



COMMUNITY PLANNING
LAND DEVELOPMENT AND DESIGN
LANDSCAPE ARCHITECTURE

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B U R G I S
A S S O C I A T E S , I N C .

MEMORANDUM

To: Borough of Hillsdale Planning Board
From: Tom Behrens, Jr., PP, AICP
Subject: Patterson Street Redevelopment Plan Amendments
Master Plan Consistency Review
Date: September 9, 2024
BA#: 4145.04

In accordance with N.J.S.A. 40A:12A-7(e), the Borough of Hillsdale Mayor and Council adopted Resolution No. 24227 on August 13, 2024 referring the Hillsdale – Patterson Street Redevelopment Plan amendments dated August 2024 prepared by DMR Architects to the planning Board for review and recommendation. The Redevelopment Plan was originally dated November 18, 2020 and last amended July 2022. The nature of redevelopment plan amendments are generally intended to revise the location and development requirements for self-storage facilities and a new vehicle storage use as summarized herein.

N.J.S.A. 40A:12A-7(e) states, *"prior to the adoption of a redevelopment plan, or revision or amendment thereto, the planning board shall transmit to the governing body, within 45 days after referral, a report containing its recommendation concerning the redevelopment plan. This report shall include an identification of any provisions in the proposed redevelopment plan which are inconsistent with the master plan and recommendations concerning these inconsistencies and any other matters as the board deems appropriate."* The Governing Body, when considering the Planning Board's recommendations, may accept or disapprove the Board's recommendations in whole or in part. Any finding of inconsistency with the Borough's Master Plan requires the Governing Body to adopt the respective ordinance by a super majority vote.

Summary of Redevelopment Plan Amendments

The following is an overview of the Redevelopment Plan amendments:

1. VII.A. Revised definition of 'Self-Storage' (p. 9): A facility consisting of individualized, compartmentalized, controlled access units, leased to individuals, organizations, or businesses for self-service storage of personal property, which may include ancillary office space for the purpose of leasing activity and sales of moving supplies.

Comment: No objection.

2. VII.A. New definition of 'Vehicle Storage' (p. 9): Paved parking area used for the storage of vehicles, including but not limited to landscape trucks and trailers, tree chipper trucks, chippers, bucket trucks, utility vans, open trailers such as landscaping, car carrier trailer, motor homes and RV's, plow trucks, and construction vehicles and equipment.

Comment: As indicated in the Board Engineer's memorandum, the general terms 'construction vehicles and equipment' are broad and may require further clarification to mitigate unintended consequences. The requirements for this use could be revised to further clarify the permitted locations, types, quantities and sizes of equipment.

3. VIII.A.2.e. Under the permitted uses section of the plan (p. 10) self-storage uses were previously permitted on Block 1210 and are now only permitted on Block 1208 Lot 1.

Comment: This will relocate the self-storage use from parcels adjacent to the multifamily development on Blocks 1211 and 12010 to the southwest corner of the redevelopment area at the intersection of Prospect Place and Piermont Avenue.

4. VIII.A.2.f. Under the permitted uses section of the plan (p. 10) vehicle storage has been added as a permitted use for Block 1209.

Comment: The Block 1209 parcels included in the redevelopment area are limited to Lots 2, 3 and 4 currently developed as the one-story Scholastic Bus Co, Inc. garage and adjacent surface parking lot. Vehicle storage is more typically applied as an accessory use. We question whether additional use requirements should be included to mitigate impacts to the multifamily development under construction on Block 1210 and 1211.

5. VIII.A.6.d. The flood mitigation/stormwater management requirement (p.12) has been revised to read as follows: "The proposed development shall meet the NJDEP Stormwater Management requirements, if defined as a "major development", outlined in N.J.A.C. 7:8.

Comment: We defer to the Board Engineer. Governed by NJDEP.

6. IX.A.3.d. The required setbacks from Pascack Brook (p. 15) have been revised as follows: "No building on Block 1209 shall be closer to Pascack Brook than any existing building on the same Tract, nor closer to the top of the bank than 100 feet where no building exists. Parking areas and circulation drives for any proposed development shall ~~also be prohibited within 100 feet of the top of bank of Pascack Brook except that circulation drives providing access to parking areas shall be permitted to encroach within 100 feet of Pascack Brook to connect to rear loaded parking areas~~ not encroach closer to the top of the bank of the Pascack Brook than the existing edge of pavement at the time of application.

