

Creating Places to Age:

Land-Use Analysis of Aging-Friendliness

FOR TEANECK, NEW JERSEY

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Introduction

The demands of an aging population will require New Jersey municipalities to re-examine how they manage and shape the built environment.

In 2007, the World Health Organization published [Global Age-Friendly Cities: A Guide](#), which encourages cities to “become more age friendly ... optimizing opportunities for health, participation and security”. The report notes that the world is rapidly aging and that the proportion of the population 60 and over, which was 11% in 2006, is expected to double to 22% by 2050 (see adjacent table). In response to these projections, the WHO calls upon cities to adapt structures and services to be more accessible to and inclusive of older people, who have differing needs and capacities. The guide considers important aging issues, including transportation, housing, outdoor spaces, and social inclusion.

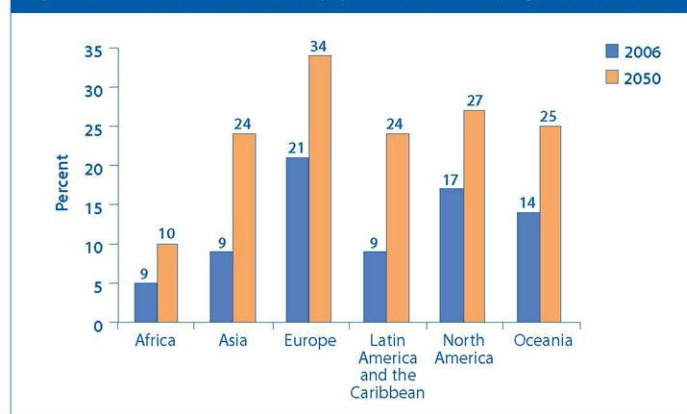
The WHO’s findings and guidelines are particularly relevant to the communities and residents of the United States and especially New Jersey, where the population aged 55 or older has grown significantly since 1990. More than 2.2 million New Jersey residents – 25.5 percent of the state’s population – were at least 55

years old in 2012, with more than half of that total over the age of 65 and nearly 200,000 aged 85 or older. Between 2012 and 2016, the percentage of the state’s population aged 55 and older grew to 27.6. And these people can expect to live longer. The current U.S. average life expectancy of 78 years is projected to increase to 82.6 years by 2050, when the number of older residents will equal the number of youth nationwide. In fact, a recent [AARP report](#) indicated that by as soon as 2035, for the first time ever, there will be more people in the U.S. over the age of 65 than under 18.

According to an [AARP Public Policy Institute report](#) chronicling the preferences of older adults, 87 percent of the population 65 and older would rather grow old in their homes and communities. However, four factors create considerable obstacles to realizing this preference in New Jersey:

1. Land use patterns typical of New Jersey’s communities inhibit accessibility and mobility. According to a report issued by New Jersey Future in September 2017, entitled [Where Are We Growing](#), “Today’s retirees are disproportionately living in places with land-use characteristics

Figure 1. Percent distribution of world population 60 or over by region, 2006 and 2050



Source: United Nations Department of Economic and Social Affairs (7).

that aren't conducive to getting around without a car, and this situation is likely to be exacerbated as the rest of the Baby Boom ages into retirement."

2. More than 43 percent of the older adult population in the New Jersey is housing cost-burdened, paying at least 30 percent of their gross income on housing costs. According to a November 2017 [report](#) from the New Jersey Department of Human Services, Division of Aging Services, the statewide Elder Economic Insecurity Rate (EIRR) is 54 percent, which means that more than half of New Jersey elder-only households lack annual incomes that will insulate them against poverty as they age.
3. More older people than ever are living alone. For example, in Teaneck, 22.4 percent of the population 65 and older lives alone (see **Appendix 1: Teaneck Municipal Profile**). While this is less than the state-wide number of 27.2 percent, it nevertheless represents 1,485 Teaneck residents. New Jersey elders who live alone are much more likely than elder couples to live in economic insecurity.¹ Taking steps to address this issue is important because [research](#) has shown an adverse relationship between isolation and health and longevity. Findings from [studies](#) on this topic indicate that loneliness can increase the risk of heart disease, arthritis, Type 2 diabetes, dementia, and even suicide attempts².

¹ Living Below the Line: Measuring Economic Insecurity Among New Jersey's Retired Seniors, NJDHS Division of Aging Services, November 2017

4. Although older adults clearly prefer to grow old in their homes, they need effective design solutions and adequate support systems to enable them do so. According to 2016 census data, in Teaneck Township, almost 86 percent of the houses were constructed in or before 1979.³ The vast majority of these structures were likely never designed to be barrier-free, to accommodate people with limited mobility.

The foregoing factors underscore the fact that municipalities throughout New Jersey must start devising strategies to meet the needs and address the preferences of their growing aging population. This is particularly true as more older people may opt to remain independent longer, rather than move in with younger relatives or live in institutional living quarters such as nursing homes. Great places to age will need to be safe, affordable and comfortable; offer living arrangements that suit the needs of older people; provide centers of social activity, access to transportation and ways to enhance mobility; enable economic opportunity; and allow older residents to be financially secure. Communities that can address these challenges will be in a better position to support and retain their older populations than those that fail to act. Furthermore, readily accessible, center-based locations that offer jobs, housing, entertainment, and amenities characterize those places that census data and research show are most suited to the needs of people 65 years of age and older.

² Acknowledging the seriousness of this issue, the UK recently appointed a [Minister for Loneliness](#)

³ Source: 2016 American Community Survey 1-Year Estimates

Fortunately, municipalities have the ability to shape community design and character through their local planning, zoning, subdivision and land development regulations, redevelopment and revitalization plans, and capital improvement plans. Healthy community design – exemplified by places that offer a variety of housing options with convenient access to food services, greenspaces, and employment – results in improved mental and physical health, stronger economies, and improved safety and mobility. But aging-friendly community design doesn't happen by chance, local governments need to intervene to change the built environment. Ensuring that a municipality's land use regulatory controls and public investment strategies are designed to promote aging-friendly characteristics will help to retain and enhance community vitality and economic viability for all residents.

