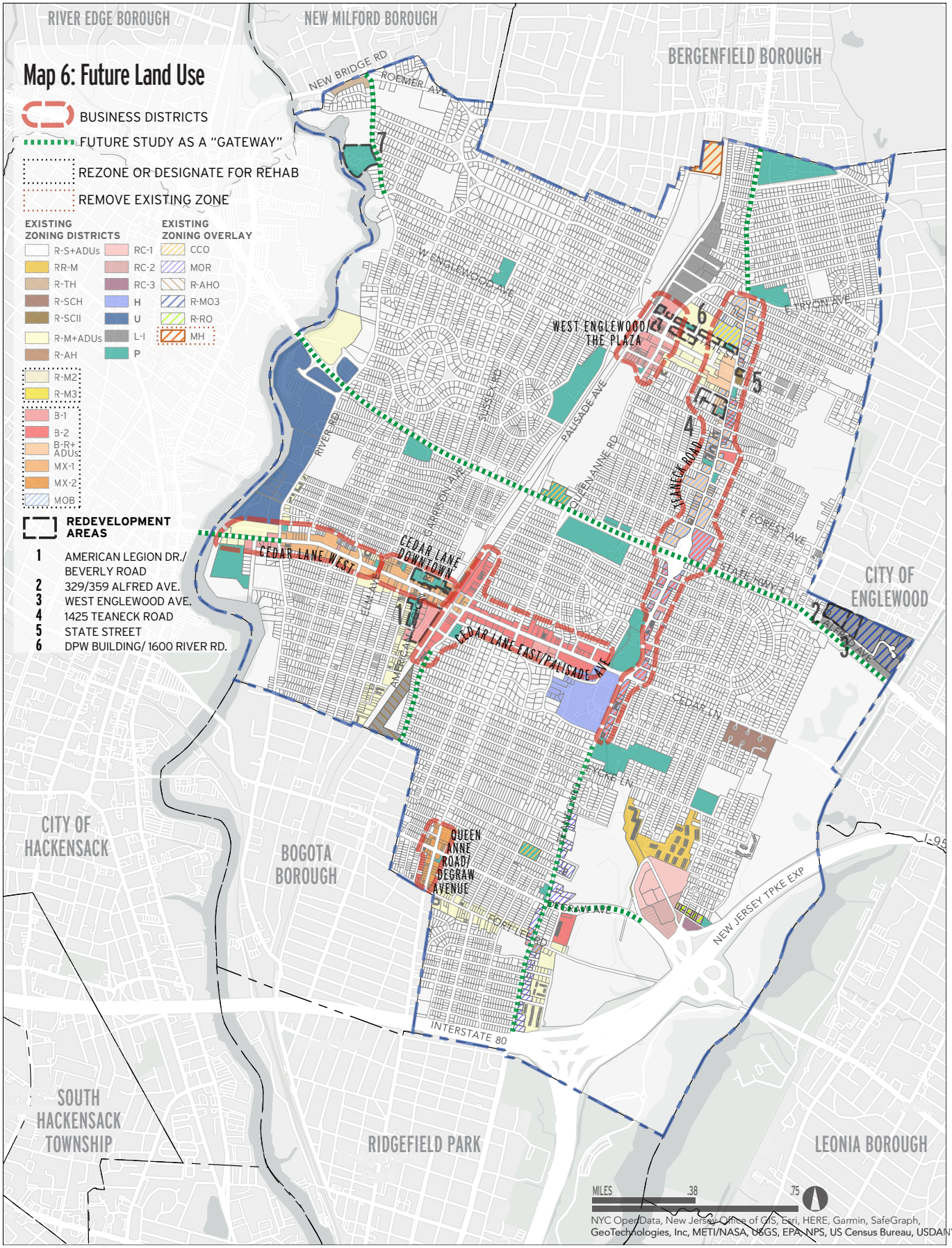
Secure funding, including but not limited to Green Acres funding, to achieve objectives of this Master Plan and the OSRP.
The Township should seek Green Acres and other types of funding to assist in the acquisition of new public land and the development of new outdoor recreational facilities.

Goal 8: Support major institutions and employers to adapt to changing markets.

Objectives:

Promote the growth of Holy Name Medical Center following the purpose and restrictions of the H-Zone.
The 2021 Amendment to the Land Use Element of the Master Plan set forth the specific vision for the Holy Name Medical Center campus within a new H-Hospital Zone. The Township subsequently established the H-Zone, which divided the new district into four subdistricts with zoning specifications. The Planning Board has approved the first phases of development within the H-Zone. Future phases of development should follow the H-Zone ordinance and any existing agreements as may be applicable. However, the zoning ordinance should be amended to clarify that multiple principal uses and structures are permitted within each subdistrict of the H-Zone.

Support Fairleigh Dickinson University in adapting to changing educational environments.
Campus-based universities across the country are dealing with changing enrollment trends in response to economic and employment outlooks for young people after the pandemic, the rise of online learning capabilities, and demographic shifts that have seen birth rates decline in the past several decades and which has resulted in a lower share of the population under the age of 25. In order to adapt to these changes, universities are starting to shift their priorities and to rethink the use of their assets and campus-based amenities. In the case of Fairleigh Dickinson University, it is prudent that the Township support their changing needs as a modern college campus. In the future, it may be necessary for FDU to explore adding new uses and structures to its Teaneck campus: healthcare education and training programs, medical facilities and offices, recreation and fitness programs, partnerships with private employers to advance training


Map 6: Future Land Use
BUSINESS DISTRICTS
FUTURE STUDY AS A "GATEWAY"
REZONE OR DESIGNATE FOR REHAB
REMOVE EXISTING ZONE
EXISTING ZONING DISTRICTS
R-S+ADUs
RR-M
R-TH
R-SCH
R-SCII
R-M+ADUs
R-AH
R-M2
R-M3
B-1
B-2
B-R+ ADUs
MX-1
MX-2
MOB
RC-1
RC-2
RC-3
H
U
L-I
P
EXISTING ZONING OVERLAY
CCO
MOR
R-AHO
R-MO3
R-RO
MH
REDEVELOPMENT AREAS
1 AMERICAN LEGION DR./ BEVERLY ROAD
2 329/359 ALFRED AVE.
3 WEST ENGLEWOOD AVE.
4 1425 TEANECK ROAD
5 STATE STREET
6 DPW BUILDING/ 1600 RIVER RD.
RIVER EDGE BOROUGH
NEW MILFORD BOROUGH
BERGENFIELD BOROUGH
CITY OF ENGLEWOOD
CITY OF HACKENSACK
BOGOTA BOROUGH
SOUTH HACKENSACK TOWNSHIP
RIDGEFIELD PARK
LEONIA BOROUGH
NEW BRIDGE RD
ROEMER AVE
W ENGLEWOOD AVE
WEST ENGLEWOOD/ THE PLAZA
PALISADE AVE
RIVER RD
TEANECK ROAD
E FOREST AVE
CEDAR LANE WEST
CEDAR LANE DOWNTOWN
CEDAR LANE EAST/PALISADE AVE
CEDAR LN
QUEEN ANNE ROAD/ DEGRAW AVENUE
DEGRAW AVE
NEW JERSEY TPKE EXP
I-95
INTERSTATE 80
MILES
.38
.75
NYC OpenData, New Jersey Office of GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDANYC OpenData,

and education, a cultural center, a data center, university-based retirement communities, affordable housing, passive outdoor recreation, and small retail shops. However, any new development or uses should be designed to minimize the potential for impacts on the surrounding neighborhood and to minimize competition with business vitality on Cedar Lane. FDU should consider pursuing a planned, phased development approach if it chooses to enhance its campus, in order that all impacts are considered comprehensively. . Any new zoning or development within the University District should better integrate the FDU campus with the wider Teaneck community. For example, a new fitness facility could be made available for public admission, senior housing could be provided to support intergenerational learning, and FDU's marketing to students could promote local events, businesses, and jobs. Improvements to internal circulation routes should more safely connect the campus to River Road and Cedar Lane, for drivers, pedestrians, and cyclists.

Maintain existing zoning and support for the Glenpointe Center and encourage its further integration into the community.

The Township enacted three zoning districts to allow for commercial development of the Glenpointe Center: the RC-1 Zone, the RC-2 Zone, and the RC-3 Zone. The Township should maintain zoning in these districts by continuing to permit office campus development for professional corporate operations, to maintain substantial landscaped buffering, and to permit improvements to its internal site design. The Township should provide reasonable opportunities to adapt the campus zoning in the future. In addition, the Township encourages the Glenpointe Center to promote local businesses, art displays, theatrical and cultural performances, the farmer's market, and other business district promotional materials to their workers.

I. Recommendations: Land Use

Generally, this Master Plan recommends advancement of the purposes of the Municipal Land Use Law (MLUL) as contained in N.J.S.A. 40:55 D-2. In addition, this Land Use Element makes the following specific recommendations.

Goal 1: Promote a range of housing options to meet the needs of residents in different life phases.

- Preserve the prevailing front yard setbacks in single-family residential neighborhoods. to maintain the suburban character.
- Amend the zoning code to permit accessory dwelling units (ADUs) as a conditional use within the R-S Zone, the R-M Zone, and the B-R Zone (Map 6: Future Land Use).
- Increase building coverage and lot coverage standards for properties with an ADU in zones where they are permitted.
- Adjust the building coverage and lot coverage standards for properties with two-family/duplex dwellings and multifamily dwellings in the R-M Zone (Map 6: Future Land Use).
- Allow for smaller unit sizes in townhouse and multifamily buildings.
- Encourage senior housing development in walkable locations close to shops and services that meet daily needs; and in locations close to entertainment and education to promote well-being.
- Encourage multi-unit senior housing.
- Promote development of owner-occupied multi-unit projects.
- Concentrate new development of multi-unit housing and mixed-use residential/commercial developments within existing business districts and on underutilized commercial land.
- New multifamily and mixed-use development should be concentrated on underperforming properties in commercial corridors (Map 6: Future Land Use).
- Support consolidation of smaller lots on commercial corridors to allow for more efficient site design of new, sizeable developments.
- Increase the permitted building height for multi-unit residential and mixed-use buildings in business districts, ranging from three stories and four stories with design treatments that reduce the appearance of bulk in areas closest to single-family residential uses. Larger scale buildings should be located a distance of at least 150 feet from single-family properties and where top-floor step-backs and other design treatments are provided to reduce the appearance of bulk.
- Eliminate front yard setbacks on properties with limited depth (less than 150 feet) in business districts to concentrate

the bulk of multi-unit residential and mixed-use buildings away from low-density residential housing to the rear.
- Promote active uses along street frontages in business districts.
- Relegate surface parking to the rear of business district properties to avoid expanses of parking close to street frontages, which detracts from vitality in an area.
- Reduce the number of curb cuts on main streets and in front of new developments to preserve on-street parking, loading, and circulation.

Goal 2: Provide high standards of design and quality in new development projects.

- Provide storefronts with large, transparent windows and doors and high ceilings (e.g., 12 feet).
- Provide reasonable limitations on the size and placement of signage.
- Distinguish zoning standards for fixed, flat canopies versus traditional canvas awnings, where necessary.
- Provide front yard landscaping within shallow front yard setbacks (e.g., 5 feet) for new standalone multi-unit housing in business districts.
- Develop and adopt design guidelines for business district properties.
- Consider utilizing rehabilitation tools of the Local Redevelopment and Housing Law to revitalize business districts.
- Support the Chamber of Commerce and Special Improvement Districts to assist businesses in improving the aesthetics and branding of storefronts.
- Secure funding to offer facade improvement grants to businesses for façade improvements.
- Preserve street trees in residential communities, including areas with single-family detached dwellings, garden apartments, and courtyard apartments.
- Permit permanent signage types in business districts (channel letters, awnings, etc.), but discourage temporary signage (e.g., banners).
- Encourage adequate and decorative lighting in business districts, including decorative streetlamps, gooseneck lighting for signage, wall sconces, string lighting for outdoor seating areas, etc.
- Prohibit neon and flashing signs.
- Permit outdoor seating in business districts where sufficient sidewalk width is maintained for pedestrians and ADA accessibility.

Goal 3: Encourage the revitalization of Teaneck's business districts.

- Use the tools of zoning and rehabilitation or redevelopment per the Local Redevelopment and Housing Law to incentivize mixed-use development in the Cedar Lane Downtown, West Englewood Avenue/The Plaza, and Queen Anne Road/Degraw Avenue; mixed commercial and residential development on Cedar Lane West; and commercial, office, medical, and residential development on Teaneck Road and Cedar Lane East.
- Create a best practices toolbox for redevelopment and rehabilitation processes.
- Permit mixed-use development along public transit corridors within business districts.
- Create public-private partnerships, especially through commitments to community benefits in redevelopment agreements.
- Permit cannabis uses in locations and with conditions that minimize adverse impacts.
- Allow for development within the State Street redevelopment area to be similar to the uses and overall bulk that is recommended to be permitted in the adjacent business districts of Teaneck Road and/or West Englewood/The Plaza.
- Encourage aesthetic improvements and maintenance of storefronts and buildings in business districts to enliven and modernize their appearance, through grants and other support.

Goal 4: Streamline the zoning code.

- Eliminate the LI-2 Zone, the MX Zone, the SHO Overlay, the MH Overlay, and the Downtown Business Improvement Zone from the zoning map and zoning ordinance.
- Reduce the lot width requirement to 40 feet in the R-S Zone.

- Consolidate the R-M2 and R-M3 Zones and utilize the more permissible use and bulk standards.
- Consolidate business zones (B-1 Zone, B-2 Zone, B-R Zone, MX-1 Zone, MX-2 Zone, and MOB Overlay) into newly defined zoning districts (see Goal 3) and establish appropriate regulations.

Goal 5: Support an array of educational facilities and places of religious assembly or institutions.

- Encourage educational facilities or places of religious assembly to install turnaround loops and similar site layouts, where feasible, to keep queuing traffic on-site.
- Permit places of religious assembly, schools, and private educational services in commercial areas, along arterial roadways, and in industrial areas of the L-I Zone.
- Promote development of, and upgrades to, community facilities.
- Define "social services facilities" in the zoning ordinance and permit them in appropriate zone(s), either as conditional uses or as-of-right.

Goal 6: Prepare for worsening major storms and hazards that result from climate change.

- Ensure that emergency managers are equipped and prepared for emergencies.
- Prepare emergency communications in multi-lingual formats and using a mix of digital, analog, and in-person approaches to access hard-to-reach groups.
- Maintain emergency shelters, ensuring they are properly stocked and equipped to support people in an emergency.
- Implement structural and non-structural stormwater management strategies, with a focus on habitually flooded public land and evacuation routes.
- Secure government funding to buy out severe repetitive loss properties.
- Restore natural environments through support stewardship activities.
- Ensure engineering compliance with State regulations for new developments.
- Install alternative energy sources on public properties, where feasible.

Goal 7: Advance improvements to recreational facilities and trails and preserve conservation areas.

- Install stormwater infrastructure in locations to improve the drainage along trails, on recreational facilities, and on other publicly accessible public lands.
- Implement improvements to ensure ADA-accessibility of trails and recreational facilities.
- Utilize native and native-adapted species when selecting plantings for public lands.
- Encourage environmental groups to remove invasive plant species.
- Make repairs to and install new facilities and equipment in parks.
- Secure Green Acres and other funding to support acquisition of, and improvements to, public land.

Goal 8: Support major institutions and employers in adapting to changing markets.

- Permit multiple principal uses and structures within each of the Subdistricts 1 through 4 of the H-Hospital Zone.
- Permit a wider variety of land uses in the U-Zone, either conditionally or by-right, including healthcare education and training programs, medical facilities and offices, recreation and fitness programs, partnerships with private employers to advance training and education, a cultural center, a data center, senior living communities, affordable housing, passive outdoor recreation, and small retail shops.
- Support the development of a phased development approach or preparation of a general development plan to allow FDU to adapt and remain in Teaneck.
- Encourage better integration of Teaneck's major institutions and employers into the wider community.
- Maintain office campus zoning at the Glenpointe Center, with reasonable opportunities to adapt, and encourage its improved integration into the community.

J. Relationship to Other Elements and Master Plans

1. Housing Element and Fair Share Plan

A Housing Element and Fair Share Plan (HEFSP) was prepared and adopted in 2019 to address Teaneck's constitutional obligation to provide affordable housing under the Mt. Laurel doctrine, the Fair Housing Act for the Prior Round (1987-1999), and the Third Round (1999-2025). This Master Plan incorporates the 2019 HEFSP by reference and affirms its assessments and recommendations.

2. Open Space and Recreation Plan

The Land Conservancy of New Jersey prepared an Open Space and Recreation Plan (OSRP) for Teaneck in 2019 and amended it to include the 2024 ROSI. The Planning Board adopted this OSRP Update as an element of the Master Plan on July 18, 2024. This Master Plan incorporates the OSRP Update by reference and affirms its recommendations.

3. Environmental Resource Inventory

The Land Conservancy of New Jersey prepared an Environmental Resource Inventory (ERI) for the Township in 2024. On May 9, 2024, the Planning Board adopted the ERI as an element of the 2007 Master Plan. This Master Plan incorporates the ERI by reference and affirms its assessments.

4. Bicycle and Pedestrian Master Plan

The Bicycle and Pedestrian Master Plan was finalized in March of 2011 and continues to inform decision-making during road improvement projects. The Mobility Element in this Master Plan is consistent with past recommendations, and in some cases the Mobility Element amends or adds specificity and future recommendations.

5. State Development and Redevelopment Plan

The State Development and Redevelopment Plan (State Plan) was adopted in March 2001 by the legislature of the State of New Jersey. The State Plan is a policy guide that is meant to coordinate planning activities and development throughout the state. At the municipal level, master plans are required to be evaluated and, if necessary, modified to reflect policies of the State Plan. The State Plan also provides a basis for where to allocate State funds.

The State Plan utilizes planning areas, centers, and environs as a framework for implementing Statewide goals and policies. The State Plan Map indicates that the Township of Teaneck is located within the Metropolitan Planning Area (PA1). For the Metropolitan Planning Area, the State Plan has four major aims: (1) to provide for much of the state's future redevelopment; (2) to revitalize cities and towns and promote growth in compact forms; (3) to stabilize older suburbs and redesign areas of sprawl; and (4) to protect the character of existing stable communities.