Comment: We defer to the Board Engineer. Governed by NJDEP.

7. IX.A.3.e. The permitted building heights (without density bonus) section of the plan (p. 15) has been revised as follows: "The maximum permitted height without the Density Bonus is ~~40 feet / 3 stories~~. Notwithstanding the foregoing, regardless of the Density Bonus, no building or portion thereof within 150 feet of Patterson Street Right of Way (ROW) shall exceed 3 stories / 40 feet with the exception of a maximum two architectural tower elements (with no occupied square footage)."

Comment: This provision should be revised to be grammatically correct as necessary (based on redlined version of the document). The intent of this was to create a new height requirement for self storage facilities in IX.4.c. There should be confirmation that clear maximum height requirements are in place for all permitted uses of the site.

8. IX.A.3.g. The maximum permitted impervious coverages for all types of uses (p.16) have been revised as follows:

- i. Block 1207: 65%
- ii. Block 1208: ~~70%~~ 80%
- iii. Block 1209: ~~65%~~ 90%
- iv. Block 1210 & 1211: 85%

Comment: Impervious coverages for Block 1208 and 1209 have been increased as indicated. These relate to the self-storage use (Block 1208 Lot 1), remainder of Block 1208 and vehicle storage uses on Block 1209.

9. IX.A.4.c. The bulk requirements for self-storage facilities (p. 17) have been revised as follows:

- i. Minimum Tract Size: ~~40,000 sf.~~ 39,000 sf.
- ii. Building Height: 58 feet / 4 stories
- iii. Building Setback:
 - Prospect, Brookside, Piermont: ~~15 feet from property line.~~ 10 feet from property line except where the property line is a radius, the minimum setback shall be 7 feet from the property line.
 - All other property lines: ~~10~~ 5 feet from property line.

Comment: The maximum permitted building height for self storage facilities has been increased from 3 stories and 40 feet to 4 stories and 58 feet. Setback requirements have been reduced and new requirements have been added as indicated. This only pertains to Block 1208 Lot 1 where self storage facilities are a permitted principal use.

10. IX.A.4.d. New bulk requirements have been created for vehicle storage uses (p. 17) as follows:

- i. Minimum Tract Size: 60,000 sf
- ii. Minimum pavement setback from property line: 0 ft

Comment: We question if additional controls should be included to mitigate impacts to surrounding residential uses.

11. X.A.2. The parking requirements (p.18) have been revised to indicate that vehicle storage uses have no parking requirement.

Comment: Again, vehicle storages uses are more commonly applied as uses accessory to principal uses which have a parking requirement. In theory, trucks and vehicles will be swapped out with personal vehicles during the course of the workday. A requirement that personal vehicles remain on-site could mitigate impacts to on-street parking.

12. X.A.3.c. The parking location requirements (p.18) have been revised as follows: Parking areas shall be prohibited from any front yard (except on corner lots, where the parking shall be permitted in the secondary front yard provided that a it is screened from the public right of way with a fence not exceeding 4 feet in height and/or plantings at least 3 feet in height and that parking spaces in a rear or side yard shall be no closer than 15 feet to any curb line. Driveways and circulation aisles in rear and side yards shall not be closer than 10 feet to any property line. Notwithstanding the above, on Block ~~4210~~ 1208, Lot 1 a self-storage facility is allowed to provide parking in the yard area facing ~~Brookside Prospect~~ Place, provided that parking spaces are setback at least 5 feet from the curb of the ~~Brookside Place driveway.~~ These requirements shall not be applicable to vehicular storage uses.

Comment: A minimum setback requirement should be considered for the vehicular storage use. XI.A.6.b. requires a minimum 8 foot landscaped planting area in lieu of sidewalks for the vehicle storage use.

13. X.A.3.d. Access driveway setbacks requirements (p. 19) have been revised as follows: Access driveway openings on any other street in the Redevelopment Area shall be at least ~~400~~ 15 feet from any other access driveway on the same side of the street.

Comment: We defer to the Board Engineer.

14. X.A.3.d. Driveway setback requirements from intersections (p. 19) have been revised as follows: "Driveways shall also be at least 50 feet from any street intersection. This requirement shall not be applicable to the parking area associated with the self storage use on Block 1208, Lot 1."