This report summarizes an assessment of the land use plans and regulations that shape the built environment in the Township of Teaneck, New Jersey. The report evaluates the extent to which the community's physical form enables older adults to remain active, healthy, engaged, and capable of continuing to live in their community.

Acknowledgements

The New Jersey Future project team thanks the Henry and Marilyn Taub Foundation for its generosity, providing the funding support that made this report possible. We also thank Jacqueline Kates and Elizabeth Davis from Age-Friendly Teaneck and William Broughton, Teaneck's township manager for their input and assistance in pulling this report together. In addition, we thank Deputy Mayor Henry Pruitt, Richard Preiss of Preiss, Gygiel LLC, the township's consulting planner; Glenna Crocket, the township's recreation superintendent; Paul Ostrow, the community outreach coordinator at Holy Name Medical Center; Rev. Edna Dismus, a resident of Fairway Terrace; Michael Fedida RPh. M.S. of J&J Pharmacy; and Jane Abraham, the chairwoman of the Age-Friendly Teaneck Housing Options Task Force; who provided valuable insight and guidance for this community assessment.

Image 1: Teaneck Steering Committee Meeting 11-20-17



Executive Summary

Teaneck is located in the northeast region of the state in Bergen County, a short distance from New York City, just north of the confluence of the Hackensack River, which forms the township's western boundary and Overpeck Creek. Interstate 95 runs along the township's southern boundary and state Route 4 bisects the town (see **Figure 1, Base Map**). The township encompasses an area of 6.23 square miles and has a population of 40,569. According to data from the Census Bureau's 2015 American Community Survey, the proportion of Teaneck's population that was 65 years of age or more was 16.3 percent, which was greater than Bergen County's 15.7 percent and the State of New Jersey's 14.3 percent.

In mid-November 2017, a collection of community representatives was invited to attend a meeting with a project team from New Jersey Future to discuss the existing features of Teaneck's built environment and consider opportunities to enhance the community's aging-friendly characteristics. With funding from the Henry and Marilyn Taub Foundation, New Jersey Future is conducting aging-friendly evaluations and the community meeting was the first step in the assessment process. The assembled group described several positive features of Teaneck including:

- Housing stock at a variety of price points
- Most locations are walkable, though not as much as in the past
- Small-town atmosphere

- A well-used senior center
- Kosher shopping (which also attracts people from neighboring municipalities)
- Non-partisan local government
- Excellent local services (police, fire protection, parks & rec, Department of Public Works)
- Very bus-accessible
- Stately old homes and trees
- Free recreation programs for older residents, including transportation (however demand is outstripping supply)
- Mixed-use Shopping areas
- Fairleigh-Dickinson University

The group also identified a set of challenges:

- Schools are struggling and are no longer diverse as they had been historically
- Struggling business districts – Many businesses are owned by Orthodox-Jewish families and are not open on Friday evening or Saturdays and Bergen County's "blue laws" prohibit business activity on Sundays
- Diversity sometimes makes local decision-making more difficult, because of the need to please multiple constituencies
- The desires and interests of the [rapidly growing Orthodox Jewish population](#) may subsume other community groups

- Some people who work in New York City don't want urbanism when they come home ("I moved out here to get away from all that")
- Old trees are heaving sidewalks in many areas, creating tripping hazards
- High property taxes
- Few larger grocery stores
- The demand for transportation services for older residents has outstripped the supply; 90 percent or more of the people using the senior center are driving
- Shortage of parking in mixed-use areas
- Commuter parking overflows onto local streets
- Opposition to vertical development/density

According to data from the Census Bureau's 2015 American Community Survey, Teaneck had the second largest population (40,569 people) in Bergen County. 16.6 percent of the township's population (6,734 people) were 65 years of age or more compared to the state's 14.4 percent. National and state trends indicate that this population segment is expected to continue to grow considerably.

The township is Bergen County's seventh largest municipality at 3,855 acres, or more than six square miles.⁴ This is sufficient for the township to have several separate neighborhoods and four

distinct business districts (see **Figure 2: Business Districts**). The township's primary business district runs along Cedar Lane. There are two commercial districts along Queen Anne Road, one at the intersection of Degraw Avenue and one between West Englewood Avenue and State Street. A fourth commercial area is on Teaneck Road between Tryon Avenue and Robinson Street. In lieu of a town center, these districts serve as the township's commercial hubs.

Teaneck's housing stock is dominated by single-family detached homes, which comprise more than 72.2 percent of the total number of dwellings in the township, a far higher proportion than in the state overall. Apartment units, primarily in larger apartment buildings, comprise 16 percent of the total housing stock, and a very small share (3 percent) of the total is row- or town-homes. A diverse mix of housing types is important because alternatives to single-family units can offer affordable choices for older residents seeking to downsize but remain in the community (as well as for younger people seeking a starter home). However, Teaneck's rate of households that are cost-burdened (42.2 percent), while roughly the same as the state as a whole (43.2 percent), is still high.

New Jersey's *Local Redevelopment and Housing Law*, N.J.S.A. 40A:12A-1 *et seq.* (the Redevelopment Law) grants municipalities fairly wide latitude, and a broad set of economic development resources, to encourage development in designated areas in need of redevelopment. However, according to the

⁴ Land area excludes water bodies

township's consulting planner, Teaneck has not designated an area in need of redevelopment since the establishment of the Glenpointe area in the late 1970s. Consequently, new development in the township is market-driven, subject to the municipality's zoning regulations. A handful of multifamily projects are currently being planned. A four-story, 231 unit rental building is under consideration for the 4.6-acre former Verizon building site located at 1500 Teaneck Road. A 248 unit rental project is being considered by AvalonBay Communities for the World of Wings butterfly garden site at 1775 Windsor Road. And a 30-unit building is being constructed at the Plaza on Queen Anne Road. However, with the exception of a possible housing project in very early stages of consideration at Teaneck's old DPW Annex facility site at 1425 Teaneck Road, all of these new project concepts envision high-rent residences.