The public outreach process with community residents, stakeholder groups, and leadership emphasized the importance of major institutions and employers in the Township. The most notable of these major players include the collection of employers at the Glenpointe Center, the Holy Name Medical Center, and Fairleigh Dickinson University. The Township seeks to play a supportive role in the economic development of these major institutions to retain and encourage their growth. At the same time, economic development should be balanced with protecting the interests of residents and other community groups.

The land use policy objectives of the Metropolitan Planning Area are to:

1. Promote redevelopment and development in cores and neighborhoods through cooperative regional planning efforts;
2. Promote diversification of land uses, including housing where appropriate, in single-use developments and enhance their linkages to the rest of the community; and
3. Ensure efficient and beneficial utilization of scarce land resources throughout the Planning Area to strengthen its existing diversified and compact nature.

This Master Plan recognizes the need to encourage development in targeted areas of the Township, specifically along business district corridors, to diversity the housing stock while retaining the prevailing supply of housing, and to create more efficient forms of development. In these ways, the land use goals and objectives of this Master Plan are aligned with the land use policy objectives of the State Plan.

6. Bergen County Master Plan

Bergen County adopted a new comprehensive Master Plan in 2023. The plan categorizes Teaneck within the

"Northern Valley" portion of the County, and notes that Teaneck Road serves as a key commercial node. The goals of the Land Use Element align with the recommendations of this Master Plan, particularly "Goal 1: Become the model for smart growth and sustainable development…" and "Goal 4: Encourage a wide variety of housing types, range of densities, and price points." This Master Plan seeks to encourage smart growth along the major commercial corridors and bus routes of Teaneck. Bergen County's Master Plan highlights the benefits of this type of targeted growth, observing that, "[m]ore compact development reduces infrastructure costs and environmental impacts, reduces the appearance and negative impacts of sprawl, limits automobile congestion, protects natural lands and open space, increases a sense of place, and typically provides a more diverse housing stock to serve a wider audience." The goals and objectives of this Master Plan are aligned with the County's goals.

7. Bergen County Solid Waste Management Plan

An amendment to the Bergen County Solid Waste Management Plan was adopted in 2023. This amendment incorporated results from a 2019 Bergen County Solid Waste Composition and Generation Study for the years 2003 to 2029. The study concluded that:

> *[Municipal Solid Waste (MSW)] from both residential and [Commercial, Institutional, and Industrial (CII)] sources is projected to continue to reduce, and recycling to increase steadily between 2019 and 2029. The quantity of waste generated will continue to increase over this period, principally due to projected population growth, although the total MSW generation rate per capita is expected to fall from 6.44 to 6.26 lb/person/day… The recycling rate for Non-MSW is projected to increase slightly from 66.6% to around 68.1%. [Construction and Demolition (C&D)] waste, mainly concrete, asphalt, block and brick, and soil and gravel make up around 60% of all Non-MSW recycled, and therefore have a disproportional effect on recycling rates for this category, (p. 51 & 52).*

Overall, the amended plan concluded that "it is likely that capacity will be available for the disposal of solid waste generated in Bergen County between 2019 and 2029," (p. 4) This is dependent on the continued operations of the Wase Management of New Jersey Fairview facility and the SAJO North Arlington facility. In the event of their closures, the district would need to "utilize alternate capacity at new in-district or out-of-district facilities," (p. 4). Barring this scenario, the district has the capacity to accommodate an increase in overall solid waste generated from population growth and construction and demolition activities in Bergen County through the end of the decade.

8. Master Plans of Adjacent Municipalities

Bergenfield

The Borough of Bergenfield is located north of Teaneck. A primary objective of their 2005 Master Plan, which was affirmed in their 2017 Reexamination Report, was to enhance the downtown business district along Washington Avenue, which is the name for Teaneck Road once it enters Bergenfield. Teaneck's Master Plan also promotes improvements along this corridor.

Bogota

The Borough of Bogota is located southwest of Teaneck, near the Queen Anne Road/Degraw Avenue business district. Palisade Avenue extends southward from Teaneck into Bogota, and Degraw Avenue extends westward and is renamed Main Street in Bogota. The Borough's reexamined goals and objectives from 2015 echo the 'purposes' of the Municipal Land Use Law, as well as Borough-specific goals to "encourage economic development in downtown Bogota" and to "upgrade Bogota's transportation network and advocate for the provision of passenger rail service." There is good synergy between Bogota's goals of encouraging a strong business district on its Main Street, and Teaneck's goals of advancing a vibrant, neighborhood-scale business district on Queen Anne Road/Degraw Avenue. The 2023 Reexamination Report for Bogota provides site-specific recommendations that do not directly relate to Teaneck.

Englewood

The City of Englewood is located at the northeast side of Teaneck. Hargreaves Avenue in Teaneck turns into West Palisade Avenue in Englewood, which constitutes a major commercial corridor. Route 4 also passes through Englewood. The 2014 Englewood Master Plan observes that, "the Bergen County Golf Course serves as a large buffer between residential use in Teaneck and Englewood's Office-Industrial Zone." The Master Plan also envisioned arts and cultural activities downtown, reevaluating the zoning in downtown business districts, and maintaining the character of existing neighborhoods, which are all compatible with the goals and objectives of this Master Plan.

Hackensack
The City of Hackensack is located west of Teaneck, on the opposite side of the Hackensack River and is connected by Cedar Lane. Route 4 also passes through Hackensack. The City's 2020 Master plan Reexamination Report affirmed and made minor updates to the 2003 Master Plan's goals and objectives. These included but were not limited to the maintenance and enhancement of established neighborhoods, encouraging a variety of multi-unit housing types in the central business district and along the Hackensack River, expanding job opportunities through the non-institutional expansion of the health services sector. Teaneck's Master Plan recommends economic development along Cedar Lane near Hackensack and maintenance of lower-intensity residential neighborhoods, which is compatible with the goals and objectives of Hackensack.

Leonia
The Borough of Leonia is located at the southeast end of Teaneck. Overpeck County Park separates the two municipalities, but they are connected by Degraw Avenue, which turns into Fort Lee Road in Leonia. The Borough's 2022 Master Plan promotes actions that encourage aging-in-place, including allowing accessory dwelling units, affordable senior housing, and a mix of uses and services within walking distance of all neighborhoods; promotion of a more vibrant downtown through redevelopment and mixed-use development; and maintaining the design and bulk of existing residential neighborhoods. These goals and objectives are clearly aligned with this Master Plan's objectives to encourage senior housing and to focus on the revitalization of business districts.

New Milford
The Borough of New Milford is located at the northwest corner of Teaneck near New Bridge Road. New Milford's 2014 Master Plan Update promotes the purposes of the Municipal Land Use Law as its goals and objectives, as well as encouraging housing for seniors. Teaneck's Master Plan is compatible, as it also seeks to promotes the provision of housing for seniors.

Ridgefield Park
The Village of Ridgefield Park is located at the southern end of Teaneck, across from Interstate-80. Teaneck Road crosses over I-80 to connect the two municipalities, and Queen Anne Road also provides connections via Bogota. Ridgefield Park's 2022 Master Plan promotes preservation of the scale and appearance of the Village, mixed-use development in the Main Street downtown, and opportunities to age-in-place, all of which are aligned with Teaneck's Master Plan.

River Edge
The Borough of River Edge shares a small municipal border at the far northwest corner of Teaneck. River Edge's 2020 Master Plan Reexamination Report affirmed the past goals and objectives of its 1984 Master Plan and 2009 Reexamination Report, including promotion of non-residential development near the New Bridge Landing train station, Kinderkamack Road, and Route 4; and promotion of new residential and mixed-use development within a quarter-mile distance of train stations. These recommendations are compatible with Teaneck's Master Plan.

5 Economic Development Element

A. Introduction

As discussed in the Land Use Element, Teaneck features several distinct commercial corridors or campuses:

- Cedar Lane: East, Downtown Core, and West
- West Englewood/The Plaza
- Queen Anne Road/Degraw Avenue
- Teaneck Road
- Glenpointe Center

These commercial districts are defined by the major roadways on which they sit. They are accessible primarily through personal vehicles, regional bus routes, jitneys, and walking. Although Cedar Lane is most often identified as the primary business district in Teaneck, there are actually multiple "downtowns" and important commercial corridors. Teaneck faces unique challenges in how to promote and grow its various business districts, given limited resources and differing

Table 26: Number of Jobs in Teaneck, 2010 to 2020

Year	No. of Jobs
2010	17,955
2012	17,048
2014	19,184
2016	19,585
2018	20,146
2020	18,643

Source: "On the Map" U.S. Census, LEHD, 2010 - 2020

Table 27: Job Inflow/Outflow Profile, 2020

Teaneck Residents			People Working in Teaneck		
Place of Employment	Count	Share	Place of Residence	Count	Share
Manhattan Borough (NY)	4,899	26.3%	Teaneck Township (NJ)	1,336	9.8%
Teaneck Township (NJ)	1,336	7.2%	Hackensack City (NJ)	507	3.7%
Hackensack City (NJ)	675	3.6%	Bronx Borough (NY)	427	3.1%
Paramus Borough (NJ)	667	3.6%	Manhattan Borough (NY)	385	2.8%
Bronx Borough (NY)	638	3.4%	Bergenfield Borough (NJ)	379	2.8%
Englewood City (NJ)	577	3.1%	Paterson City (NJ)	369	2.7%
Brooklyn Borough (NY)	396	2.1%	Englewood City (NJ)	265	1.9%
Jersey City (NJ)	340	1.8%	Clifton City (NJ)	255	1.9%
Queens Borough (NY)	326	1.7%	Jersey City (NJ)	250	1.8%
Newark City (NJ)	294	1.6%	Fort Lee Borough (NJ)	240	1.8%
Others	8,495	45.6%	Others	9,194	67.6%
Total	18,643	100%	Total	13,607	100%

Source: "On the Map" Census Data, LEHD, 2020

contexts within each district. This element will endeavor to promote the unique strengths of each of Teaneck's commercial districts and to identify programmatic areas of improvements for the future.

B. Economic Profile

The following provides background on Teaneck's employment landscape, the geography of employment, and the range of industry sectors represented by Teaneck's businesses and institutions.

1. Employment

According to the U.S. Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) program, the total job count in Teaneck has shown an overall upward trend with some fluctuations until 2020, when the number of jobs dipped by 8% from 2018 due to the COVID-19 pandemic (Table 26).

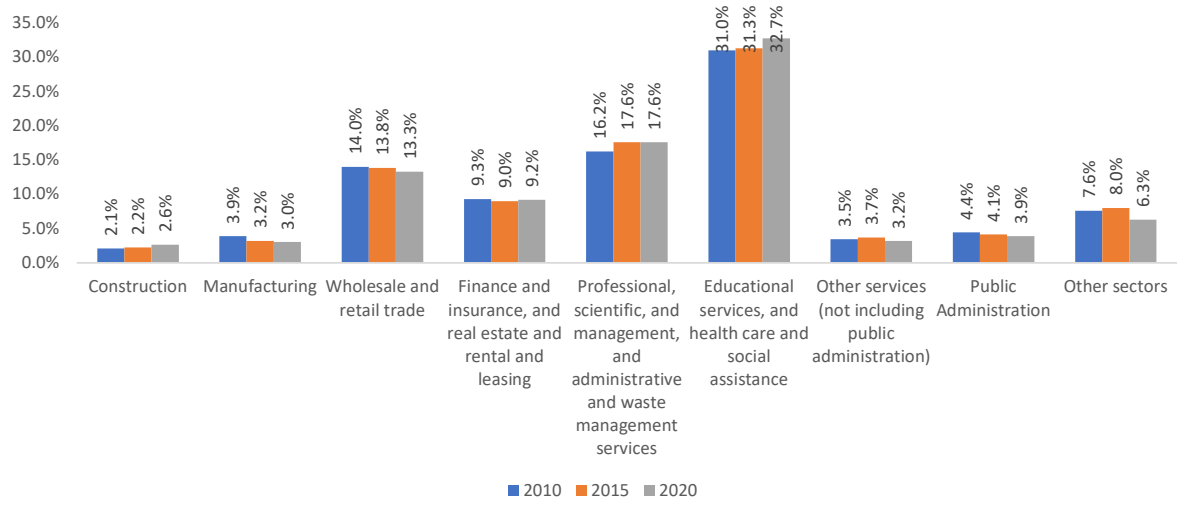
As shown in Figure 10, employment levels exhibit significant variation across sectors. Specifically, the educational and health care services sectors have demonstrated job gains, while the manufacturing and trade sectors have reported job declines. This finding is in accordance with the nonresidential land use composition in the Township, which includes a major hospital and various public and private schools but is relatively devoid of large warehousing or manufacturing facilities.

2. Commuting Patterns

In 2020, the number of Teaneck residents who worked outside the Township was greater than the number of workers coming to Teaneck to work from outside the Township, as shown in Figure 11. There were 12,271 people who were employed in the Township but did not reside within Teaneck, whereas 17,307 people who resided in Teaneck were employed elsewhere.

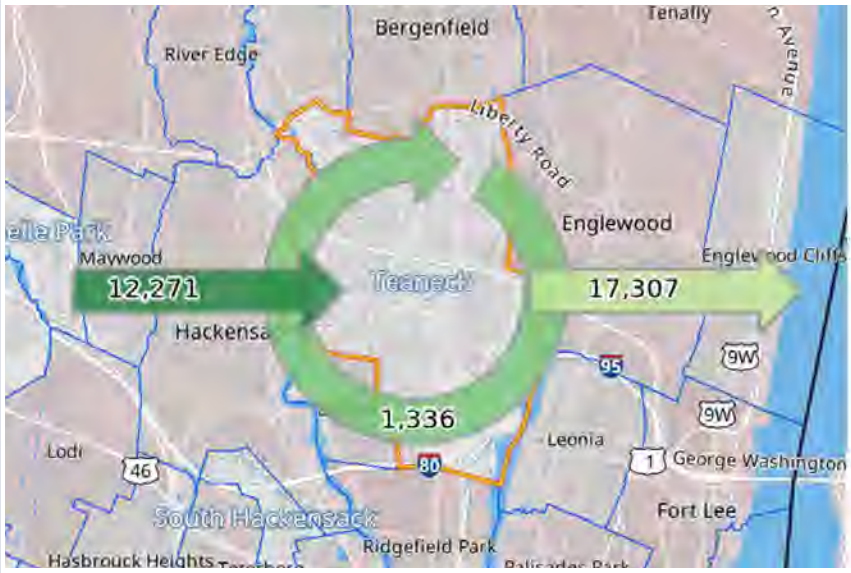
Table 27 shows the top 10 locations where Teaneck residents were employed in 2020. Of Teaneck's employed population of 18,643 people, approximately 33% worked in one of the five boroughs of New York City. Most of the employed population worked in the Borough of Manhattan, followed by employment in Teaneck Township. About 7.2%

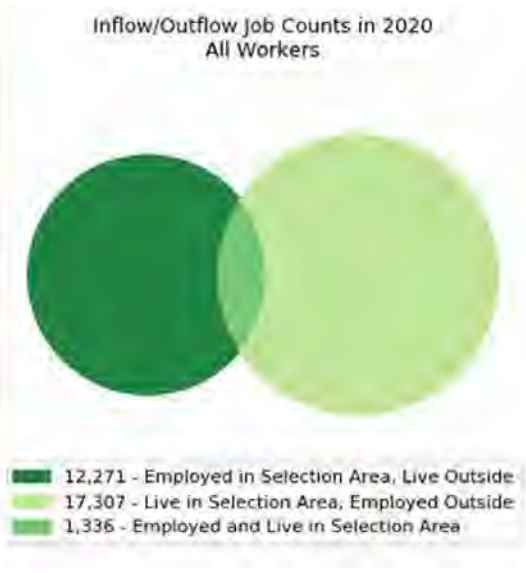
Figure 10: Jobs of Residents by Industry, 2010 to 2020



Source: "On the Map" U.S. Census, LEHD, 2020

Figure 11: Inflow/Outflow of Jobs in Teaneck





Source: "On the Map" U.S. Census, LEHD, 2020

of people live and work in the Township. Outside of the major employment locations listed below, 45.6% of working Teaneck residents worked in "other" locations.
Most workers employed in Teaneck also resided in Teaneck (9.8%). Smaller shares of workers in the Township reside in Hackensack, the Bronx and Manhattan, and other nearby cities and towns.

Table 28 shows the distribution of commuting modes to work for Teaneck residents from 2017 to 2021. This data reflects the societal shifts in commuting patterns and work location over time. There is a high reliance on personal automobiles for commuting among residents, but public transit commands a sizeable share of commuting modes, followed by those working from home. The share of people using public transportation only saw a modest decrease from 2017 to 2021 despite the impacts of COVID-19 pandemic. Notably, a significant portion of individuals opted to work from home in 2021 compared to 2017. As more recent data is published, it is expected that the share of the Teaneck residents who fully work from home will reverse to an extent. While standard government data sources have not published recent data to 2023, the results of the Community Input Survey provide good benchmarks for how employment location and commuting patterns have changed from the peak of the pandemic in 2020/2021 to 2023 and beyond.

3. Major Employers

Teaneck is home to several major employers. In economic base theory, "basic" industries or employers are those that anchor an economy and generate "non-basic" employment to support the basic industry or employer. The Holy Name Medical Center, which employs over 1,150 employees and physicians on its Teaneck campus,[13] can be considered a basic employer, which attracts associated medical offices and support services to the area. Fairleigh Dickinson University has a major presence in Teaneck, though some of its services are provided in adjacent Hackensack. Educational institutions comprise another major source of employment in Teaneck. Teaneck Public Schools had a roster of 546 employees[14] in 2023, and numerous private schools account for additional school employment. Table 29 lists the largest employers in Teaneck by employee count, according to research by ChooseNJ.com. Besides Holy Name Medical Center and Fairleigh Dickinson University, the other top three employers in Teaneck have corporate headquarters at the Glenpointe Center.

4. Economic Conditions

The economic impact of industries operating out of Teaneck can be evaluated based on sales or revenue volume, payroll volume, and number of employees for each industry, last evaluated in an economic census by the U.S. Census Bureau in 2017. As shown in Tables 25 to 27, the health care and social assistance industry and professional, scientific, and technical services industry are dominant contributors to Teaneck's economic health across all three indicators. The wholesale trade industry accounts for the largest share of sales and revenues in the Township, though it commands a significantly smaller share of the payroll and employment indicators compared to healthcare and professional services industries. The accommodation and food services industry has the third highest share of employees, though this number is relatively modest. Table 30 shows the sales and revenue of various industries in Teaneck from 2017.