Comment: We defer to the Board Engineer.

15. X.A.3.df. Self-storage facility loading requirements (p. 19) have been revised as follows: "For self-storage facilities on Block ~~1210~~ 1208, a minimum of 1 off-street loading space per ~~35,000~~ 45,000 sf of leasable floor area shall be provided. Loading spaces may be provided within the interior of the facility."

Comment: No objection.

16. X.A.8.d. Parking area screening requirements (p. 20) have been revised as follows: "For surface parking areas, a minimum 4 feet planting strip shall be required between the back of sidewalk and any surface parking area and shall be planted with shrubs at 4 feet on center. For self-storage uses where the parking area backs up directly onto the right-of-way, the 4-foot planting strip can be provided along the building foundation instead, except at door, ramp, and stair locations. This requirement shall not be applicable to vehicle storage uses."

Comment: It is unclear why parking area screening cannot be accommodated for the self storage use. See concept rendering on page 38. Vehicle storage screening is required per XI.A.6.

17. XI.A.6. The street design requirements for all streets other than Patterson Street (p. 21) have been revised as follows:

"All Other Streets: Shall have a 32'-0" wide cartway comprised of two 12-foot lanes with 8 foot parallel parking on ~~one~~ both sides of each street.

- a. See on-street parking standards.
- b. A minimum 5 foot landscape planting area and a minimum 5 foot sidewalk shall be provided contiguous to the back of curb. For vehicle storage uses on Block 1209, no sidewalk is required; an 8' landscape planting area is to be provided instead.

Comment:

18. XI.B.4 Self-storage facility signage requirements (p. 22) have been revised as follows: "Self Storage - One wall sign is permitted per wall facing a public street, not to exceed two (2) signs. Each sign may not exceed 50 square feet in size. Directional signs, including but not limited to "leasing", "loading", and "office" shall also be permitted in addition to permitted wall signs."

Comment: No objection. Size of directional signs should be regulated.

19. XII.A.3. Screening requirements between uses (p. 23) have been revised as follows:

- a. "A 5 foot wide landscaped buffer shall be provided within the side and rear lot lines between multifamily residential, mixed, and non-residential uses at a density of 1 tree and 3 shrubs per 750 square feet of buffer area and 30 linear feet of buffer area. This requirement shall not apply to the vehicle storage use on Block 1209.
- b. A solid fence not shorter than 4 nor taller than ~~6~~ 8 feet shall be erected along rear and side property lines parallel within view of residential units or within 15 feet of a window for a residential unit."

Comment: No objection. Screening requirements for the vehicle storage use should be specified.

20. XII.A.4.c. General screening requirements (p. 24) have been revised as follows:

Loading docks or spaces, except in the area where such use abuts other loading docks or spaces and except when loading docks or spaces are located within the interior of a building; Buffering requirements shall not apply to the drive-in loading area associated with self-storage uses.

Comment: No objection.

21. XIII.A.3.a.i. Requirements for street furniture and accessories (p. 25) have been revised as follows:

Seating shall be required to be installed along streets fronted by multi-family, mixed-use, and non-residential projects; These requirements do not apply to vehicle storage uses.

Comment: No objection.

22. XIV.A.1.a.i. General floodplain mitigation/stormwater management development regulations (p. 28) have been revised as follows:

The improvements shall be provided on all projects in order to ensure that the post-construction peak runoff rates for the 2-year, 10 year, and 100-year storm events are a maximum of 90 percent of the pre-construction peak runoff rates. This requirement shall apply to "major developments" only as defined by N.J.A.C. 7:8.

Comment: We defer to the Board Engineer. Governed by NJDEP.

23. XV.B.2. Design standards for self storage facilities (p. 37) have been revised as follows:

- a. Self-storage structures shall have a minimum of 65% brick and glass on the sides that face a public street; The other 35% of the facade can consist of other materials such as stucco.
- c. Windows are required on the building sides that face public streets. Windows are to be paired in groups of two and three; Windows are not required to be "vision" glass.

*It is noted that page 38 of the amended Redevelopment Plan provides a conceptual rendering of a self-storage building for Block 1208 Lot 1 where the prior version of the plan did not include a concept.