Although there are no direct rail connections to the township, Teaneck is served by NJ TRANSIT's local bus service, which has several bus routes and an extensive network of bus stops along many of the major travel corridors through the municipality (see **Figure 3: Circulation–Bus Routes**). The bus system also provides ready access to Port Authority Bus Terminal in midtown Manhattan and George Washington Bridge Bus Terminal in upper Manhattan. Non-automotive options are a key to Teaneck's future age-friendliness because of the access they offer to goods and services without the necessity of car ownership.

According to Teaneck's Recreation and Open Space Inventory (ROSI) a total of 33 parks are distributed throughout the township encompassing over 732 acres, or 18 percent of the

area of the community. The parks range in size from the .17-acre Kipp Street Park, to the 248.7-acre Overpeck County Park. At least one park is within a quarter-mile walk of all residential areas of the township, with the exception of portions of a neighborhood in the north west and south east quadrant of the municipality (see **Figure 4: Teaneck Parks, 1/4 Mile Walk**). In addition, an east/west, protected, greenbelt extends the length of Route 4. Unlike the strip commercial centers that characterize Route 4 through neighboring municipalities, the natural characteristics of this greenway have been retained in Teaneck. Also, the Hackensack River Greenway runs through the Fairleigh Dickenson Campus, extending 3.5 miles from the township's northern to its southern boundaries, paralleling the Hackensack River, the township's western boundary.

The township also has a very well-used community center, the Richard Rodda Community Center, located on Colonial Court at the southern end of the Milton Votey Park. Each week, approximately 800 to 900 seniors engage in programs offered at the center. The chief shortcoming of this facility is that it is not pedestrian accessible. One of the NJ TRANSIT local bus routes does run close to the facility, but there are no immediately adjacent bus stops. Consequently, most center patrons must resort to using automobiles for access.

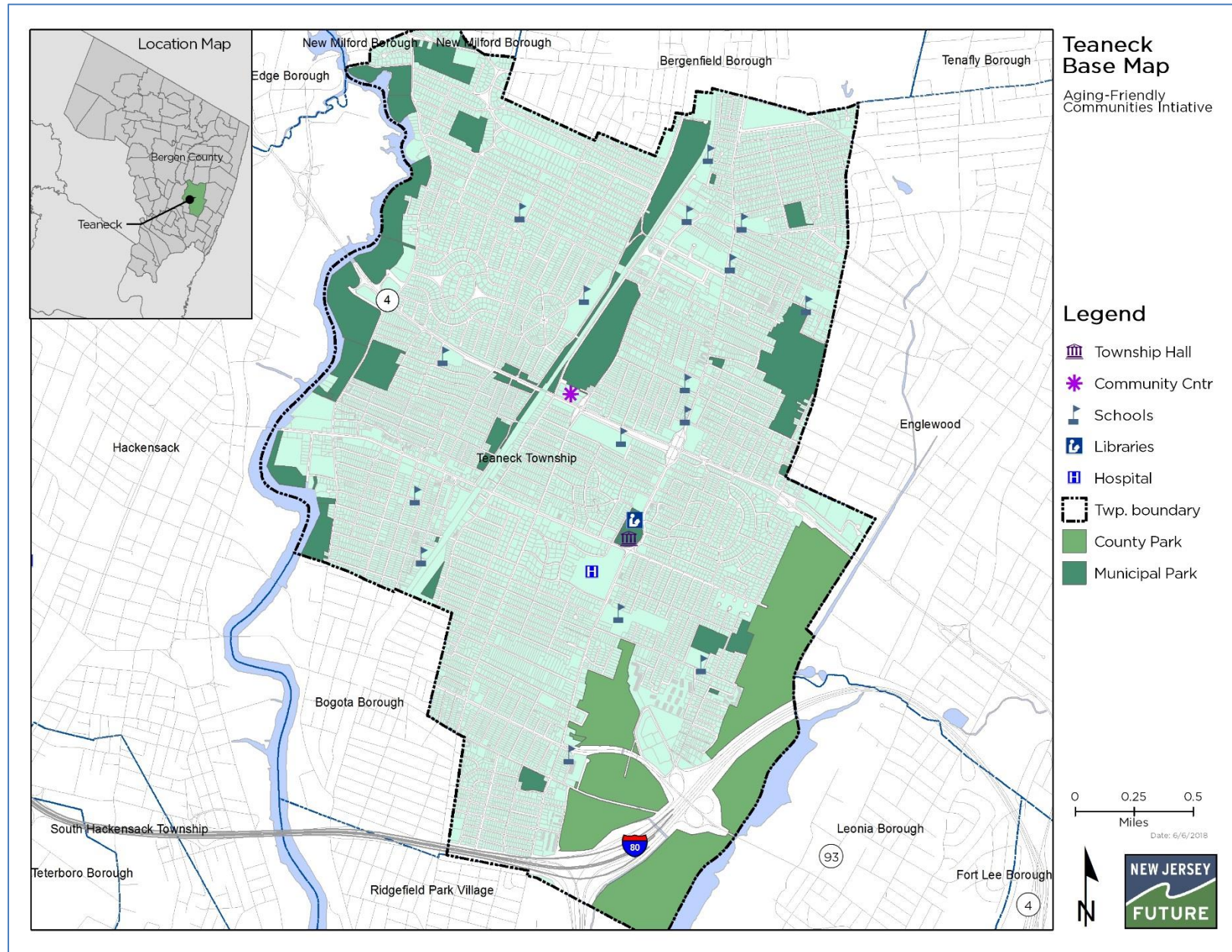
An overview of Teaneck would be incomplete without mention of [Age-Friendly Teaneck](#). This organization provides invaluable services to residents from all neighborhoods throughout the township and is a considerable community asset. According to its website, its mission is to ensure that residents “can age-in-

place in their homes and community with dignity and independence”. A small sampling of the wide array of programs the organization is currently undertaking follows:

- Organizing a Senior Health and Resource Fair AFT cosponsored with Holy Name Medical Center
- Arranging a breakfast for local businesses sponsored by AFT's Business and Banking Task Force
- Presenting Transit Training for older residents provided by NJTIP@Rutgers
- Undertaking a survey to determine the transportation needs of older adults in the community to enhance and expand existing transportation options and encourage additional transportation options
- Monitoring the Township Council's efforts to develop additional housing and meet their affordable housing obligations and continue to advocate for additional affordable and market rate housing for older adults
- Exploring the possibility of bringing Home Sharing to the area as an option to meet the housing needs of low income people and to provide income, companionship and help in maintaining the homes of older adults
- Working with a local taxi company to encourage them to provide training for their drivers in transporting older adults and to offer senior discounts
- Promoting a variety of transportation options, including ITN of North Jersey.
- Considering strategies to revitalize a volunteer program that used to exist in Teaneck where neighbors drive neighbors
- Advocating for and continuing support of Complete Streets in Teaneck. Promoting training for members of the Township governing body, staff and members of Planning Board and Zoning Board to ensure integration of complete streets policies into land-use decisions
- Providing information about resources for older adults through the organization's website, social media, and online/in-print newsletter - Age-Friendly Times (and distributed throughout the Township – public buildings, pharmacies, meals on wheels, senior living facilities, etc.)
- Creating and distributing a magnetized directory of resources for older adults that is distributed throughout the Township, including by First Responders and the Teaneck Volunteer Ambulance Corps
- In May 2018, Age-Friendly Teaneck received official notice that Teaneck has been accepted into [AARP's network of Age-Friendly communities](#), becoming the first community in Bergen County and joining Princeton and Montclair as the only communities in New Jersey to be members of the network. This association can provide the Teaneck access to a global network of participating communities and aging and civil society experts; access to the latest news and information about best practices and new initiatives; opportunities for partnerships with other cities – domestic and international; mentoring and peer-review evaluation by member cities; public recognition of the community's

commitment to become more age-friendly; speaking engagements at AARP conferences and events; and promotion through AARP's media channels.

Figure 1 Base Map



Methodology

The analysis that follows builds from New Jersey Future’s 2014 guide titled [*Creating Places to Age: A Municipal Guide to Best Land-Use Practices*](#). This report offers more detail description of how the aging-friendly criteria can be applied specifically to Teaneck Township. A combination of demographic data, site visits and interviews as well as a review of municipal planning and zoning documents provided the background for the analysis. It should be noted that while the focus of the analysis is on how friendly the township is to older adults, these same attributes make a community more livable for all age groups.

This report evaluates four major categories of the built environment. For each category the report describes preferred features, assesses whether these features are present in the township’s built environment, and recommends actions to introduce or enhance the attributes.



I. Mixed-Use Centers Mixed-use centers afford the opportunity for people to live in close proximity to commercial centers, reducing the need to use an automobile to accomplish everyday tasks, while also permitting residents to remain socially connected to their community. Putting homes, stores, offices, and civic buildings near each other allows for those with limited mobility – or with limited desire to drive – to maximize their trip-making by minimizing the distances among different types of destinations. This benefits an aging population, but also creates a vibrant community for all.



II. Housing Providing a variety of housing options beyond single-family detached homes helps to accommodate the different preferences, budgets and access needs of all residents, including older adults. Locating new residential development near a mixed-use center goes one step further by offering the additional benefit of pedestrian access to a variety of destinations. Communities may be undersupplied with the types of housing that older residents want or need – for example, homes with smaller yards, fewer bedrooms, or only one story. Some communities may also have high housing prices in general, making them unaffordable for many. Land-use policy that allows

for a variety of housing types benefits older adults in terms of manageability, affordability, accessibility and safety.



III. Transportation Interconnected transportation networks give people options; enabling them to get from Point A to Point B without the need for highway driving and allowing people to opt for secondary roads, bike lanes, sidewalks or mass transit. Compact and walkable development patterns also create the opportunity for “unplanned encounters” with neighbors and strangers, the kinds of personal interactions that are important for creating and maintaining social cohesion. For older residents who are no longer interacting with coworkers or immediate family members on a daily basis, these types of interactions are an important safeguard against social isolation. Transportation choices mean residents who do not own a car or who choose not to drive will still be able to maintain their mobility.



IV. Public Spaces and Amenities Public spaces such as parks, plazas and trails help to hold a community together. They provide opportunities for exercise and a place for social interaction, help to maintain neighborhood stability and even improve psychological health. They can also provide environmental services, including storm water runoff controls, and remediation

of the effects heat and air pollution, through the installation of trees and shrubbery. Amenities such as community centers also help meet the needs of residents, particularly older adults, by offering programming to address such needs as nutrition, entertainment, and intellectual enrichment.

Smart Growth Metrics

As noted in the introduction to this report, great places to age will need to be safe, affordable and comfortable, offer living arrangements that suit the needs of older people, provide centers of social activity, enhance access to transportation and mobility, enable economic opportunity, and allow older residents to be financially secure. Compact, walkable, mixed-use communities are best suited to meeting these objectives, enabling all residents to continue to live independently as they age. To evaluate the extent to which a community has these characteristics, New Jersey Future developed three municipal-level metrics of compactness and walkability: **net activity density (NAD)** (population + jobs per developed square mile, for 2007), **presence of a mixed-use center**, and **street network density** (as measured by route-miles of local road per square mile). The following narrative presents Teaneck's ranking in relation to these three smart growth metrics and describes how the borough compares in these measures to municipalities throughout the state.

Recommendations

Each of the four built environment categories evaluated in the following sections of this report includes descriptions of several category features, a brief discussion of whether the features are present in Teaneck, and recommendations for steps the municipality can consider to introduce or enhance the feature.

All of the recommendations are then combined in a summary listing that has been assembled and presented on **page 35 to 39** of the report.



I. Mixed Use Center

Is there currently a mixed-use center and/or are the necessary policies in place to foster development of that center or create a new one in the future?

PRESENE OF A CENTER

Is there a central business district or other community center that includes a mix of uses?

Mixed-use centers afford the opportunity for people to live within close proximity to commercial and business areas, reducing the need for an automobile to accomplish everyday tasks, while also permitting residents to remain socially connected to their community.



Looking for: a center or centers with homes, stores, offices, and civic buildings in close proximity.