Table 31 shows the amount of payroll that each industry contributed to the local economy in 2017.

Table 32 shows the number of employees in each industry in Teaneck.

C. Survey: Economic Development

As presented in the Land Use Element, the online survey showed both strengths and weaknesses for Teaneck's business districts and perceptions of economic vitality. Approximately half of survey respondents go shopping in at least one of Teaneck's business districts, and over a third of respondents dine in/take-out food from restaurants, at least once per week. A quarter of respondents reported that they "rarely" visit Teaneck's business districts. Of those who patronize business districts, the Cedar Lane corridor was the most frequently visited, whereas other business districts were less frequently visited.

Survey respondents had mixed opinions on their satisfaction with the types of businesses found in Teaneck's business districts. There was highest satisfaction with grocery and food stores and dine-in restaurants and bars. There was less satisfaction related to art galleries, commercial recreation, cafes and coffee shops, retail, and person service stores. Respondents

13. Planning Board application PB2022-13.
14. Teaneck Public Schools, online staff directory, accessed 9/9/2023

Table 28: Mode of Commute to Work (Workers, 16 Years & Older), 2017-2021

Mode	Percent of Workers		
	2017	2019	2021
Drove alone	62.0%	61.7%	53.7%
Carpooled	9.0%	7.0%	7.6%
Public transportation (excluding taxicab)	19.8%	21.6%	18.8%
Walked	3.7%	2.5%	3.7%
Taxicab, motorcycle, bicycle, or other means	0.3%	0.7%	0.8%
Worked from home	5.2%	6.4%	10.8%

Source: U.S. Census Bureau, ACS 2017-2021, 5 Year Estimates

Table 29: Largest Employers in Teaneck by Employee Count, 2023

1. Cognizant Technology Solutions Corp
2. Holy Name Medical Center
3. Fairleigh Dickinson University
4. Phibro Animal Health Corporation
5. Interstate Waste Services

Source: ChooseNJ 2023

Table 30: Economic Impact of Sales and Revenue by Industry, 2017

NAICS Industry	Sales, Value of Shipments, Or Revenue ($1,000)	Share
Wholesale trade	$1,754,184	39%
Professional, scientific, and technical services	$1,567,506	35%
Health care and social assistance	$674,710	15%
Retail trade	$196,278	4%
Real estate and rental and leasing	$126,512	3%
Accommodation and food services	$91,278	2%
Administrative & support & waste management & remediation services	$55,357	1%
Other services (except public administration)	$40,611	1%
Transportation and warehousing	$18,029	0%
Arts, entertainment, and recreation	$9,065	0%
Educational services	$8,743	0%
Information	N	
Finance and insurance	N	

Source: U.S. Census Bureau, Economic Census 2017N = Not available or not comparable

Table 31: Economic Impact of Payroll Share by Industry, 2017

NAICS Industry	Annual Payroll ($1,000)	Share
Professional, scientific, and technical services	$450,791	45%
Health care and social assistance	$302,700	30%
Wholesale trade	$62,927	6%
Information	$44,078	4%
Finance and insurance	$37,041	4%
Accommodation and food services	$26,359	3%
Real estate and rental and leasing	$20,255	2%
Administrative & support & waste management & remediation services	$17,586	2%
Retail trade	$17,567	2%
Other services (except public administration)	$6,843	1%
Transportation and warehousing	$6,780	1%
Arts, entertainment, and recreation	$2,888	0%
Educational services	$1,486	0%
Total	$997,301	100%

Source: U.S. Census Bureau, Economic Census 2017

reported more neutral satisfaction with commercial gyms and exercise studios, activities for children, and entertainment venues. However, there were sustained levels of dissatisfaction between approximately 25% and 45% across all business district categories.

Table 32: Economic Impact of Employment by Industry, 2017

NAICS Industry	Number of Employees	Share
Health care and social assistance	5,237	37%
Professional, scientific, and technical services	4,583	32%
Accommodation and food services	1,008	7%
Wholesale trade	759	5%
Retail trade	579	4%
Information	486	3%
Finance and insurance	399	3%
Real estate and rental and leasing	362	3%
Administrative & support & waste management & remediation services	331	2%
Other services (except public administration)	213	1%
Arts, entertainment, and recreation	146	1%
Educational services	106	1%
Transportation and warehousing	74	1%
Total	14,283	100%

Source: U.S. Census Bureau, Economic Census 2017

D. Goals and Objectives: Economic Development

Goal 1: Support business districts to be vibrant centers of gathering, commerce, services, and jobs.

Objectives:

Create a sense of place in neighborhood business districts.

Creating a sense of place helps to draw patrons to business districts. Methods to promote a sense of place include the use of focal points such as public spaces, public art, cultural institutions, signage, or attraction of a brand-name retailer to anchor the business district.

Empower business associations to lead efforts to improve business districts.

The Township should help guide the leadership of the Teaneck Chamber of Commerce and special improvement districts to make business districts more attractive to customers and entrepreneurs. They should lead efforts on programming, business attraction, business development, façade improvements, public maintenance, promotional marketing, business partnerships, and accessing government assistance and resources (i.e., through organizations such as Downtown New Jersey). Business attraction efforts should focus on both small businesses and major brands and franchises.

Improve business district connections with major customer bases.

Teaneck's neighborhood-scale mixed-use districts, and the Cedar Lane corridor in particular, should better take advantage of potential customer populations, such as residents in the surrounding residential neighborhoods, at FDU, local workers, and the growing population of residents and workers in Hackensack. The Township should advance connections with these major customer bases and institutions, including through non-motorized modes of transportation (see the Mobility Element) and coordinated programming. Improvements that can promote pedestrian access include better streetscape lighting, traffic and pedestrian signaling at key intersections, and aesthetic improvements. Business districts should coordinate to offer programmatic incentives, including promotions and events, to draw potential customers to their downtowns.

Prevent business closures through provision of business assistance.

The Teaneck Chamber of Commerce and special improvement districts should provide entrepreneurship and business assistance services to struggling businesses, or they should connect these businesses with government and non-profit

Image source: Ray Turkin Photography

organizations that are equipped to provide such services. The type of support should include access to financing, tax incentives, grants, business plan assistance, marketing, relocation assistance, etc. to encourage the profitability and strength of the business sector.

Support professional and medical jobs and employers within office corridors.
The Township should retain and promote its office sector along appropriate business corridors. The medical industry and professional offices are found primarily on Teaneck Road and parts of Cedar Lane East. As some offices downsize due to hybrid and remote workplace trends, the Chamber of Commerce should seek to support existing office tenants and property owners to stay in Teaneck or attract new office users to come to Teaneck. A strong local job and office sector is important to the financial stability of the Township.

Promote the development of affordable commercial spaces that can support small entrepreneurs.
The Township should encourage the retention and new development of affordable commercial spaces, including spaces that may be divided flexibly to suit the space needs of small businesses. Providing a range of commercial options can help maintain economic diversity and support local entrepreneurs. In addition, new developments or renovations could provide incubator spaces, such as an indoor retail market, that can support smaller arts and artisanal vendors as they test products, build customer bases, and make plans to scale operations.

Consider ways to improve gateways into the Township.
The main gateways or traffic routes into the Township are Degraw Avenue and Teaneck Road, the north and south ends of Teaneck Road, the western end of Cedar Lane, the southern end of Palisade Avenue, the north end of River Road, and Route 4, (Map 6: Future Land Use). The Township should explore ways to enhance these gateways, primarily through use of signage that promotes Township branding and that directs visitors to business districts. Some gateways may also warrant beautification efforts.

Goal 2: Attract people to business districts through a focus on the arts, cultural diversity, and entertainment.

Objectives:

Promote the arts, culture, and entertainment with a focus on neighborhood-scale business districts.
The Township is host to the Teaneck International Film Festival, the historic Teaneck Cinemas, the Debonair Music Hall, recently opened music venues including jazz restaurants, and local talent who are involved in the arts and entertainment industries. Due to the location of these existing arts and entertainment venues, future efforts to promote the arts, culture, and entertainment should be in the Cedar Lane Downtown and West Englewood Avenue/The Plaza business districts. Besides promotion of performing arts, the Township should encourage inclusion of murals or street art in public spaces.

Promote the celebration of diversity and culture in Teaneck through the arts.
The Township should encourage arts and community organizations, private businesses, and business districts that are hosting events to incorporate current works of art in written, visual, film, and theatrical mediums that celebrate diverse cultures found throughout Teaneck. The Township should continue to support the Teaneck International Film Festival and other events throughout the year that include works from diverse perspectives.

Create partnerships to promote the arts, culture, and entertainment.
The Township can encourage promotion of the arts, culture, and entertainment in coordination with natural partners and non-traditional partners. Natural partners include, but are not limited to, the Teaneck International Film Festival, the Teaneck Community Chorus, the Puffin Cultural Forum, and Teaneck Cinemas. In addition, performances and film showings can be promoted to major employers and institutions as well as local community groups. Shows and visual art displays can be held in private entertainment venues, in workplaces, in public spaces within business districts, at local schools, and at municipal buildings.

Support year-round visual and performing arts programming and seasonal events.
The Teaneck International Film Festival is a major contributor to the Township's arts and culture identity. However, there is a lack of year-round arts programming in the Township. Opportunities to incorporate arts, culture, and entertainment on a continual basis include, but are not limited to, incorporating musical performances into the farmer's market and in holiday celebrations; featuring seasonal theater, dance performances or film showings; incorporating arts and crafts vendors into the farmer's market; and adding murals or sculptures in downtown public spaces.

Promote the use of street art and murals on business district properties.
The Township should encourage special improvement districts, entertainment venues, and private property owners to commission street art or murals on blank walls within downtowns. Street art or murals have the benefits of showcasing local artists, highlighting art venues and public gathering spaces, attracting visitors to business districts, and building an overall business district identity.

Leverage local talent to assist with arts, culture, and entertainment endeavors.
Teaneck's arts organizations should leverage local talent to help grow a vibrant arts scene in Teaneck. At least 20 individuals who took the online survey reported that their industry was "Other" and further specified industries in the "arts," "performing arts," "film," or "media." Despite the presence of this local talent, interviews with leaders of arts and culture organizations revealed that it is difficult to retain people to assist with local arts and entertainment endeavors. The Township should work with arts and culture organizations to engage local talent to help coordinate and implement art displays and performances, to promote events on social media, to lend or rent equipment, to fundraise, etc., both in paid and volunteer capacities.

Goal 3: Utilize public spaces to promote vitality in business districts.

Objectives:

Better utilize indoor and outdoor spaces.

Interviews with leaders in arts and entertainment organizations revealed that there is a lack of physical space to showcase art displays or host performances. This lack of space was cited as a reason for the lack of arts and entertainment offerings throughout the year. In addition, the farmer's market on Cedar Lane is limited by the relatively small area within which it can operate. Providing designated indoor and outdoor spaces where social gatherings can occur will help attract customers to business districts.

Facilitate and organize events in public gathering places to celebrate activities and holidays of cultural importance.

Providing public spaces is not enough to activate a business district; programming of these spaces is an important marker of the utilization and success. The Township should facilitate local organizations to utilize public spaces for diverse types of holiday events, cultural activities, or other events. Township-sponsored events should utilize public gathering spaces in business districts as well. Use of local vendors at these events can further help support business districts.

Support the installation of commemorative memorials in public spaces.

The Township should support the equitable use of public land or public spaces to commemorate people, places, or events of cultural or historic importance to the residents of Teaneck through artistic sculptures, murals, or other creative works.

E. Recommendations: Economic Development

Goal 1: Support business districts to be vibrant centers of gathering, commerce, services, and jobs.

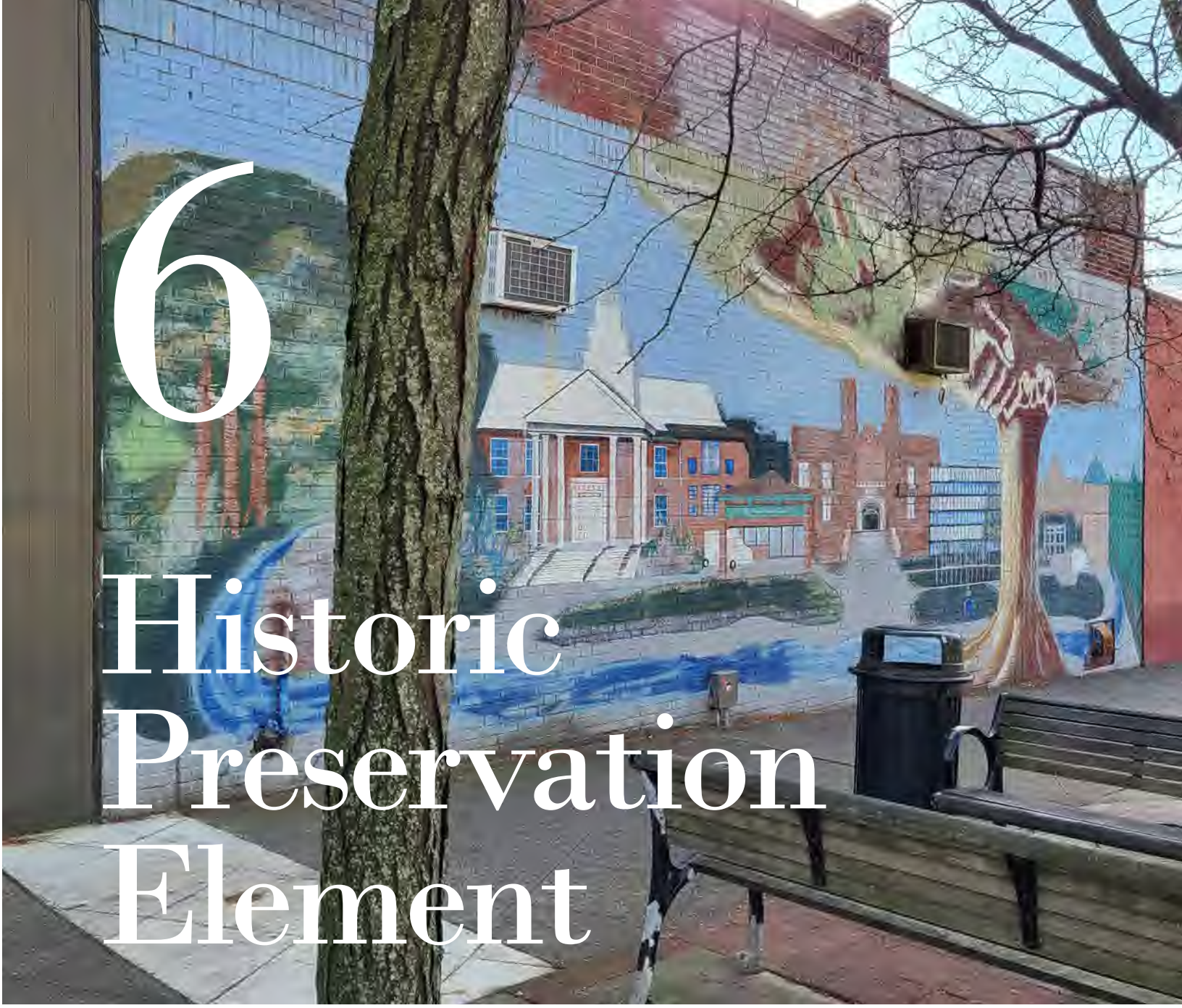
- Identify or create focal points in business districts.
- Establish new special improvement districts, where warranted.
- Equip the Chamber of Commerce and special improvement districts to lead business improvement activities.
- Create partnerships and connections between business districts and major customer bases.
- Better integrate business districts and associations with major institutions and employers.
- Attract regional and national brand-name retailers in appropriate districts.
- Attract and retain office employers.
- Promote the development of affordable commercial spaces as a platform for small entrepreneurs.
- Study ways to improve gateways into the Township and direct visitors to business districts.

Goal 2: Attract people to business districts through a focus on arts, culture, and entertainment.

- Continue to support the Teaneck International Film Festival.
- Create a pipeline of events in business districts through partnerships and promotions with public, private, non-profit, and community groups.
- Showcase diverse works of art in various mediums at Township-sponsored events, parades, and celebrations.
- Commission or encourage street art or murals within business districts.
- Seek local talent to assist with arts and entertainment programming and promotional efforts.

Goal 3: Utilize public spaces to promote vitality in business districts.

- Identify indoor and outdoor space to use for public events in business districts.
- Organize Township events, parades, and celebrations in public spaces within business districts, where feasible.
- Encourage development of new public and amenity spaces in business districts to promote social gatherings.
- Support installation of commemorative memorials.



6 Historic Preservation Element

A. Introduction

The Township of Teaneck was originally populated by the Lenape Native American people, who lived in the area now known as New Jersey and neighboring states prior to the arrival of European settlers. Dutch Europeans began to take over Lenape land and build homes in the 17th and 18th Centuries, some of which still stand today. The early European settlers also brought enslaved Africans to the region, and they developed an agricultural landscape. In 1865, William Walter Phelps established a large estate that stretched through the central part of the Township and left the perimeter to develop. After the Township's formal incorporation in 1895 and the construction of railroads, highways and major regional bridges, including but not limited to the George Washington Bridge, the Township grew rapidly in the 20th Century. Streets were laid, and suburban housing development proliferated. In 1933, the Township adopted its first Master Plan. In 1949, the U.S. Army designated Teaneck as a model American community. In 1964, the Township proudly became the first town in the country to voluntarily vote for racial integration busing a central sixth school, and an integrated student body attended the Bryant School. In 1965, the Board of Education affirmed and began implementing district-wide integration.[15] In the second half of the 20th Century, the Township had a more established built environment, with little land available for greenfield development. The Township has developed more slowly

15. Morrison, Aaron. "50 years later, Teaneck recalls integration of its schools." NorthJersey.com, March 11, 2014.

Google Earth, 2022

with only sporadic new developments and brownfield redevelopment. Teaneck's rich history continues to hold importance to residents and local leaders. The Historic Preservation Commission has taken the lead on recognizing historic resources and promoting their preservation and restoration.[16, 17]

B. Inventory of Historic and Cultural Resources

This Master Plan affirms the official list of historically designated or significant sites and districts found in the Bergen County Historic Sites Survey for the Township of Teaneck, 1980-1981 Survey with 2004-2011 Updates.[18]

The Teaneck Historic Preservation Commission (HPC) is updating its inventory of both officially recognized historic places as well as culturally significant artworks, people, and moments in history. The HPC published the Township's parks, historic sites, public art, memorials, landmarks, and notable people on a Google Pin Map on the HPC page of the Township's website. These records are provided in Map 7: Historic Resources. Table 28 provides a map key and an indication of which resources are listed on the National Register of Historic Places (NR), the State Register (SR), which have been issued an opinion from the State Historic Preservation Office (SHPO), and which are listed as historic in the Township ordinance. The HPC has also undertaken the honorary renaming of streets.