Comment: a. reads as the required 65% can be brick or glass as compared to requiring a minimum amount of glass. It seems that the other 35% is already open to interpretation so it may be best reviewed at the time of site plan review. The concept plan on p. 38 appears without reference. Should a prospective self storage facility be developed substantially consistent with this concept?

General Comments

1. Update Acknowledgments page (p.4 of PDF) as necessary.

Master Plan Consistency Review

As noted above, the Planning Board's statutory obligation is to determine the extent to which any provisions of the proposed Redevelopment Plan amendments are inconsistent with the Borough's Master Plan documents. Based on a review of the Borough's various adopted Master Plan documents, including its 2003 Master Plan and 2022 Reexamination Report and Master Plan Amendments, the Borough's relevant land use policies, goals and objectives are offered for the Board's consideration:

2003 Master Plan

The Borough's adopted 2003 Master Plan includes several goals and objectives related to the proposed Redevelopment Plan Amendments as follows:

1. Achieve a balance between the developed community and new development.
2. Expand the permitted uses in the Industrial Zone to include offices and recreation uses that will support the Borough's strong and viable business community.
3. Protect environmentally sensitive areas and the Borough's natural resources.
4. Encourage job formation and retention in the Borough and for Borough residents.
5. Support business development where appropriate in the Commercial and Industrial zones.

2022 Reexamination Report

1. The 2022 documents reiterates the concern included in the 2010 Reexamination Report pertaining to private business parking in adjacent rights-of-way.
2. The 2022 Reexamination Report recommends that *"while adjacent to, but not within the central core commercial area surrounding the train station, the R-4 Zone encompassing Blocks 1206 and 1207 and I Zone should be developed in a manner that is compatible, complimentary and supportive of the Downtown in terms of use, design motifs, scale and connectivity for vehicles and pedestrians."*
3. The 2022 Reexamination Report recommends *"the design of new buildings and rehabilitation of existing buildings should be harmonious with the Borough's historic development character."*
4. The 2022 Reexamination Report recommends *"new development shall provide sufficient on-site parking."*
5. The 2022 Reexamination Report recommends *"new development shall provide sufficient open space, landscaping and buffering for adjacent uses."*

2022 Master Plan Amendment

1. To ensure that any new development minimizes impacts to surrounding uses and the community at large including consideration of traffic and safety, school-aged children, the environment and natural resources, demands on public services and infrastructure, nuisances such as noise and glare, and visual compatibility.
2. To ensure that any new development minimizes impacts to surrounding uses and the community at large including consideration of traffic and safety, school-aged children, the environment and natural resources, demands on public services and infrastructure, nuisances such as noise and glare, and visual compatibility.
3. Development proposals shall be required to address issues of site suitability including, but not limited to, compatibility with surrounding development factoring design, scale and use, adequate open space, landscaping and buffering and impacts to traffic, municipal services, utilities and the environment.
4. The Borough seeks to maintain the current scale of development and prevent overdevelopment that negatively impacts light, air and open space, traffic and public safety, the local school system, natural resources and public services and infrastructure as well as the quality of life of residents. New development shall provide adequate on-site parking, open space, landscaping and buffering.
5. The impacts of impervious coverage, which in aggregate contributes to flooding, remains a critical issue due to the developed character of the Borough and region as well as the increased intensity and frequency of extreme weather events. Development proposals with impervious coverages above the maximum permitted threshold

prescribed by the underlying zoning requirements shall be discouraged and mitigated as determined to be appropriate by the Planning Board Engineer.

6. All new development adjacent to the Pascack Brook shall provide an easement, dedication or other mechanism deemed acceptable by the Planning Board or Borough to grant permanent public access to the waterway in an effort to create a contiguous public and wildlife corridor along both banks of the brook. The Borough should create specifications for such a paved pathway which should be no less than 7 feet in width to accommodate walking and biking in both directions.
7. To maintain and strengthen the Borough's limited non-residential tax base by promoting investment through renovations, infill development and redevelopment for appropriate uses in the Borough's nonresidential zones in accordance with their respective prescribed permitted uses and bulk requirements.

Planning Summary

The Board's review of the above Borough Master Plan provisions should be limited to the Redevelopment Plan Amendments. The Board should consider the totality of proposed amendments in balancing any Master Plan provisions which are deemed supportive, neutral or inconsistent. The Board may also make recommendations to the Borough Council for consideration.