No single district is likely to meet the needs of Teaneck's relatively densely packed 6.25 square miles. Rather, Teaneck has four business districts. The township's primary business district is concentrated along a 1.2-mile commercial strip that runs on either side of Cedar Lane between River and Chadwick roads. A second district straddles the intersection of Queen Anne Road and Degraw Avenue. A third district runs along Queen Anne Road between West Englewood Avenue and State Street. The fourth business district runs along Teaneck Road from East Tryon Avenue to Robinson Street. The districts run in a strip fashion along these travel routes, none necessarily serving as a traditional downtown central gathering destination.

The primary source of transportation through the business districts available to the residents of Teaneck other than an automobile is the NJ TRANSIT bus system (**see Exhibit 1: Circulation – Bus Routes**). Fixed bus routes run along the township's major travel corridors (Teaneck Road, Queen Anne Road, Cedar Lane, River Road) through its four business districts. Bus stops are found within a quarter-mile walk of most residential neighborhoods of the township.

Net Activity Density (NAD)




Net activity density, a measure of community compactness, is a calculation of municipal population plus employment divided by its developed area in square miles. By capturing both residents and businesses, this calculation provides a picture of the range of activities – and the buildings they occupy – that can be found in the municipality. Net activity density can be thought of as a proxy for building density; i.e., what a place physically looks like when experienced at the ground level.




Looking for: a high NAD, which is a strong indication of an active mixed-use center.

Teaneck has a net activity density of 10,746 people and jobs per square mile. This is more than 25 percent greater than the NAD of Bergen County overall (about 7,750) and is comparable to the towns of Dumont, Maywood, South Hackensack.

Although the township ranks well on the NAD metric it lacks a town center. This could be overcome by creating a cultural/social hub focused on the wide variety of facilities that are already conveniently clustered in close proximity to the municipal complex. Such a hub could be developed by reconfiguring adjacent roadways with the explicit intention of creating a town green with considerably improved pedestrian accessibility, reserving space for public meetings and celebrations. Themed wayfinding/informational signage could be designed to create visual and physical links that tie the area together to form a community center.

POLICIES AND PROGRAMS that encourage compact, mixed-use development	
<p>Special Improvement District Special Improvement Districts are authorized by state law and created by an ordinance of the local government. They work by collecting a special assessment on the commercial properties in a designated district, which supports initiatives that drive business activity, increase property values, and support marketing and branding efforts.</p> <p> <i>Looking for:</i> formally established SID.</p>	<p>Teaneck has one Special Improvement District, the Cedar Lane Improvement District that was adopted in May 2014. However, no improvement strategies are currently under consideration within the district.</p> <p>The Cedar Lane SID could serve as a funding source for corridor improvement programs tied to Teaneck's capital improvement program strategies. Improvements could include sidewalk widening, wayfinding signage, Complete Streets strategies, and improved pedestrian connections to adjacent residential areas. In addition, experiential with the Cedar Lane SID could serve as a model for replication in the township's three other commercial centers.</p>
<p>Main Street Community Designation Main Street New Jersey is a division within the New Jersey Department of Community Affairs. It provides on- and off-site technical assistance and training in downtown revitalization and management. In Fiscal Year 2019, the state budget authorizes \$500,000 to restart and enhance this program.</p> <p> <i>Looking for:</i> Main Street New Jersey designation.</p>	<p>Teaneck is not currently a designated Main Street community.</p> <p>Teaneck should consider participation in the Main Street New Jersey program to develop focused revitalization and streetscape improvement strategies in its commercial centers. DCA accepts applications for designations every two years and designates selected communities to join the program. These communities receive technical support and training to assist in restoring their Main Streets as centers of community and economic activity.</p>
PLANS that encourage compact, mixed-use development	
<p>Master Plan A municipal Master Plan defines the community's vision of how it will evolve over time, the changes it intends make to the major systems encompassed within its boundaries - housing, transportation, recreation, environment and open space - how it will preserve its historic resources and what initiatives it will undertake to meet its residents' needs to remain socially and economically vibrant into the future. The Master Plan is a community's roadmap for decision-making and the foundation for all of its prospective physical, economic, and social development.</p> <p> <i>Looking for:</i> demographic analysis that considers community-wide aging factors and a land-use element of the Master Plan that encourages compact, mixed-use, center-based development.</p>	<p>The demographic characteristics presented in Teaneck's 2007 Master Plan are considerably out of date and the data that are included does not consider housing costs in relation to household income by age. Nor does the data consider the implications of demographic trends. Neither the 2011 nor the 2017 Master Plan re-examination reports consider these population characteristics.</p> <p>Teaneck's should consider updating its Master Plan to reflect the municipality's population age characteristics and trends and evaluate age-friendly opportunities in order to identify and respond to the community's evolving needs.</p> <p>Teaneck's 2017 Master Plan re-examination report notes that a principal goal of the township's land use element is to preserve and protect existing low-density residential neighborhoods. The report also notes the marked loss of non-residential uses and the adverse change this loss is having on the municipality's non-residential tax base. The report further describes several multi-family development projects the township has approved. It also notes the Township Council's intent to evaluate the potential for additional multi-family projects and other mixed-use developments, including retail ground floor uses within and near the municipality's existing commercial centers or adjacent to major corridors, Rt. 4 or I-95.</p>

	<p>Teaneck should consider updating the Master Plan with the specific goal of encouraging compact, mixed-use, pedestrian-oriented development within its commercial centers. The 2017 population estimates released in late May 2018 reveal that New Jersey municipalities with the presence of a mixed use and high net activity density, and local street network density, accounted for 61.5 percent of statewide population growth from 2008 to 2017. In contrast, municipalities not scoring well on any of the metrics saw their share of growth decline from 38.8 percent for the 2000-2008 period to just 11.9 percent for 2008-2017</p>
<p>Redevelopment or Rehabilitation Plan</p> <p>Redevelopment and rehabilitation plans are adopted by the governing body to guide development within areas formally designated as being in need of redevelopment or rehabilitation. These plans define the vision for the area and control its implementation through very specific building type and design requirements.</p> <p> <i>Looking for:</i> redevelopment or rehabilitation plan that encourages compact, mixed-use, center-based development.</p>	<p>According to the township's consulting planner, Teaneck has not designated an area in need of redevelopment since the establishment of the Glenpointe area in the late 1970s.</p>

A Community Center in Teaneck

There is no definable, traditional town center in Teaneck. In part because it would be unrealistic to assume that a northern New Jersey township, spanning an area exceeding 6 square miles, could have a single, compact core that serves the entire municipality. Rather, the four business districts listed in the first narrative box in this section serve as the municipality's multiple commercial hubs. Each is pedestrian-accessible to the residential neighborhoods that lie immediately adjacent to them.