16. "A History of Teaneck." Teaneck Public Library. Original source: The Record, October 20, 1995. https://teanecklibrary.org/history-of-teaneck/
17. Hewitt et al. *A Guide to the Historic Landmarks of Teaneck, New Jersey.* Teaneck Historic Commission, 1996.
18. Bergen County Department of Parks, Division of Cultural and Historic Affairs. Bergen County, New Jersey.

The Township's Historic Preservation ordinance sets forth the criteria for municipally designating a historic site, building, structure, district, or landscape as either historically, architecturally, or archaeologically significant. The Township must make one of the following findings about the resource:

1. It is associated with events that have made a significant contribution to the broad patterns of our history.
2. It is associated with the lives of persons significant in our past.
3. It embodies the distinctive characteristics of type, period or method of construction, or it represents the work of a master or possesses high artistic values or represents a significant and distinguishable entity whose components may lack individual distinction.
4. It yielded, or may be likely to yield, information important in prehistory or history.
5. It is of particular historic, cultural, scenic or architectural significance to the Township of Teaneck or the County of Bergen, and in which the broad cultural, political, scenic, economic or social history of the nation, state or locality is reflected or exemplified.
6. Ordinarily, cemeteries, birthplaces or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature and properties that have achieved significance within the past 50 years are not to be worthy of qualification as an historic site or district. However, such properties may qualify if they

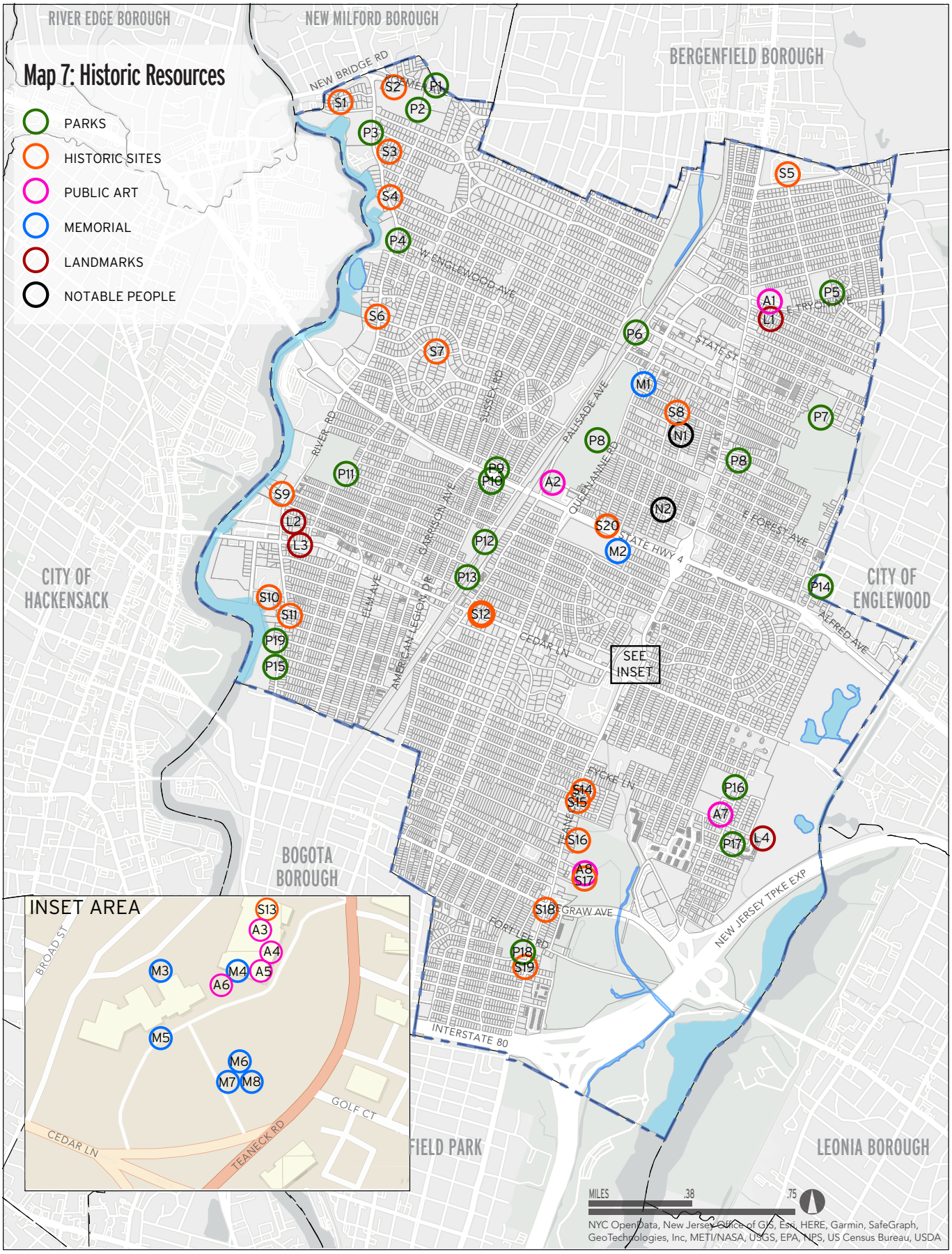

Map 7: Historic Resources
PARKS
HISTORIC SITES
PUBLIC ART
MEMORIAL
LANDMARKS
NOTABLE PEOPLE
RIVER EDGE BOROUGH
NEW MILFORD BOROUGH
BERGENFIELD BOROUGH
CITY OF HACKENSACK
CITY OF ENGLEWOOD
BOGOTA BOROUGH
LEONIA BOROUGH
NEW BRIDGE RD
W ENGLEWOOD AVE
RIVER RD
STATE ST
PALISADE AVE
QUEEN ANNE RD
E FORREST AVE
STATE HWY 4
GARRISON AVE
AMERICAN LEGION DR
ELM AVE
CEDAR LN
FYCKE LN
TEANECK RD
FORT LEE RD
NEGRAW AVE
NEW JERSEY TPKE EXP
INTERSTATE 80
ALFRED AVE
SEE INSET
INSET AREA
BROAD ST
CEDAR LN
TEANECK RD
GOLF CT
MILES
.38
.75
NYC OpenData, New Jersey Office of GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

Table 33: Historic Resources and Map Key

Map Label	Type	Name	Historic Register
A1	Public Art	Portrait of William Cullen Bryant	-
A2	Public Art	"Black Lives Matter" Mural	-
A3	Public Art	William Walter Phelps Portrait	-
A4	Public Art	Teaneck Library WPA Murals	-
A5	Public Art	Bust of Edith Van Buren	-
A6	Public Art	Reading Together	-
A7	Public Art	Nathaniel Hawthorne Portrait	-
A8	Public Art	Teaneck Creek Conservancy Eco-Art Gallery	-
L1	Landmarks	William Cullen Bryant School Integration	-
L2	Landmarks	Fred T. Warner Historic District	-
L3	Landmarks	Fred T. Warner Historic District	-
L4	Landmarks	Achikinhesackyon Marker	-
L5	Landmarks	Revolutionary War Encampment- 1780	-
M1	Memorial	Trinidad Family Memorial	-
M2	Memorial	World War II Memorials at Teaneck High School	-
M3	Memorial	"An Unfinished Life"	-
M4	Memorial	Teaneck World War I Memorial	-
M5	Memorial	Paul A. Volcker Municipal Green Sundial	-
M6	Memorial	Korean and Vietnam War Memorial	-
M7	Memorial	World War II Memorial on Teaneck Municipal Green	-
M8	Memorial	Military In Lasting Memorial	-
N1	Notable People	Ulysses Kay	-
N2	Notable People	Lizette Parker	-
P1	Parks	Continental Park	-
P2	Parks	Matthew Feldman Nature Preserve	-
P3	Parks	Clarence W. Brett Park	-
P4	Parks	Maria W. Andreas Memorial Park	-
P5	Parks	Bernard E. Brooks Park	-
P6	Parks	Francis E. Hall Veterans Memorial Park	-
P7	Parks	Argonne Forest Park	-
P8	Parks	John T. Mackel Park	-
P8	Parks	Milton G. Votee Park	-
P9	Parks	Eleanor Manning Kieliszek Greenbelt Park	-
P10	Parks	Gaylord Memorial Park	-

are integral parts of districts that do meet the criteria or if they fall within the following categories:

a. A religious property deriving primary significance from architectural or artistic distinction or historical importance;
b. A building or structure removed from its original location but which is significant primarily for architectural value or which is the surviving structure most importantly associated with an historic person or event;
c. A birthplace or grave of an historical figure of outstanding importance, if there is no other appropriate site or building directly associated with his productive life;
d. A cemetery that derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features or from association with historic events;
e. A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan and when no other building or structure with the same association has survived;
f. A property primarily commemorative in intent if design, age, tradition or symbolic value has invested it with its own historical significance; or
g. A property achieving significance within the past 50 years if it is of exceptional importance.

The ordinance also establishes the standards that the Historic Preservation Commission should review when considering issuing a certificate of appropriateness for a demolition, relocation, change in exterior appearance, new construction, or new or altered signage or exterior lighting.

Table 33: Historic Resources and Map Key continued

Map Label	Type	Name	Historic Register
P11	Parks	Phelps Park	-
P12	Parks	Sagamore Park	-
P13	Parks	Dr. Barnet S. Bookstaver Park	-
P14	Parks	Coolidge Park	-
P15	Parks	Terhune Park	-
P16	Parks	Hawthorne Park	-
P17	Parks	John Harte Memorial Park	-
P18	Parks	Edmund Ammann Memorial Park	-
P19	Parks	Mary S. Topolsky Garden & Trail	
S1	Historic Sites	John I. Post House	Township Code
S2	Historic Sites	Ende-Sutherland House	Township Code
S3	Historic Sites	Christian Cole House	Township Code
S4	Historic Sites	Lutheran Van Buskirk Church and Cemetery	-
S5	Historic Sites	Teaneck Armory	SHPO Opinion: 9/10/2004
S6	Historic Sites	John Ackerman House or "Old River House"	SR: 10/3/1980, Township Code
S7	Historic Sites	Thurnauer House	Township Code
S8	Historic Sites	Louis Bourgeois House	Township Code
S9	Historic Sites	Banta-Coe House	NR: 1/10/1983, SR: 10/3/1980
S10	Historic Sites	Teaneck's Historic Burial Ground	Township Code
S11	Historic Sites	Zabriskie-Kip-Cadmus House	NR: 12/13/1978, SR: 7/12/1978, Township Code
S12	Historic Sites	Site of Teaneck's Historic Red Oak Tree	-
S13	Historic Sites	Teaneck's Historic Red Oak Tree Section	-
S14	Historic Sites	Adam Vandel inda House	NR: 1/10/1983, SR: 10/3/1980, Township Code
S15	Historic Sites	James Vandelinda House	NR: 1/10/1983, SR: 10/3/1980, Township Code
S16	Historic Sites	Brinkerhoff-Demarest House	NR: 1/10/1983, SR: 10/3/1980, Township Code
S17	Historic Sites	Teaneck's Historic Red Oak Tree Section	Township Code
S18	Historic Sites	George V. Demarest House	Township Code
S19	Historic Sites	Caspar Westervelt House	NR: 1/10/1983, SR: 10/3/1980, Township Code
S20	Historic Districts	Teaneck Route 4 Open Space Corridor Historic District (a.k.a. Teaneck Route 4 Greenbelt)	SHPO Opinion: 9/1/2015

Table Notes:
NR = National Register of Historic Places
SR = State Register of Historic Places
SHPO = State Historic Preservation Office

C. Composition of the Historic Preservation Commission

The Historic Preservation ordinance establishes that the composition of the HPC shall consist of seven members and two alternate members. Of the seven regular Commission members, at least one member shall be of Class A, at least one member shall be of Class B and three of the seven shall be either Class A or Class B. Alternate members shall meet the qualifications of Class C members. Member classes are defined as follows:

Class A. A person who is knowledgeable in building design and construction or architectural history and who may reside outside the municipality.

Class B. A person who is knowledgeable or with a demonstrated interest in local history and who may reside outside the municipality.

Class C. Those regular members who are not designated as Class A or B. Class C members shall be citizens of the municipality who shall hold no other municipal office, position or employment, except they may be a member of the Planning Board or Board of Adjustment.

The Municipal Manager shall appoint all members of the HPC and shall designate at the time of appointment the regular members by class and the alternate members as "Alternate No. 1" and "Alternate No. 2." The HPC members shall serve without compensation.

The terms of the members first appointed shall be so determined that, to the greatest practicable extent, the expiration of the terms shall be distributed, in the case of regular members, evenly over the first four years over their appointment, and in the case of alternate members,

evenly over the first two years after their appointment, provided that the initial term of no regular member shall exceed four years, and the initial term of no alternate member shall exceed two years. Thereafter, the term of a regular member shall be four years, and the term of an alternate member shall be two years.

A vacancy occurring otherwise than by expiration of term shall be filled for the unexpired term only. Notwithstanding any other provision herein, the term of any member common to the Historic Preservation Commission and the Planning Board shall be for the term of membership on the Planning Board, and the term of any member common to the Historic Preservation Commission and the Board of Adjustment shall be for the term of membership on the Board of Adjustment.

D. Goals and Objectives: Historic Preservation

Goal 1: Protect and provide support for buildings, structures, objects, and sites of historical importance.

Objectives:

Preserve buildings and sites of historic or architectural value, affirming the Powers and Duties section of the Historic Preservation Ordinance.

The Powers and Duties section of the Historic Preservation Ordinance shall be as follows:

- Prepare a survey of historic sites of the Township pursuant to § 33-21.2 and to criteria identified in the survey report.
- Make recommendations to the Planning Board on the historic preservation plan element of the Master Plan and on the implications for preservation of historic sites of any other Master Plan elements.
- Advise the Planning Board on the inclusion of historic sites in the recommended capital improvement program.
- Advise the Planning Board and Board of Adjustment on applications for development pursuant to N.J.S.A. 40:55D-110.
- Provide written reports pursuant to N.J.S.A. 40:55D-111 on the application of Article V, Zoning, provisions concerning historic preservation.
- Hear and decide applications for certificates of appropriateness pursuant to § 33-21.3.
- Carry out such advisory, educational and informational functions as will promote historic preservation in the Township. With the assistance of the Township, seek public funding from sources including but not limited to local, state, and federal grants to restore, preserve, and protect designated historic buildings, structures, objects, and sites.

Recognize the history and culture Americanthe history and cultures of original and early inhabitants of the region that is now Teaneck.

The Historic Preservation Commission should tell the stories of groups that historically inhabited the Township, including the origin story of the region as it relates to Native Americans in the Pre-Colonial period, and later related to Dutch settlements and enslaved and freed Africans. The HPC should identify sites, structures, and objects of significance and seek historic designations and protections, where warranted. Consistent with a growing practice in U.S., the HPC should donate or return any found Native American objects back to those groups.

Adhere to the Secretary of the Interior's Standards for the Treatment of Historic Properties when altering historic properties.

The Secretary of the Interior's Standards for the Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings, as may be amended from time to time, is the gold standard in how to preserve historic properties when pursuing alternations. The Historic Preservation Commission does not endeavor to create their own standards for preservation, but rather to utilize this national framework that has been vetted by experts in historic preservation. The Historic Preservation Commission may advise property owners on the process of following these standards when altering historic properties.

Top: https://en.wikipedia.org/wiki/Brinkerhoff%E2%80%93Demarest_House#/media/File:Historic_American_Buildings_Survey_R._Merritt_Lacey,_Photographer_April_23,_1936_EXTERIOR_-_NORTHWEST_ELEVATION_-_Brinkerhoff-Demarest,_493_Teaneck_Road,_Teaneck,_Bergen_County,_NJ_HABS_NJ,2-TEA,1-2.tif
Bottom: Google Streetview, 2022

Celebrate the Township of Teaneck's history, culture, and diversity through the designation and interpretation of the Township's historical and cultural heritage.
The HPC should take care to interpret and emphasize the Township's historical events, peoples, and cultures through a lens that celebrates diversity, recognizes historically overlooked groups, and draws connections to the modern day.

Engage Township residents and visitors in Teaneck's history and culture through learning opportunities such as markers, programs, artworks, and publications.
The HPC should continue to engage the public in learning about and celebrating the Township's history. They should pursue additional markers to commemorate historic resources shown in Map 7, display artwork that is either historic or celebrates history and culture, publish written and photographic resources in print and online, and engage with local community groups and schools to teach and engage with the stories of Teaneck.

E. Recommendations: Historic Preservation

- Continue to identify new historic resources and to publish educational information about historic resources for the public.
- Broaden the search of historic resources to include artifacts and landmarks of historic significance.
- Make recommendations related to the capital improvement program.
- Make recommendations to decision-making bodies related to historic resources, including the preparation of reports.
- Assist historic property owners to preserve, rehabilitate, restore, and reconstruct historic properties using available expertise and resources, including grants and other monetary incentives.
- Seek funding opportunities to restore, preserve, and protect historic resources.
- Acquire objects of historic significance and donate them, when warranted.
- Display objects of historic significance in a public space.

F. Statewide Historic Preservation Plan

The New Jersey Historic Preservation Office (HPO) published the New Jersey Comprehensive Statewide Historic Preservation Plan 2023-2028 in December 2022, which is intended to "serve as a guide for planning and decision making by the HPO, municipalities, agencies, non-profit organizations, and others who may affect these resources." The plan presented five goals:

Goal 1: Strengthen and revitalize New Jersey's state and local economies in a sustainable manner through historic preservation.
Goal 2: Increase stewardship, support, and educational opportunities to protect the authentic places that tell the stories of New Jerseyans.
Goal 3: Foster a diverse, equitable, inclusive, and accessible preservation movement.
Goal 4: Increase integration of historic preservation into disaster planning and resilience.
Goal 5: Connect historic preservation to community.