However, the Teaneck Municipal Building, Public Library, Police Department, Community Education Center, and the Holy Name Medical Center, which is actively involved in and supports a variety of activities of the Township, are all clustered together at the intersection of Teaneck Road and Cedar Lane. Currently, the area around these building is formally arranged and somewhat intimidating, particularly the green space entry way to the municipal building. The several parking lots that serve them emphasize the area's automobile orientation. Cedar Lane and Teaneck Road are wide and the dedicated turn lanes at the intersection render crossing for most pedestrians unsafe if not impossible. It is noteworthy that plans underway to create in this area a [Garden to Nurture Human Understanding](#), with two educational installations – the Northern New Jersey Holocaust Memorial

and Education Center and the Enslaved African Memorial Committee, privately funded but with the support of the Township as well as support from the Teaneck Public Library. If properly planned, this facility cluster and the planned Garden could serve as the community's social hub (see **Figure 2: Business Districts**).

General Recommendation 1: Teaneck Center Design Workshop

Teaneck should consider undertaking a design workshop specifically focused on identifying strategies to convert the public facilities complex that straddles Teaneck Road and Cedar Lane into a traditional community green with enlivened and inviting public spaces where active and passive recreation and social gathering can regularly occur. A design workshop does not have to be a costly exercise. The New Jersey chapter of the American Planning Association's [Community Planning Assistance Program](#) may be able to provide professional planning and community design service on a volunteer basis to conduct this workshop. Alternatively, this project might be a good fit for a graduate studio project in partnership with the Bloustein School of Planning and Public Policy at Rutgers University.

LAND DEVELOPMENT STANDARDS that encourage compact, mixed-use development

Permitted uses

Permitted uses define the types of land uses allowed as of right within a particular zoning district.



Looking for: a mix of uses within the commercial centers that promotes walking and encourages visitor activity.

The zones that encompass the township's business districts permit a mix of uses, including residential uses, typically on the upper floors, except as noted below. Each of these districts are adjacent to and within walkable distance from residential areas.

- The B-1 Business-Retail district that encompasses Queen Anne Road between West Englewood Avenue and State street and portions of the Cedar Lane business district, permits retail sales of goods and services, offices, financial institutions, business schools, restaurants, including fast-food restaurants, funeral homes, theaters, assembly halls, bowling alleys, apartments over commercial uses, and single-family dwellings.
- The B-2 Business-Office district that extends along the north side of Cedar Lane between Palisades and Grange and the south side of Cedar Lane between Palisade and Queen Anne permits offices, financial institutions and business schools, medical and dental clinics, funeral homes, and municipal, county, state, and federal buildings and uses. The district permits as conditional uses nursing homes, residential multifamily and single-family attached dwellings, and wireless communication towers.
- The B-R Special Business - Residential district that extends along Teaneck Road north of Route 4 to Tryon Avenue permits single-family detached/attached dwellings, two-family dwellings, retail sales of goods and services, offices and business schools, restaurants, funeral homes, theaters and assembly halls, municipal, county, state, and federal buildings, public and private schools, and financial institutions.
- The MX Mixed Use district that encompasses the Queen Anne and DeGraw area is intended to encourage retail sales and personal services and commercial offices, including medical offices, oriented to pedestrian access and shopping on the ground floor and residential uses on the upper floors





Prohibited Uses

Prohibited uses are the types of land uses not allowed within a particular zoning district.



Looking for: uses that conflict with goals for a center area or district, in particular uses that do not support walkability and livability. Prohibition of uses that would support the goals for a center area or district.

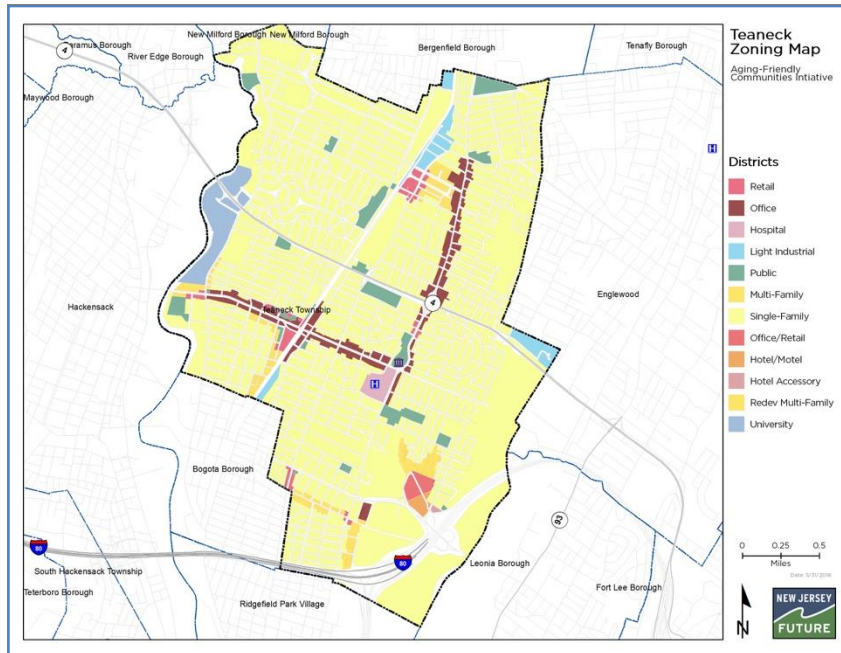
The zoning requirements applicable to B-1 and B-2 business districts do not stipulate any prohibited uses. However, prohibited used in the MX Mixed Use district include fast-food drive-through restaurants, motor vehicle service stations, public garages, and automobile body repair or painting shops. Prohibited uses in the B-R Special Business - Residential District include fast-food drive-through restaurants, fortune-tellers/palm readers, amusement centers/bowling alleys, adult bookstores, tattoo parlors, massage parlors, outpatient treatment, bail bondman, pawnshops, businesses engaged in bill paying/check cashing, car washes, tire distribution centers, auto body shops, commercial auto service centers, retail sales of alcohol, bars, taverns, lounges, clubs, wireless communication towers, standalone public parking decks/garages, motels/hotels, and mixed-use development containing retail/office and residential uses.