This Historic Preservation Element is consistent with the State's latest Historic Preservation Plan. The efforts of the Teaneck Historic Commission, as represented in this plan, show a commitment to public education, outreach to and support of historic property owners, and the advancement of historical preservation related to non-traditional sites, landmarks, and artifacts.

7 Mobility Element

Image source: Google Streetview

A. Introduction

The Mobility Element provides a set of measures aimed towards optimizing travel, community growth, vitality and the quality of life for all Teaneck residents. This addresses, but it not limited to roads, sidewalks, bike facilities, public transit, parking lots and the different ways people access these resources. The way an individual wants to get around fluctuates due to life stage, economic conditions, personal preferences, and many other factors, often beyond their control. By understanding the existing conditions and limitations of the mobility network within Teaneck and working collaboratively with the public to identify additional concerns and opportunities, this element should create future mobility conditions for the Township that serves users of all needs, preferences, and abilities.

A community is made up of schools and workplaces, businesses and parks, places of worship and cultural centers. A strong mobility element considers all users on their journey between these destinations. It is critical to maintain streets that work for users of all abilities and modes of transportation. Groups that may not have access to automobiles—such as children, teenagers, and seniors–should not have to rely on others for mobility. With policies that support equitable

streets, towns can ensure that all people regardless of age or economic status can travel in a safe, timely, and comfortable fashion. With new mobility options breaking through, Teaneck needs a plan in place to organize these modes in a manner that ensures long-term safety, comfort, and efficiency.

B. Existing Conditions

Teaneck, NJ, is a suburban Township in Bergen County, and transportation needs in such areas typically revolve around commuter access to major urban centers, local traffic management, and public transit options. Teaneck is connected to major highways, including I-95, I-80, and Route 4, which are crucial for commuters traveling to and from New York City and other nearby areas. The condition of local roads is a key factor in ensuring smooth traffic flow. The availability and efficiency of public transportation, such as bus routes and train stations (in the neighboring town of Hackensack), are important for residents who commute to New York City and other cities within New Jersey.

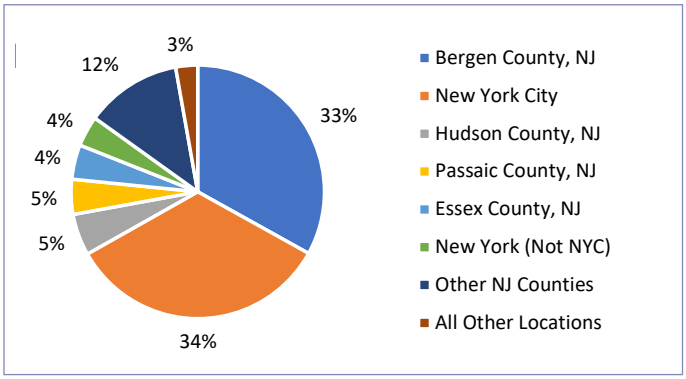
Proximity to bus stops and train stations, as well as the reliability of schedules, influence the convenience of public transit. Addressing congestion and improving traffic flow within the Township is a common concern. The development of bike lanes, sidewalks, and pedestrian-friendly areas can contribute to the safety and accessibility of non-motorized transportation options.

1. Travel Behavior

Commuting patterns play a crucial role in shaping and influencing the dynamics of a community in several ways. Travel trends help communities plan and develop transportation infrastructure effectively. By identifying peak commuting times, traffic congestion hotspots, and preferred modes of transportation, cities can implement targeted solutions.

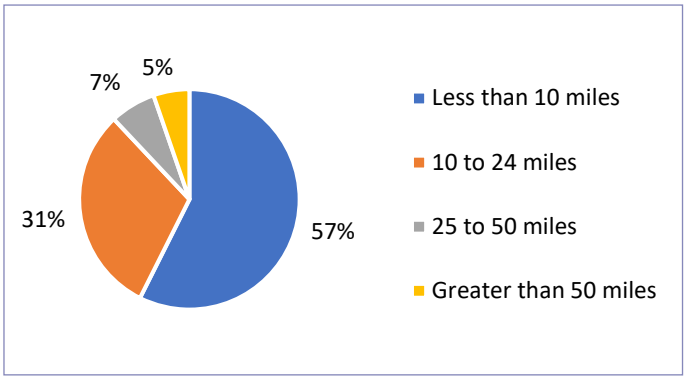
Teaneck residents generally work within New Jersey or to New York City (Figure 13). The highest portion of residents commute to New York City (34%), with a similarly high portion commuting to locations within Bergen County (33%). Based on these destinations, commute distance for Teaneck residents ranges from less than 10 miles to greater than 50 miles (Figure 14). Fifty-seven percent of residents travel less than 10 miles and only 5% travel greater than 50 miles to get to work.

Figure 12: Commuting Locations



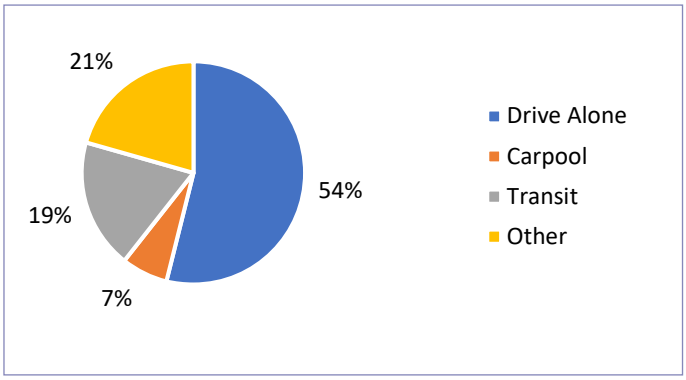
Source: US Census On The Map

Figure 13: Commuting Distance



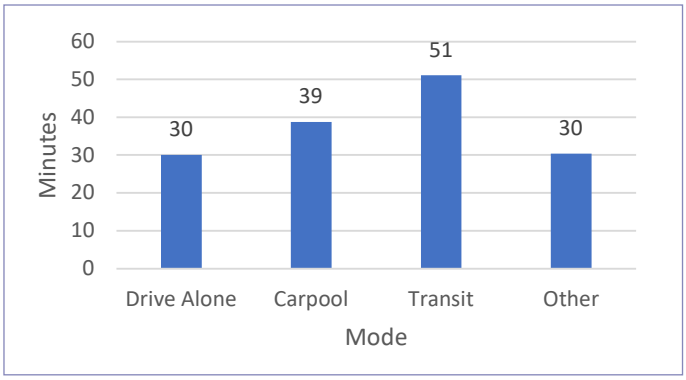
Source: US Census On The Map

Figure 14: Commuting Mode

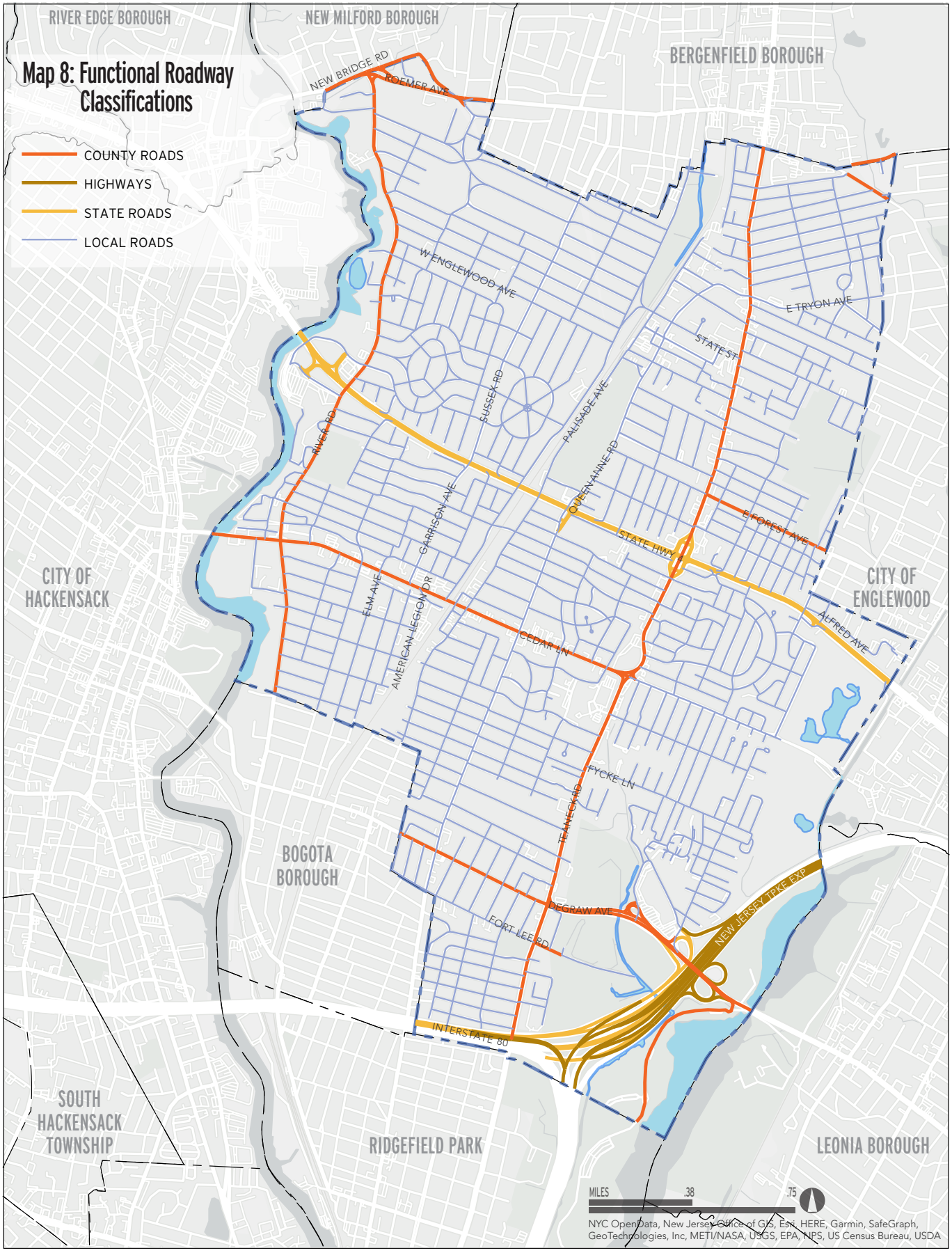


Source: US American Community Survey

Figure 15: Commute Time by Mode



Source: US American Community Survey


Map 8: Functional Roadway Classifications
COUNTY ROADS
HIGHWAYS
STATE ROADS
LOCAL ROADS
RIVER EDGE BOROUGH
NEW MILFORD BOROUGH
BERGENFIELD BOROUGH
NEW BRIDGE RD
ROEMER AVE
W ENGLEWOOD AVE
E TRYON AVE
STATE ST
FUSSEL RD
PALISADE AVE
RIVER RD
QUEEN ANNE RD
E FOREST AVE
STATE HWY
GARRISON AVE
ELM AVE
AMERICAN LEGION DR
CEDAR LN
ALFRED AVE
CITY OF HACKENSACK
CITY OF ENGLEWOOD
FYCKE LN
TEANECK RD
BOGOTA BOROUGH
DEGRAW AVE
FORT LEE RD
NEW JERSEY TPKE EXP
INTERSTATE 80
SOUTH HACKENSACK TOWNSHIP
RIDGEFIELD PARK
LEONIA BOROUGH
MILES
.38
.75
NYC OpenData, New Jersey Office of GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

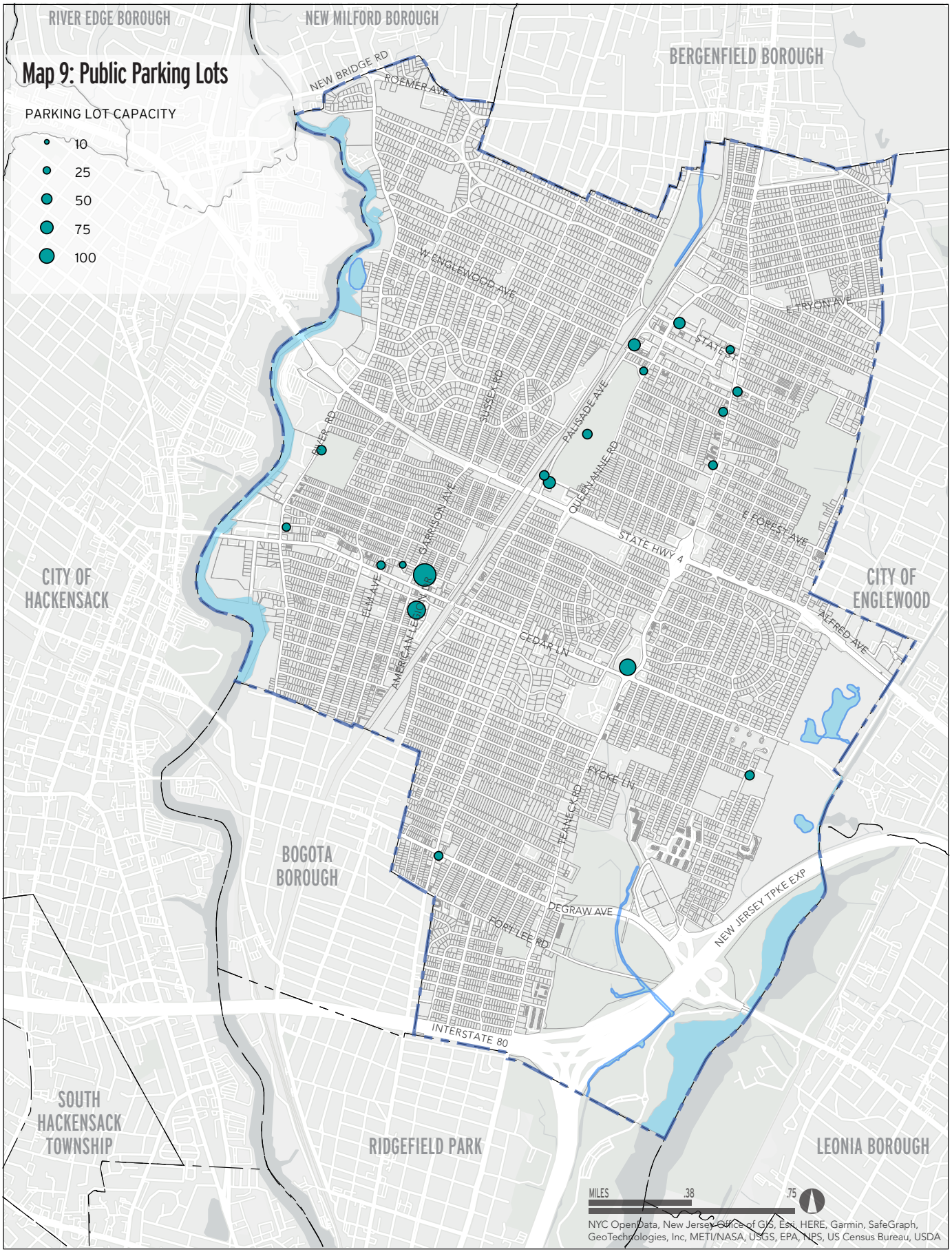

Map 9: Public Parking Lots
PARKING LOT CAPACITY
10
25
50
75
100
RIVER EDGE BOROUGH
NEW MILFORD BOROUGH
BERGENFIELD BOROUGH
CITY OF HACKENSACK
CITY OF ENGLEWOOD
BOGOTA BOROUGH
SOUTH HACKENSACK TOWNSHIP
RIDGEFIELD PARK
LEONIA BOROUGH
NEW BRIDGE RD
ROEMER AVE
W ENGLEWOOD AVE
E TRYON AVE
STATE ST
SUSSEX RD
PALISADE AVE
RIVER RD
QUEEN ANNE RD
E FOREST AVE
STATE HWY 4
GARRISON AVE
ELM AVE
AMERICAN LEGION DR
CEDAR LN
ALFRED AVE
TEANECK RD
TYCKE LN
DEGRAW AVE
FORT LEE RD
NEW JERSEY TPKE EXP
INTERSTATE 80
MILES
.38
.75
NYC OpenData, New Jersey Office of GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

Table 34: Municipal Parking Locations

Lot Name	Lot Location	Capacity
Beverly Road near Williams Street Parking Lot	430 Beverly Road	21
Cedar Lane & American Legion Drive Parking Lot	680-722 American Legion Drive	149
Cedar Lane & Beverly Road Parking Lot	408 Beverly Road	237
Cedar Lane & Elm Ave Parking Lot	539 Cedar Lane	33
Court Street Parking Lot	1350 Queen Anne Road	29
Degraw Avenue & Queen Anne Road Parking Lot	204 Degraw Avenue	35
Glenwood Avenue at Lindbergh Boulevard Parking Lot	665 Glenwood Avenue	40
Milton G Votee Park North Parking Lot	1233 Palisade Avenue	43
Municipal Building Parking Lot	818 Teaneck Road	125
Richard Rodda Community Center Anex Parking Lot	1086 Palisade Avenue	42
Richard Rodda Community Center Parking Lot	250 Colonial Court	67
River Road at Phelps Park Parking Lot	981 River Road	41
River Road & Beverly Road Parking Lot	850 River Road	32
State Street East Parking Lot	37-43 State Street	32
State Street West Parking Lot	105-115 State Street	60
Teaneck Road Parking Lot near Beveridge Street	1395-1399 Teaneck Road	41
Teaneck Road Parking Lot near Church Street	1240 Teaneck Road	36
Teaneck Road Parking Lot near Orchard Street	1344 Teaneck Road	37
The Plaza Parking Lot	1393 Palisade Avenue	67

Source: Teaneck Website

Most residents in Teaneck commute to work by driving, either alone (54%) or by carpooling (7%), as shown in Figure 3. Several commuters travel by transit (19%), either by bus or rail. The remainder of residents walk, bike, or work from home. The average commute time is 35 minutes, but travel times differ across these different modes, as shown in Figure 4. Traveling by transit takes the longest commute on average (51 minutes) compared to driving alone or carpooling.

Departure times to work vary throughout the morning. The majority of Teaneck residents travel to work between the hours of 8 AM to 9 AM, making it the peak hour. This is a consistent trend with typical peak periods elsewhere, which are often between 7 to 9 AM.

2. Roadway System

Teaneck is largely comprised of low-volume, local streets. However, arterials and highways provide connections across town and to other locations throughout the region. The three major highway connecters that run through Teaneck are I-95 and I-80, which run along the Township's southern border, and Route 4, which runs from west to east through the center of the Township (Map 8: Functional Roadway Classifications). Queen Anne Road and Palisade Avenue run parallel to each other. As active commercial corridors, they house various businesses. Cedar Lane and Degraw Avenue are other high-volume commercial corridors in terms of vehicular traffic.

Congestion was raised as a top issue amongst residents. During the community workshop, 7% of residents said vehicular congestion is the reason they would consider moving out of Teaneck.

Most roadways in Teaneck are under the jurisdiction of the municipality. However, some major roads are maintained and controlled by other entities. Bergen County has jurisdiction over several major roadways, including Teaneck Road, Cedar Lane west of Teaneck Road, River Road, Degraw Avenue, East Forest Avenue, and New Bridge Road. The New Jersey Department of Transportation has control over Route 4, the New Jersey Turnpike Authority has jurisdiction over the NJ Turnpike, and the Federal Highway Administration has control over I-80.

3. Parking

Teaneck has 19 municipal parking lots throughout the Township listed in Table 34. A handful of lots are located near Milton A. Votee Park or along the eastern end of Cedar Lane and Teaneck Road. Parking lot capacity ranges from 21 to 237 spots. In 2022, the Township partnered with ParkMobile to institute parking fees of $1.00 per hour in four lots: State Street East and West Parking Lots and the two lots along River Road (at Phelps Park and Beverly Road). The parking lots are shown in **Map 9: Parking Locations.**

Table 35: NJ Transit Bus Routes

Bus Route #	End 1	End 2	2021 Daily Weekday Riders
83	Hackensack	Jersey City	2,200
155, 168	Paramus	NYC (Port Authority Bus Terminal)	1,800
157, 167, 177	Harrington Park	NYC (Port Authority Bus Terminal)	3,900
165	Westwood	NYC (Port Authority Bus Terminal)	6,900
171	Patterson	NYC (GW Bridge)	1,100
175	Ridgewood	NYC (GW Bridge)	1,000
178, 182	Hackensack	NYC (GW Bridge)	1,900
186	Dumont	NYC (GW Bridge)	1,700
751, 755	Paramus	Edgewater	300
753	New Milford	Paramus	100
756	Englewood Cliffs	Paramus	200
762	Hackensack	Paramus	100
772	American Dream	Paramus	200
780	Passaic	Englewood	600

Source: NJ Transit OPRA Request (2021)

The community has voiced that the biggest parking challenge the Township faces is vehicles being double parked creating a hazard for other road users.

Most streets within Teaneck have on-street parking available. There are some designated areas with specific time limits for on-street parking. For example, certain streets have restricted parking during peak hours or for street cleaning purposes; business streets are swept five days a week, while residential streets are swept weekly. Teaneck also has a parking permit program on certain streets, where residents can obtain permits to park on the street based on their classification as a resident, merchant visitor, or commuter.

4. Transit

Transit modes serve as the arteries of urban mobility, offering diverse and interconnected ways for people to navigate the complexities of modern cities and regions. There are a few different types of transit modes that serve Teaneck, such as bus, rail, jitney, and more regional connections.

Bus

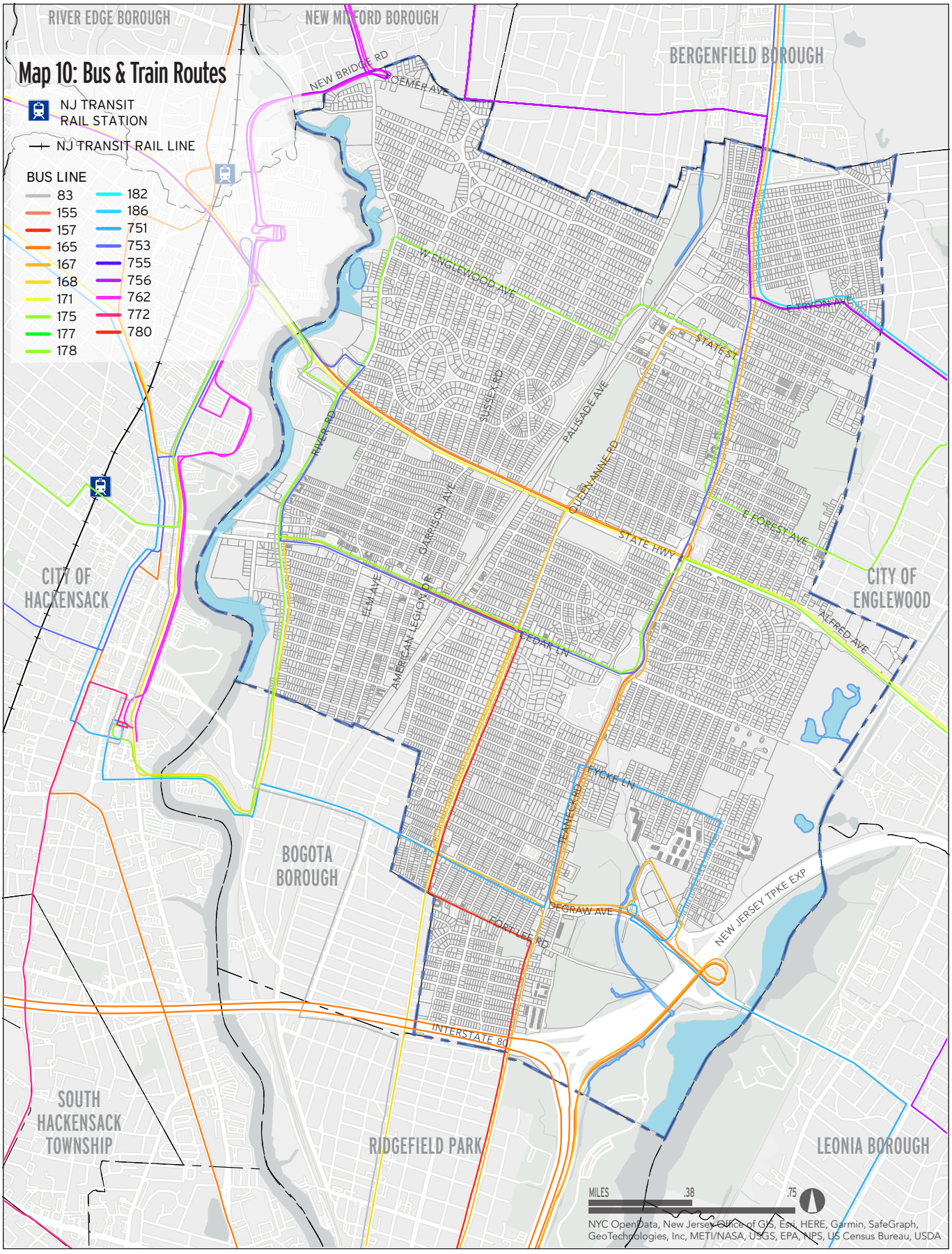
Teaneck has 19 bus routes that run through the Township (Table 35). Several routes are run and operated by NJ TRANSIT, while others (routes in the 700s) are contracted through Bergen County Community Transit, as shown in Map 10: Bus & Train Routes. Most routes provide connections to other locations within Bergen County or to Hudson County and New York City. Frequency varies for each bus route depending on weekday/weekend and on and off-peak hours. Some bus routes run every 15 minutes during peak periods on weekdays, while off-peak periods on weekdays can frequent every hour. Most of the routes also have less frequency on the weekends.

Rail

Teaneck does not have any rail stations within the Township, but the neighboring municipality of Hackensack has three stations (listed from south to north): Essex Street, Anderson Street, and New Bridge Landing. The NJ TRANSIT Pascack Valley Line is the only line that runs through all three stations. Train headways are every 20-30 minutes during peak commute periods and hourly outside of peak commute periods.

Jitney

Jitney buses run from Paterson to George Washington Bridge Bus Station in Washington Heights. The route passes through Hackensack, Teaneck, Englewood, and Fort Lee, crossing the George Washington Bridge into New York City. The NJ TRANSIT line along this route, number 171, operates about every forty minutes. In comparison, jitneys run every 3-10 minutes. Fares are between $1.50 for a local trip, $6 from New York to Paterson and vice versa, and lower charges for intermediate points. Service runs from 4 AM-1 AM on weekdays, and 5 AM-1 AM on weekends. On weekdays, this route runs every 3 minutes at rush hour, every 7 minutes during off-peak periods, and every 10 minutes at night. On the weekends, jitneys on this route run approximately every 10 minutes.


Map 10: Bus & Train Routes
NJ TRANSIT RAIL STATION
NJ TRANSIT RAIL LINE
BUS LINE
83
155
157
165
167
168
171
175
177
178
182
186
751
753
755
756
762
772
780
RIVER EDGE BOROUGH
NEW MILFORD BOROUGH
BERGENFIELD BOROUGH
CITY OF HACKENSACK
CITY OF ENGLEWOOD
BOGOTA BOROUGH
SOUTH HACKENSACK TOWNSHIP
RIDGEFIELD PARK
LEONIA BOROUGH
NEW BRIDGE RD
ROEMER AVE
W ENGLEWOOD AVE
E ENGLEWOOD AVE
STATE ST
RIVER RD
SUSSEX RD
PALISADE AVE
QUEEN ANNE RD
STATE HWY 4
E FOREST AVE
GARRISON AVE
AMERICAN LEGION DR
ELM AVE
CEDAR LN
ALFRED AVE
TEANECK RD
TYCKE LN
DEGRAW AVE
FORT LEE RD
NEW JERSEY TPKE EXP
INTERSTATE 80
MILES
.38
.75
NYC OpenData, New Jersey Office of GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

Regional Connections

In addition to transit service within and immediately adjacent to Teaneck, there are other transit providers within the region that can connect Teaneck residents to their jobs, errands, and entertainment:

- PATH trains provide access to Newark, Hoboken, and Manhattan (both Penn Station and World Trade Center).
- The Hudson-Bergen Light Rail (HBLR) serves most of Hudson County with stops in Bayonne, Jersey City, Hoboken, Weehawken, North Bergen, and Union City.
- The Edgewater Ferry provides access to Manhattan (W. 39th Street).
- The Port Imperial Ferry provides access to Manhattan (W. 39th Street and Wall Street). Accessible by bus.

5. Pedestrian & Bicycle Network

Pedestrian and bicycle facilities are key elements of a multimodal transportation network. A recent focus on sustainable and people-centric modes of mobility has led to a renewed emphasis on developing comprehensive bicycle and pedestrian networks. Beyond physical infrastructure, these networks represent a commitment to creating vibrant, healthier, and more accessible communities. As cities strive to reduce congestion and promote active lifestyles, the integration of well-designed bicycle lanes and pedestrian pathways becomes a foundation. Streets are not just conduits for vehicular traffic but multi-modal spaces that should provide usage opportunities to the diverse needs of all residents. The Township code requires homeowners to maintain sidewalks adjacent to their homes.

Pedestrian Infrastructure

Sidewalks line many commercial and residential streets in Teaneck, often with a grassy buffer between the sidewalk and the street. However, the sidewalk network is not complete; missing sidewalks and gaps make it difficult for pedestrians to travel to and from on foot throughout Teaneck. For example, many streets branching off Teaneck Road also lack sidewalks (Albin Street, Van Buren Avenue, Herrick Avenue, Parker Lane, Fort Lee Road, and Willow Street). Teaneck Road and Cedar Lane have sections of missing sidewalks along one side of the road. While crosswalks are common through Teaneck's commercial corridors, they are largely absent in the residential areas. The primarily residential area northeast of Cedar Lane has few crosswalks and sidewalks throughout the neighborhoods. Sidewalks and crosswalks in Downtown Teaneck near commercial areas tend to be in better condition than in residential areas.

Bicycle Facilities

The bicycle infrastructure in Teaneck is limited. There are bike lanes on Windsor Avenue from Grayson Place to Englewood Avenue and on Palisade Avenue from Grayson Place to the Rodda Center/Votee Park. Most roadways do not have dedicated bicycle facilities or sharrows marked.

There are trails within Teaneck's parks, and a pedestrian bridge near Fairleigh-Dickinson University, connecting Teaneck to Hackensack across the Hackensack River.

6. Traffic Safety

Traffic safety is largely measured based on crash trends. As communities continue to expand and diversify, the dynamics of vehicular and pedestrian interactions become increasingly complex. The study of traffic safety patterns is an essential lens through which we analyze, assess, and implement measures to mitigate the risks inherent in modern urban mobility. Over 1,000 crashes have occurred annually in Teaneck between 2017 and 2021 (Figure 16).

Out of the 7,358 crashes that occurred in Teaneck from 2017 to 2021, 202 crashes (3%) involved bicyclists or pedestrians. There were 145 pedestrian crashes and 57 bicycle crashes. The number of annual bicycle and pedestrian crashes fluctuated from year to year, as depicted in Figure 17.

A total of 9 fatal and 53 serious injury crashes occurred between 2017 and 2021. Of these crashes, a substantial portion included bicyclists and pedestrians. Of those killed or seriously injured, 23% were pedestrians and 5% were cyclists, far exceeding their portion of crashes within the Township (Figure 18).

Map 11: Crash Locations depicts the recent crashes in Teaneck. The North Jersey Transportation Planning Authority (NJTPA) reviewed recent crash data and identified corridors and intersections with high crash rates relative to the rest of Bergen County. A few corridors within Teaneck were identified as high-crash locations, including portions of Teaneck Road, Cedar Lane, and East Main Street. Intersections along Teaneck Road were also flagged as high-crash locations. Teaneck Road between East Tryon Avenue and Route 4 was ranked as the most pressing safety issue in Bergen County.

Figure 16: Crashes by Year (2018-2022)

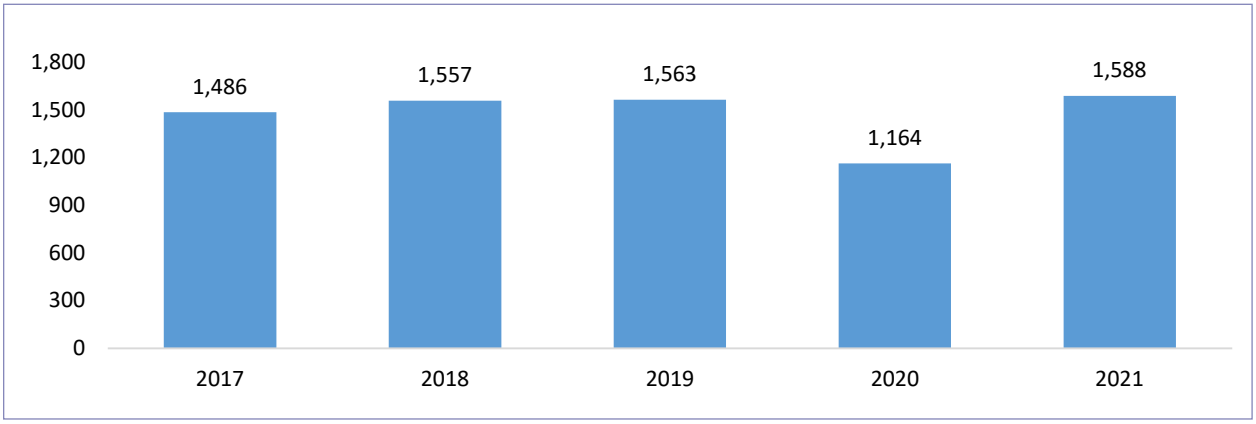


Figure 17: Bicycle and Pedestrian Crashes by Year (2018-2022)