	In general, the use prohibitions are consistent with creation of walkable commercial centers with the notable exception of the limitation of mixed-use development containing retail/office and residential uses in the B-R Special Business District.
<p>Building setbacks Setbacks establish the distance a building is required to be located from the front, side and/or rear property lines.</p> <p> <i>Looking for:</i> limited setbacks in commercial centers in order to create greater street activation, encouraging a more active, inclusive, pedestrian-friendly environment.</p>	<p>The setbacks applicable in the various districts that encompass Teaneck's business centers are:</p> <ul style="list-style-type: none"> ■ In the B-1 district, the minimum front-yard setback is equal to the average existing setback along the street. There are no side yard setbacks, which is appropriate for this district. The rear yard setback is 20 feet. ■ In the B-2 district, the minimum front-yard setback is 15 feet. The side yard setback is 10 feet and the rear yard setback is 20 feet. ■ In the BR and MX districts, the minimum front-yard setback is equal to the average existing setback along the street and there are no rear yard setback requirements. <p>Teaneck should consider eliminating the front yard setback in the B-2 zone because such requirements tend to diminish interest along the street.</p>
<p>Lot coverage Lot coverage is that portion of a zoning lot which, when viewed from above, is covered by a building. Greater lot coverage allows for greater density, a key component to a successful mixed-use center.</p> <p> <i>Looking for:</i> greater allowable lot coverage percentages in center and mixed-use districts.</p>	<p>Lot coverage ratios applicable in the various districts that encompass Teaneck's business centers are:</p> <ul style="list-style-type: none"> ■ In the B-1 district, the maximum lot coverage is 80 percent. ■ In the B-2 district, the maximum lot coverage is 65 percent. ■ In the BR and MX districts there are no coverage limitations. <p>Teaneck's lot coverage requirements are appropriate for the smaller lot sizes typical in the township's business areas.</p>
<p>Building height Building height requirements dictate how tall the buildings in a given district can be.</p> <p> <i>Looking for:</i> minimum building heights that encourage density within the mixed-use center area or district.</p>	<p>Building height standards applicable in the various districts that encompass Teaneck's business centers are:</p> <ul style="list-style-type: none"> ■ In the B-1, BR and MX districts, the maximum principal building height is 35 ft. ■ In the B-1 district, the maximum height for principal buildings is 44 ft. <p>The township's building height requirements appear to be sufficient to promote appropriate densities in the municipality's commercial centers.</p>
<p>Design standards Design standards can be used to preserve and enhance the unique visual qualities in a district, reinforcing goals such as establishing a pedestrian-friendly streetscape.</p> <p> <i>Looking for:</i> specific design standards for buildings, infrastructure, and landscaping that promote a vibrant, walkable mixed-use center environment.</p>	<p>Teaneck does have general design standards, but these are typical of a specific design approval process. The township has no standards for the municipality's commercial areas and none that focus on enhancing the pedestrian environment.</p> <p>Teaneck should consider establishing design standards within its commercial areas that focus on enhancing the pedestrian experience, improving mobility and improving connectivity. Such standards could include recommendations for streetscapes (trees, street furniture, pedestrian amenities, etc.), building facades</p>

(frontage requirements, window area, architectural materials), signage (height, size, design). It is noted that the Circulation Plan element in the 2007 Master Plan recommended drafting a capital improvements plan to fund street improvements for all business districts. Plans for such improvements are presently underway in the Teaneck Road business district. The CIP should be the township's vehicle to program improvements in each business district over time.

General Recommendation 2: Update Zoning Map

According to the revision key, the most recent revision of the Teaneck zoning map that is posted on the township's website was January 8, 2008. **The township should consider bring the map up to date and, to enhance legibility, preparing a map with zones keyed to standard zoning colors rather than the current mono-chromatic version. Furthermore, the township should consider creating the map using current geographic information systems software to enable regular updates.**



General Recommendation 3: Consider Form-Based Codes

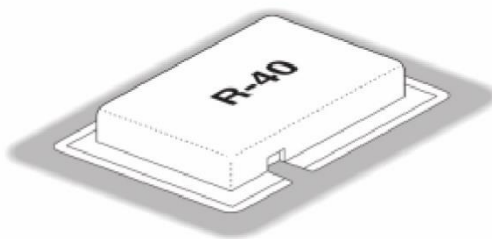
The [Form-Based Codes Institute](#) defines a form-based code as “a land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. A form-based code is a regulation, not a mere guideline, adopted into city, town, or county law. A form-based code offers a powerful alternative to conventional zoning regulation”. Such codes consider the relationships between buildings and the street, pedestrians and vehicles, public and private spaces and the size and types of streets and blocks. A form-based code also establishes rules for parking locations and limits, building frontages and entrance location(s), elevations, streetscapes, window transparency and block patterns (i.e., no oversized “super blocks”). Since form-based code can be customized, the code for one area might be focused on preserving and enhancing the character of the neighborhood while the goal elsewhere might be to foster dramatic change and improvements. Often, a community’s form-based code can accomplish both with a more tailored approach to community character than conventional zoning (see: [AARP Livability Fact Sheets](#)).