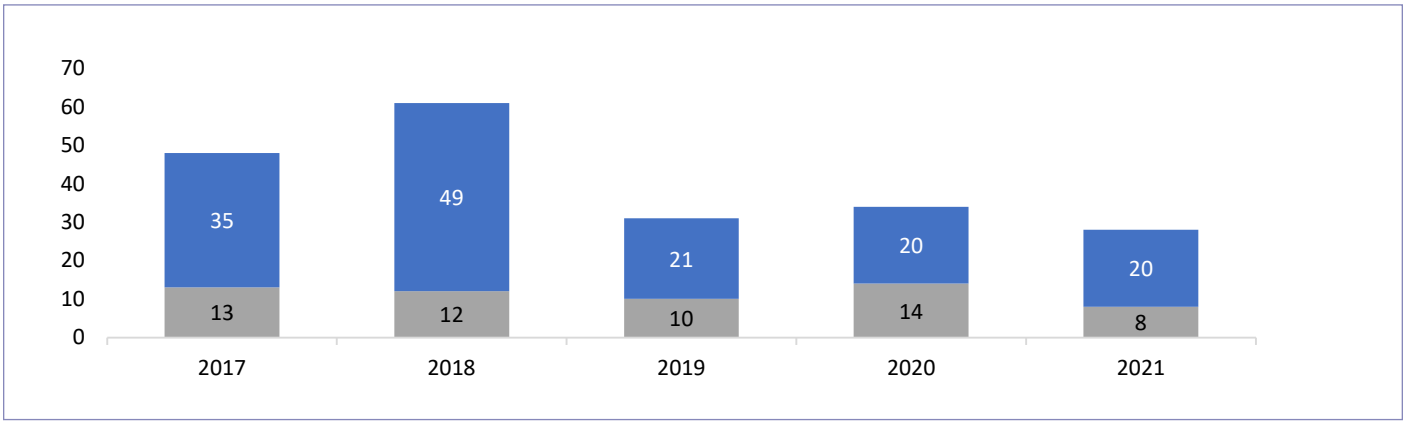
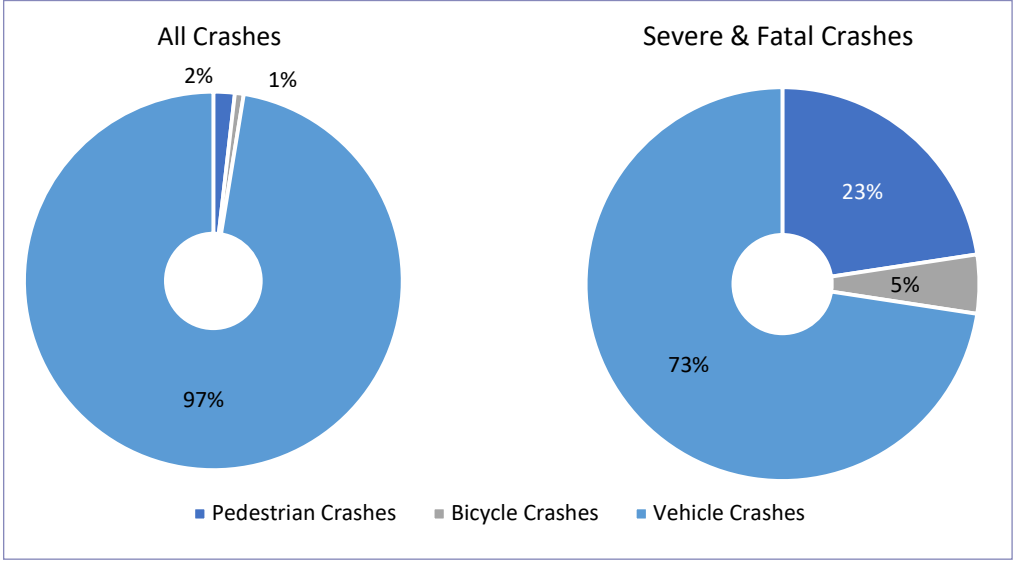
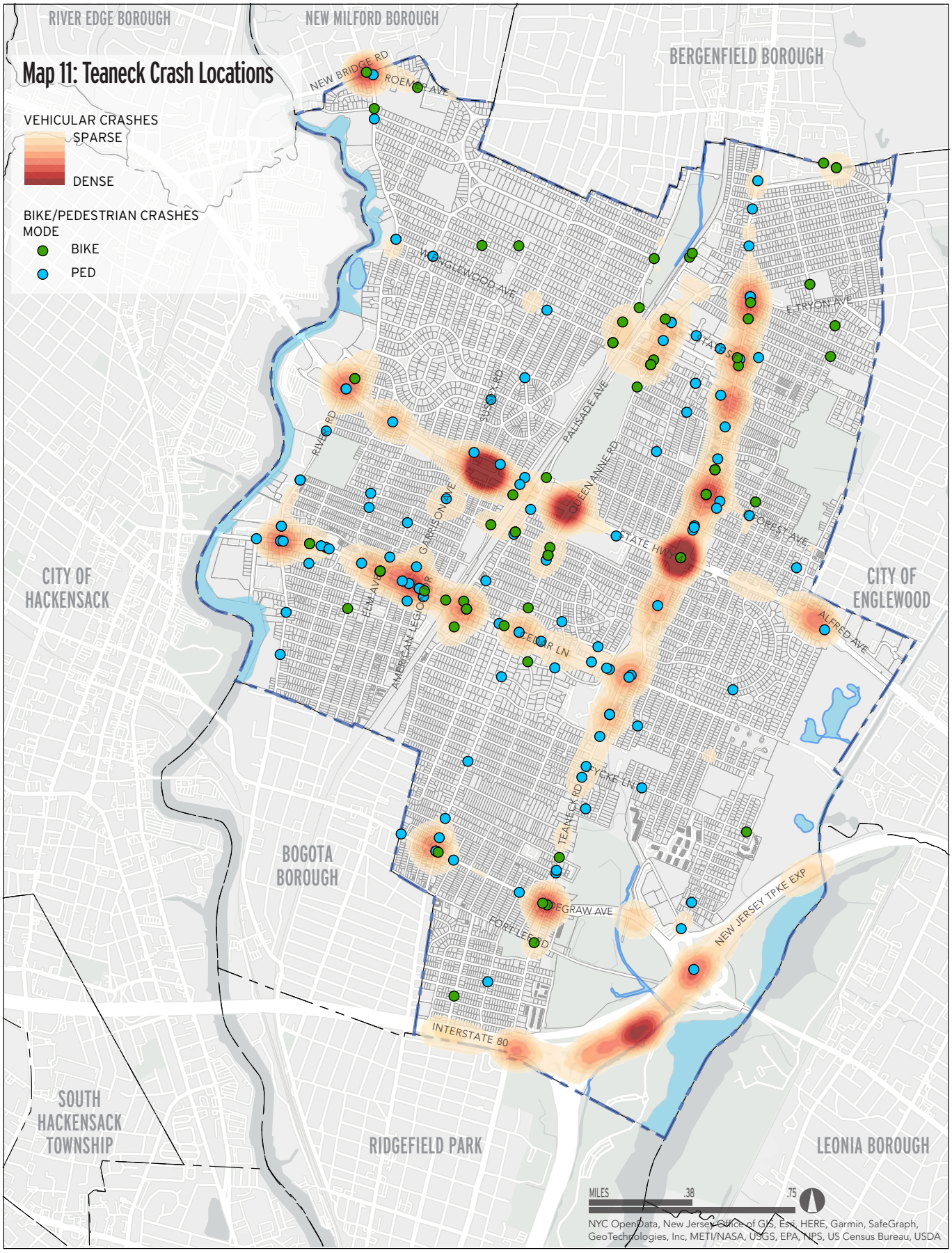


Figure 18: Types of Crashes by Severity



Figures 16 - 18 Source: Safety Voyager


Map 11: Teaneck Crash Locations
VEHICULAR CRASHES
SPARSE
DENSE
BIKE/PEDESTRIAN CRASHES
MODE
BIKE
PED
RIVER EDGE BOROUGH
NEW MILFORD BOROUGH
BERGENFIELD BOROUGH
CITY OF HACKENSACK
CITY OF ENGLEWOOD
BOGOTA BOROUGH
SOUTH HACKENSACK TOWNSHIP
RIDGEFIELD PARK
LEONIA BOROUGH
NEW BRIDGE RD
ROEMER AVE
WINDSOR RD
PALISADE AVE
QUEEN ANNE RD
FRYON AVE
FOREST AVE
ALFRED AVE
RIVER RD
GARRISON AVE
ELM AVE
AMERICAN LEGION DR
CEDAR LN
TEANECK RD
DEGRAW AVE
FORT LEE RD
NEW JERSEY TPKE EXP
INTERSTATE 80
MILES
.38
.75
NYC OpenData, New Jersey Office of GIS, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

Based on the crash data in Map 11, targets for safety interventions include but are not limited to the following corridors and intersections. Many of these roadways fall outside Teaneck's jurisdiction. As such, the Township's engineers and leadership should advocate and partner with the entity having authority to prioritize, fund, and design safety interventions at these locations.

Vehicular priority areas:

- Route 4 (State), between Garrison Avenue (Township) and Palisade Avenue (Township).
- Route 4 (State), intersection with Queen Anne Road (Township).
- Route 4 (State), intersection with Teaneck Road (County).
- New Bridge Road (County), intersection with Roemer Avenue (County).
- Cedar Lane (County), intersection with Garrison Avenue (Township).
- Degraw Avenue (County), intersection with Teaneck Road (County).
- Teaneck Road (County), between Cedar Lane (County/ Township) and Tryon Avenue (Township).

Pedestrian/bicycle priority areas:

- Cedar Lane (County), between Teaneck Road (County) and River Road (County).
- Teaneck Road (County), between Fort Lee Road (Township) and Ward Plaza (Township).
- State Street (Township), between Queen Anne Road (Township) and Teaneck Road (County).
- Queen Anne Road (Township), between State Street (Township) and Englewood Avenue (Township).
- Degraw Avenue (County), intersection with Queen Anne Road (Township).
- Palisade Avenue (Township), between Cedar Lane (County) and Route 4 (State).
- River Road (County), between Cedar Lane (County) and Route 4 (State).
- Windsor Road (Township), between Grayson Place (Township) and Billington Road (Township).
- Windsor Road (Township), between West Englewood Avenue (Township) and the State Street extensions (Township).

Recent & Planned Roadway, Safety, and Streetscape Improvements

Teaneck has made roadway improvements in recent years, largely funded by NJDOT Municipal Aid Grants. A few of the grants where work has been performed are listed below with the type of work that has been completed:

- Road Improvements of East Cedar Lane (2023): Improvements to Cedar Lane occurred on the municipal portion of the roadway, which extends from Teaneck Road to the Overpeck Golf Course. The work that was performed under this grant included the following: Roadway milling and resurfacing of East Cedar Lane, reconstruction of handicap ramps according to ADA standards, replacement of concrete vertical curbs and sidewalk where required, and traffic striping.
- Resurfacing of Columbus Drive (2022): The work that was performed under this grant included the following: Roadway milling and resurfacing of the entirety of Columbus Drive, reconstruction of handicap ramps according to ADA standards, replacement of concrete vertical curb and sidewalk where required, traffic striping, and installation of two speed tables.
- Palisade Avenue Improvement Project (2024): This project is being planned for a stretch of Palisade Avenue running from West Englewood Avenue to West Tryon Avenue. The work will include the following: Roadway milling and resurfacing of East Cedar Lane, reconstruction of handicap ramps according to ADA standards, replacement of concrete vertical curbs and sidewalk where required, traffic striping, and drainage improvements. The work also includes realignment of the curb at the island near The Plaza to make it more pedestrian friendly.

In terms of pedestrian safety improvements, the Township has added flashing crosswalk signs in several locations, including on Palisade Avenue next to the Rodda Center, on River Road near FDU, on Cedar Lane located one block from the Municipal Building, and on Teaneck Road in locations between Degraw Avenue and Cedar Lane. The Township has also added high-visibility crosswalks on the eastern part of Cedar Lane and on Edgemont Avenue. Speed tables were added to Tryon Avenue and Hargreaves Avenue near their intersection to improve safety.

The Township has also undertaken streetscape improvement projects, including along Teaneck Road and around the parking lot on Beverley Road. The work for these projects included installation of street trees, addition of decorative brick pavers along the curbline, reconstruction of sidewalks, and installation of decorative street lighting.

Workshop: Mobility Concerns

In the community workshop, Transportation & Mobility group discussed topic areas including pedestrian/bicycling issues, transit, and driving or traffic. The following provides a summary of the discussion on these topics.

1. Location-Specific Feedback

Pedestrian/Bike

- Intersection of Cedar Lane & River Road:
  - Challenging to cross the street on foot.
  - Multiple lanes to cross.
  - Many turning vehicles, "chasing the green arrow" or right-turn-on-red.
  - Vehicles turning in/out of the gas stations.
- Mid-block crossing of Cedar Lane at Teaneck Cinemas:
  - Difficult place to cross, despite the pedestrian signs.
  - Many drivers do not yield to pedestrians.
- Degraw Avenue and Teaneck Road have long stretches without traffic signals, making it difficult for pedestrians to find opportunities to cross.
- Cedar Lane between Queen Anne Road and Palisade Avenue – no sidewalk on the south side of the street.
- Teaneck Road and Queen Anne Road both have long stretches with no traffic lights, making it difficult for pedestrians to find a safe place to cross.
- Challenge accessing Cedar Lane from "behind," often have to trek through parking lots.
- Sidewalk drops on the east side of Windsor Road south of the Avalon (Givaudan Drive).
- Interest in pocket park at Hargreaves Avenue and Ardsley Court.
- Pedestrian overpass on River Road between Bogota & Cedar Lane needed to allow for safe crossing for people wishing to utilize recreational facilities along the river (playground, tennis courts, walkway along river, swim club, etc.)
- Access to Overpeck Park from Teaneck is very difficult. Have to walk in the street crossing over NJTPK to access.
- Better speed reduction devices are needed on Teaneck Road, Cedar Lane, West Tryon, and many other streets in Township.
- Public parks need updating; Votee Park needs better walking surfacing.

Transit

- Access to the Route 4 jitney requires crossing the on-ramp. Need better access to the jitney.

Driving

- Vehicles double park on Cedar Lane, Teaneck Road, and Queen Anne Road.
  - Ample municipal parking is available, but people do not like to be inconvenienced.
- Route 4 has congestion issues due to narrowing of roadways, but difficult to address as it is narrow and a State road.
- Cedar Lane bridge to Hackensack needs to be replaced.
- Larch Avenue has no stop signs between Cedar Lane & Main Street in Bogota, so as a relatively wide street, it becomes a speedway. Stop signs or speed bumps could help discourage speeding.

2. General Feedback

Pedestrian/Bike

- Older pedestrians need additional time to cross the street.
- Desire for more than just a pedestrian sign or a marked crosswalk – something to encourage more driver yielding.
- Interest in linear parks, pathways, and trails.
- Overgrown shrubbery along the sidewalk makes for difficult pedestrian travel.
- Need for easier ways to cross the Hackensack River on foot.
- Consider restricting right-turns-on-red.
- Some major roads have sufficient width to add in bike lanes.
- It's good that the railroad crossings are not at-grade, but there still needs to be more opportunities to cross the railroad tracks.
- Sidewalk maintenance is an issue – uneven surface challenging to walk on:
  - This is on the landowner to fix, but often not enforced.
  - Could potentially be taken on by the Township, which may be cheaper for the residents than doing it individually.
- Where bike lanes exist, they often drop at the intersection or disappear without connecting to another comfortable facility.
- Often there are bike/ped conflicts.
- Need more curb ramps both for ADA as well as children who bike on the sidewalk.

Table 36: Preferred Transportation Improvements and Rankings

Rank	Transportation Improvements	Weighted Average
#1	Fill sidewalk gaps; and/or improve pedestrian crossings	3.9
#2	Explore traffic calming strategies at appropriate locations to slow traffic and improve traffic safety	3.8
#3	Expand access and options for public transportation	3.8
#4	Repair existing roadways and update with new technologies	3.7
#5	Focus on ways to ease congestion and improve the free flow of traffic	3.5
#6	Provide opportunities for safe biking, e-scooters, or other non-vehicular transportation	2.4

- Need improved lighting, particularly for pedestrians.
- Stormwater issues on sidewalk after rain or in the street after snow (icy and slippery).
- Town could hold some events to promote cycling (open street event?)
- Interest in raised crossings to slow drivers down and raise awareness of pedestrians.
- Need for consistent treatments, driver education, and enforcement.
- Planning for e-scooters.
- Bike parking should be easily accessible.
- Teaneck is hilly – topography makes it difficult to travel east-west.
- Are there some streets that could be closed and just used for walking/biking?
- Lots of recreational walking in the parks, access to park is a priority (though many also drive to the parks).
- When one driver yields to pedestrians crossing the street, cars sometimes try to go around them.

T ransit

- Buses to New York City are full (e.g., 167), but there isn't capacity at stations in NYC to add additional buses.
- Hard to take the bus a short distance, easier to get into NYC than to neighboring communities or around Teaneck.
- Some transit routes that exist are poorly promoted (e.g., access to the mall).
- Need for better bus amenities, such as bus shelters or real-time arrival data. However, some bus stops are in front of people's homes, making it difficult to add this infrastructure.
- Desire for better lighting near bus stops.
- Consider review of nearside/farside bus stops for safe crossings.
- Congestion pricing is likely to impact transit use.
- Desire for (free) shuttle to Hackensack to ride the Pascack Valley Line to Hoboken Terminal.
- Desire for a bus line to Edgewater to access ferry service.
- Interest in a circulator or jitney.
- Existing shuttle for seniors.
- Parking revenue could be used for transit.

D. Survey: Mobility

Respondents of the online survey were asked to rank the top three transportation improvements they would like to see in Teaneck. In a weighted average of priorities, most people placed 'filling sidewalks/improving pedestrian crossings' in one of their top three ranks, making it the immediate concern among respondents. In addition, roughly 26% chose 'expanding access and options for public transit' as their first choice making it the second highest overall preference alongside 'improving traffic safety' (Table 36).

G. Bicycle and Pedestrian Master Plan

The 2011 Teaneck Bicycle and Pedestrian Master Plan focused on improving facilities and safety for cyclists and pedestrians within Teaneck. The plan involved analysis of reported bicycle and pedestrian accidents, existing infrastructure for these modes of transportation, and key locations where trips were generated. As a result of this analysis, the plan provided recommendations for on-road bicycle and pedestrian facility enhancements, aiming to create safer and more accessible routes for those walking or biking in Teaneck. While some of the recommendations in the 2011 plan have been implemented, several have not been implemented. For example, completing the sidewalk network was not feasible in some areas due to steep slopes or property owner pushback. In other cases, major roadways are outside the jurisdiction of the Township and the County would have to undertake improvements. This mobility element builds on the previous planning effort to identify safety and comfortable accommodations for bicycling and walking.

The Bicycle and pedestrian Master Plan recommended improvements to intersections and corridors to make them more bicycle and pedestrian-friendly, as follows:

Table 37: 2011 Safety Intervention Recommendations

Location	Safety Intervention Recommendation
Queen Anne Road & Degraw Avenue	Adjust pedestrian signal timing – 2009 MUTCD standard
Cedar Lane & Queen Anne Road	Adjust pedestrian signal timing – 2009 MUTCD standard
Cedar Lane & Teaneck Road	Adjust pedestrian signal timing – 2009 MUTCD standard
Teaneck Road & Tryon Avenue/ Queen Anne Road	Adjust pedestrian signal timing – 2009 MUTCD standard
Cedar Lane & River Road	Adjust pedestrian signal timing – 2009 MUTCD standard
Teaneck Road & Werner Place	Pedestrian refuge island across Teaneck Road
	Adjust pedestrian signal timing – 2009 MUTCD standard
Teaneck Road	Road diet
Overpasses (3), Underpass (1)	Study for ADA compliance
Cedar Lane	Study for road diet – Hackensack River Bridge to Teaneck Road
	Study for mid-block crossing – trail crossing on Cedar Lane
Sussex Road	Study for bicycle compatibility – Cedar Lane to New Bridge Road
West Englewood Avenue	Study for bicycle compatibility – River Road to Windsor Road
Cedar Lane	Sharrow – Hackensack River to Teaneck Road
Degraw Avenue	Sharrow – Teaneck Road to Queen Anne Road
East Tryon Avenue	"Share the Road" signage for shared lanes – Teaneck Road to Fairfield Street
Palisade Avenue	Sharrow – Herrick Avenue to Sagamore Avenue
	Bicycle lane extension – Colonial Court to Ma'ayanot Yeshiva High School
Queen Anne Road	Sharrow – Court Street to State Street
	Sharrow – Fort Lee Road to Queens Court
	"Share the Road" shoulder – Cranford Place to Court Street
	"Share the Road" shoulder – State Street to Teaneck Road
	"Share the Road" signage for shared lanes – Queens Court to Cranford Place
River Road	"Share the Road" shoulder – Hillcrest Street to New Bridge Road
State Street	"Share the Road" signage for shared lanes – I-80 Bridge to Lindberg Boulevard
	"Share the Road" signage for shared lanes –East Tryon Avenue to Liberty Road
Teaneck Road	Sharrow – Lindberg Boulevard to Cedar Lane
Forest Avenue	"Share the Road" Signage for Shared Lanes – Teaneck Road to Lorraine Avenue
Windsor Road	Bicycle lane extension – West Englewood Avenue to Vesey Street
	"Share the Road" signage for shared lanes – Beverley Road to Sagamore Ave.
Englewood Avenue	"Share the Road" signage for shared lanes – Teaneck Road to Green Street

E. Goals and Objectives: Mobility

As communities grapple with the complexities of population growth, environmental concerns, and technological advancements, thoughtful and forward-looking transportation strategies become paramount. This Mobility Element provides a spectrum of recommendations encompassing infrastructure enhancements and multimodal accommodations. The community sees the Master Plan as an opportunity to make Teaneck a place that is truly accessible to all residents, no matter their neighborhood and whatever their preferred mode of transportation.

Goal 1: Encourage pedestrian and cyclist activity by making walking and bicycling a more convenient and attractive way to get around.

Teaneck streets and sidewalks should be accessible to all residents living in all neighborhoods. The Township has the potential to become a haven for bicycling and walking, as clearly expressed by the community. The recommendations put forth aims to facilitate safe and convenient movement throughout Teaneck, promoting a lifestyle that reduces dependency on cars.

Objectives:

Adopt a "Complete Streets" policy.

Adopting Complete Streets policies enables safe transportation access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities. This approach emphasizes the needs of those who have experienced systemic underinvestment, or those whose needs have not been met through a traditional transportation approach.

Develop a new bicycle and pedestrian master plan.
The Township should revisit the 2011 Bicycle and Pedestrian Master Plan to determine whether its recommendations were implemented. An updated plan should also identify past barriers to completing the 2011 plan's recommendations, such as difficulties with motivating the County or State to undertake improvements on roadways within their jurisdictions. A new bicycle and pedestrian master plan should be developed in coordination with these outside jurisdictions to ensure buy-in on new recommendations. The plan should also encourage safety interventions that are inexpensive and easy to implement but have an outsized positive impact, such as providing painted curb extensions and 'daylighting' intersections.

Improve and enforce private maintenance of the sidewalk network and eliminate gaps in the sidewalk.
Sidewalks are the most basic form of pedestrian infrastructure. Protected sidewalks should be installed so that pedestrians do not conflict with vehicular traffic or roadway shoulders, The sidewalk network should be comprehensive, and sidewalks should be maintained and easily traversable for children, seniors, and those with mobility impairments. Improving sidewalk connectivity can lead to increased walking and reduced driving.

Make intersections safer for pedestrians, bicyclists, and other vulnerable users.
Upgrading pedestrian facilities at intersections is essential to create a safe pedestrian environment and to align with the most recent ADA Accessibility Guidelines and the NJDOT Roadway Design Manual. It is imperative that curb ramps adhere to NJDOT Standard Roadway Construction Details. Ensuring the provision of compliant pedestrian facilities, encompassing curb ramps, traffic control mechanisms, pushbuttons, sidewalks, and crosswalks, not only enhances safe travel conditions but also fosters increased mobility and accessibility for individuals with disabilities.

Create a culture of walking through education and events.
To encourage the safe use of existing and proposed facilities and more walking and bicycling trips, it is recommended that the Township promote these travel modes and implement educational programs on best practices and safety. Education programs are recommended for all types of users of all ages. Efforts should be made to educate bicyclists, pedestrians, e-scooter riders, and motorists on the rules of the road and how to safely share the road. Widespread education efforts can contribute to safer roadways for all. Encouragement is also needed to promote the spread of bicycling and walking as means of transport, recreation, and physical activity.

Improve pedestrian connectivity between key destinations.
The Township should seek to provide pedestrian-friendly links between key destinations. These may include but are not limited to connecting public parking with business districts, connecting residential neighborhoods to transit corridors, and connecting residential districts to public parks and community facilities.

Goal 2: Improve street safety for all users.

Ensuring the safety of all street users is paramount. However, it is crucial to acknowledge that bicyclists and pedestrians are particularly vulnerable within the street environment, warranting extra attention to their safety. Parents ought to feel assured that their children can navigate the streets safely, whether walking or biking to school, the library, or the park. Likewise, elderly residents should have the confidence to cross streets securely, facilitating their ability to engage in exercise and leisurely walks within their neighborhood, and streets should be safe and accessible for residents with disabilities.

Objectives:

Adopt a Vision Zero safe system approach to street safety.
A Vision Zero policy aims to create transportation systems that prioritize safety, reduce fatalities and severe injuries, and improve the overall quality of life for all residents. By adopting a Vision Zero approach, Teaneck would be committing to eliminating traffic fatalities within the Township, by prioritizing safety over speed and convenience. A Vision Zero approach designs roads and transportation systems that protect the most vulnerable users, such as pedestrians, cyclists,

people with disabilities, and children. This policy also encourages people to use more active and sustainable modes of transportation, such as walking, biking, and public transit. These modes not only reduce the risk of crashes but also have positive impacts on health, the environment, and social equity.

Image source: Sam Schwartz Consulting. Denver, CO.

Explore Safe Route to School opportunities and funding.
Safe Routes to School (SRTS) is a federally funded program to make it safer for students, including those with disabilities, to walk and bike to school. NJDOT provides funding to schools and communities to improve walking and bicycling conditions to schools through a SRTS Infrastructure Grant Program. At the local level, assistance to schools and communities with non-infrastructure programs is provided by the New Jersey SRTS Resource Center and the state's eight Transportation Management Associations (including EZ Ride, which covers Bergen County).

Expand the use of traffic calming tools to address speeding, aggressive driving, and distracted driving.
Residents bear the brunt of traffic coursing through their neighborhood. Teaneck requires a strategic approach to the design of local streets that dissuades speeding and minimizes crash fatality rates. All residential streets in Teaneck should be designed to be pleasant, inviting spaces where families feel at ease walking, children can play safely, and neighbors can engage in social activities. In addition, the Township's approach should support access management strategies to ensure safe travel to, from, and past existing and new businesses.

Identify opportunities for safe, protected bicycle lanes.
To cultivate a thriving bicycle culture, Teaneck should create a system of safeguarded bicycle facilities to address safety apprehensions. The predominant obstacle hindering a substantial number of residents from cycling is the safety concern. It is essential to establish protected lanes for cyclists, offering both comfort and security. The implementation of dedicated bicycle infrastructure not only significantly diminishes the risk of accidents but also alleviates the stress levels experienced by cyclists. Prioritizing such infrastructure on vital arterials and high-volume collector routes is crucial, considering that local streets are already low-stress avenues for bicycle travel.

Goal 3: Expand access to public transportation and improve transit users' travel experience.

Expanding transportation access and elevating the quality of transit experiences, recognizing the profound impact such improvements can have on fostering inclusive, environmentally conscious, and seamless mobility within our communities.

Objectives:

Increase transit capacity and access for key commute routes, such as to midtown Manhattan.

Increasing the capacity, reliability, and efficiency of key bus routes during peak hours to popular destinations–such as Manhattan–during commuting hours would be beneficial to decrease the overcrowding issue of public transit. This strategic improvement would not only ease the burden on existing transit infrastructure, but it would also encourage more individuals to opt for public transportation, ultimately reducing traffic congestion and environmental impact.

Expand transit opportunities for short-distance trips within Teaneck.

Introducing more frequent bus routes during off-peak and weekend schedules would create more opportunities for residents to use these options for short-distance trips within the region. By making public transit a convenient and reliable option for these trips, enhanced bus routes and shuttles would enhance local mobility, reducing reliance on personal vehicles and promoting a more sustainable transportation system.

Improve pedestrian access to transit.

Enhancing pedestrian access to transit is a vital aspect of creating a more accessible, efficient, and user-friendly public transportation system. Residents should feel safe and comfortable walking from their homes to public transit connections, without encountering obstacles such as broken sidewalks, poorly lit areas, or unclear pedestrian routes. Improving sidewalk connectivity and implementing proper safety measures to transit from residential areas would boost the convenience and appeal of using public transit for residents and increase usage of public transit options.

Provide real-time information for high-frequency NJ TRANSIT bus stops.

Real-time transit information allows travelers to know when the next bus is coming, empowering travelers with up-to-the-minute updates on bus arrivals and enabling them to make informed decisions about their journeys while minimizing the inconvenience of uncertain wait times. This level of transparency offers a sense of reliability and predictability, which is particularly valuable during rush hours or when time constraints are a concern. This information would help reduce stress and make the overall transit experience more pleasant and efficient, contributing to an increased usage of public transit options.

Goal 4: Enhance the Township's primary transportation corridors to reduce traffic congestion.

Teaneck's primary transportation corridors – Cedar Lane and Teaneck Road, among others – are arterials for those traveling through Teaneck, as well as destinations for employment, shopping, and dining. These streets must effectively serve their multiple roles, moving traffic through the Township; accommodating bicyclists, pedestrians, and transit users; and providing parking. There is a potential to enhance these crucial roadways, making them not only safer but also more aesthetically pleasing and accessible for all modes of travel.

Objectives:

Mitigate congestion and safety problems at intersections and corridors.

Assess key corridors for alignment with the Township's safety and mobility priorities. Identify opportunities to implement improvements that concurrently reduce crash risk while also supporting vehicle travel. For example, installation of protected turn phases at signalized intersections reduces conflicts between pedestrians and turning vehicles, while also reducing delay for vehicles turning left at the intersection. Corridors that are most traveled by pedestrians should receive the most attention. Consider removing or limiting new driveways on commercial corridors to improve the pedestrian experience while also managing congestion associated with vehicles accessing these driveways.

Improve multimodal connections across the Hackensack River, Overpeck Creek, and railroad tracks.
Waterways and transportation infrastructure, like highways or railroad tracks, often divide communities. When there are few comfortable crossings of these barriers, it can be difficult for travelers to choose to walk or bike, as these barriers add in significant additional travel distance and time. By creating safe and convenient links between these areas, residents would benefit from a seamless and integrated transportation network that facilitates easier travel between neighborhoods, commercial districts, and recreational spaces. Developing comfortable pathways across these obstacles would encourage alternative modes of transportation beyond cars, reducing traffic congestion while also promoting a healthier and more sustainable lifestyle for residents.

Allow and install systems for e-bikes, scooters, and other personalized transportation.
Teaneck should consider incorporating contemporary mobility alternatives, including e-bikes and scooters. Bike and scooter systems with coverage to reach the train station in Hackensack and for use by Fairleigh Dickinson University students should be prioritized. Some residents hope that e-bikes and scooters could offer a means to reduce their reliance on cars and spend less time on vehicular travel.

Address emerging needs for delivery and short-term loading areas.
Downtown Teaneck is a commercial area where most businesses rely on short-term loading areas. Addressing emerging needs for delivery and short-term loading areas in Teaneck is crucial for supporting local businesses, enhancing traffic flow, and improving overall safety and convenience for residents and visitors alike. Designating spaces for deliveries can mitigate the issue of double parking and result in reduced congestion and enhanced safety.

F. Recommendations: Mobility

- Adopt a "Complete Streets" policy.
- Develop a new bicycle and pedestrian master plan focused on achievable interventions.
- Promote pedestrian connectivity between key destinations.
- Align pedestrian infrastructure with ADA Accessibility Guidelines, NJDOT Roadway Design Manual, and NJDOT Standard Roadway Construction Details.
- Adopt a Vision Zero safe system approach to street safety.
- Secure state and/or federal funds to improve safety for students walking and bicycling to school.
- Educate bicyclists, pedestrians, and motorists on the rules of the road and how to safely share the road.
- Build-out the bike network to provide a safe, comfortable bicycling experience for riders of all ages and abilities.
- Work with NJ TRANSIT to Iincrease transit capacity and access for key commute routes, such as to midtown Manhattan and Wall Street.
- Explore opportunities to improve transit service for short-distance trips within Teaneck.
- Identify opportunities to implement improvements on commercial corridors that reduce crash risk while also supporting vehicle travel.
- Advocate for safety improvements to roadways and intersections with County and State jurisdiction.
- Allow and install systems for e-bikes, scooters, and other personalized transportation, with a focus on connections to the Hackensack train stations and Fairleigh-Dickinson University.
- Promote the use of safety countermeasures at high-risk areas and during roadway improvement projects. These include but are not limited to:
    - **High Visibility Crosswalks:** A crosswalk is a portion of a roadway designated for pedestrians to cross streets. The striping of a crosswalk is important, it creates a high level of visual contrast with the surface of the roadway to draw both pedestrians and drivers' attention. Some striping styles are more visible than others. It is recommended that Teaneck use a ladder-style striping or red brick paver crosswalk. Raised crosswalks can provide additional benefit by acting as a speed table. These have been shown to be more visible and are recommended in the New Jersey Complete Streets Guide.
    - **Curb Ramps:** ADA guidelines require appropriately designed curb ramps at all pedestrian crossings. These curb ramps are essential to provide easy access at crossings for pedestrians of all ages and abilities. Curb ramps assist in providing a smooth transition from the sidewalk level to the street level and back again. In addition to

the curb ramp, detectable warning surfaces should also be included. These warning surfaces assist people with visual impairments in determining safe crossing locations.

Top image source: Sam Schwartz Consulting. Ann Arbor, MI.
Bottom image source: NYC Dept. of Design and Construction.

- **Curb Extensions:** A curb extension extends the curb line and sidewalk into the existing roadway, thus expanding the available pedestrian realm. The benefits of curb extensions include the following: increased visibility for pedestrians and drivers, reduction of pedestrian crossing distance, traffic calming, shields on-street parking from the intersection, and expands pedestrian realm.
- **Speed Humps:** Speed humps are rounded, raised areas across the roadway that cause vehicles to reduce speeds. In order for the driver to have a comfortable driving experience, they must slow the vehicle prior to driving over the speed hump. Speed humps are usually found on low-volume neighborhood streets, not on major roadways or primary emergency vehicle routes.
- **Pedestrian Refuge Island:** A pedestrian refuge island is a median with an area that is intended to help protect pedestrians who are crossing a multilane road. This treatment is sometimes referred to as a crossing island, refuge island, or pedestrian island. The presence of a pedestrian refuge island at a midblock location or

intersection allows pedestrians to focus on crossing one direction of traffic at a time, and provides a place to wait for an adequate gap in oncoming traffic before finishing the second phase of a crossing.

Top image source: Maricopa Association of Governments.
Middle image source: NACTO. Brentwood, TN.
Bottom image source: Dan Burden, pedbikeimages.org

- **Daylighting Intersections:** Daylighting involves curb parking spaces around an intersection, increasing visibility for pedestrians and drivers and minimizing conflicts. This makes it easier for road users to see and respond to each other. Daylighting can be accomplished quickly and affordably by placing flexible, vertical posts at intersections and adjacent to crosswalks.
- **Leading Bike/Pedestrian Interval (LBI/LPI):** A leading bike interval gives pedestrians and bicyclists a head start in front of turning vehicles, providing a priority position in the right of way. These signals function similarly to protected vehicular left-turn phases but for bicyclists and/or pedestrians. The leading pedestrian interval (LPI), which can accompany the LBI, is a proven measure to reduce serious crashes and injuries for pedestrians. On two-way streets with signalized left turns, bikes and through- or right-turning motor vehicles should generally be given the first phase, with right turns yielding to pedestrians in the crosswalk. Left turns are then accommodated in a dedicated phase after oncoming bikes receive a red signal, to reduce bike-left turn conflicts and pedestrian-left turn conflicts.
- **Rectangular Rapid Flashing Beacons (RRFBs):** RRFBs are a lower-cost alternative to traffic signals and hybrid signals that are shown to increase driver-yielding behavior at crosswalks significantly when supplementing standard pedestrian crossing warning signs and markings. RRFBs are user-actuated amber LEDs that are recommended at uncontrolled intersections or mid-block crosswalks, they can be activated by pedestrians manually by push button or passively by a pedestrian detection system.
- **Road Diets:** A road diet is a technique in transportation planning where the number of travel lanes and/or effective width of the road is reduced to achieve systemic improvements. A road diet's primary objective is to improve safety for all roadway users while increasing livability by creating a bicycle- and pedestrian-friendly environment.
- **Protected Intersection:** Also known as a setback or offset intersection, this design keeps bicycles physically separate from motor vehicles up until the intersection, providing a high degree of comfort and safety for

people of all ages and abilities. This design can reduce the likelihood of high-speed vehicle turns, improve sightlines, and dramatically shorten the distance and time during which people on bikes are exposed to conflicts. At protected intersections, the bikeway is set back from the parallel motor vehicle traffic. Unlike at conventional bike intersections, bicyclists are not forced to merge into mixed traffic. Instead, they are given a dedicated path through the intersection, and have the right of way overturning motor vehicles.

Top image source: Sam Schwartz Consulting. Cambridge, MA.
Bottom image source: Montgomery County Planning. Silver Spring, MD.

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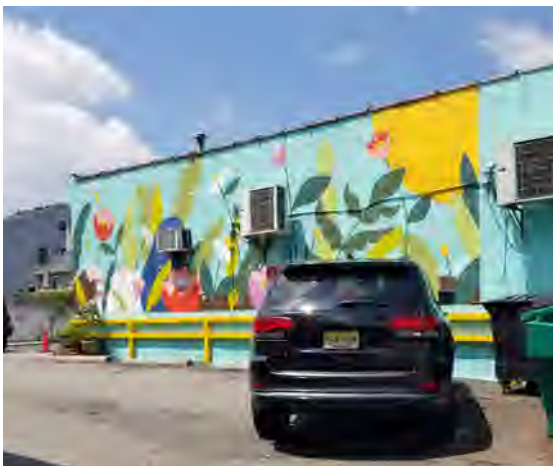
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