Form-based codes are regulatory, not advisory. They are drafted to implement a community plan. The five main elements of a form-based code are:

1. **Regulating Plan:** a plan or map of the regulated area designating the locations where different building form standards apply.
2. **Public Standards:** specify elements in the public realm: sidewalk, travel lanes, on-street parking, street trees and furniture, etc.
3. **Building standards:** regulations controlling the features, configurations and functions of buildings that define and shape the public realm.
4. **Administration:** a clearly defined and streamlined application and project review process.
5. **Definitions:** a glossary to ensure the precise use of technical terms.

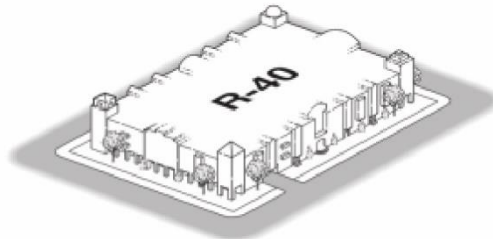
Conventional Zoning

Density use, FAR (floor area ratio), setbacks, parking requirements, maximum building heights specified



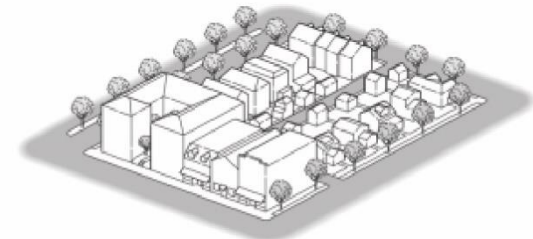
Zoning Design Guidelines

Conventional zoning requirements, plus frequency of openings and surface articulation specified



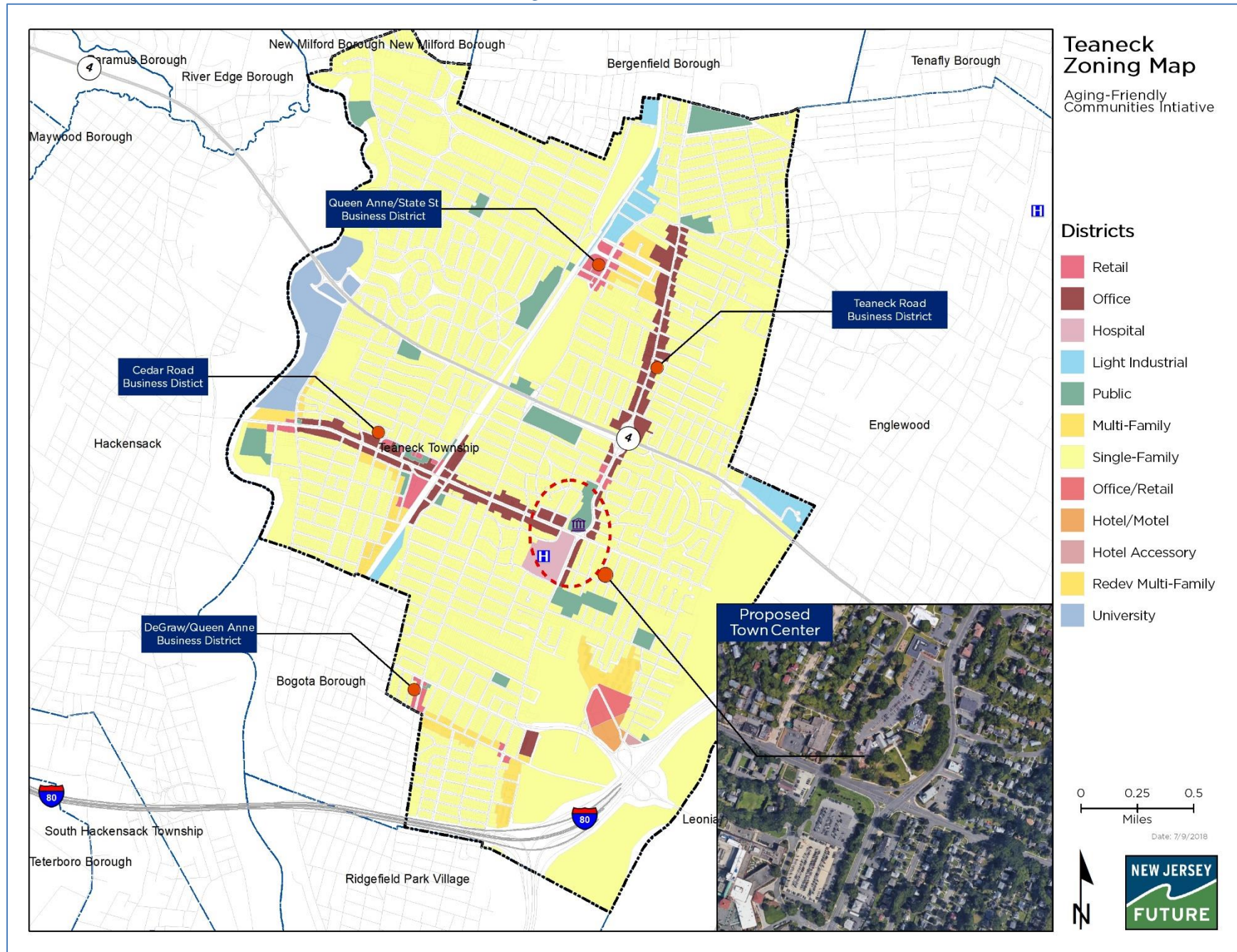
Form-Based Codes

Street and building types (or mix of types), build-to lines, number of floors, and percentage of built site frontage specified



Source: <https://formbasedcodes.org/definition/>

Figure 2: Business Districts





II. Housing

Does **Teaneck** have a supply of housing that is both affordable to older people and consistent with their needs? Does it have the necessary policies, plans and programs in place that will provide a range of housing options into the future?

HOUSING AFFORDABILITY PROFILE	
Cost Burden A household is considered housing cost-burdened if it spends more than 30 percent of its gross income on housing. This report uses this measure over other indicators of affordability because the Census Bureau compiles statistics on the actual number of households that are experiencing this condition, whereas many other metrics rely on inferences from summary statistics.	<p>Percent of all households that are cost-burdened (2015 ACS):</p> <ul style="list-style-type: none">■ Teaneck: 42.2%■ Bergen County: 42.4%■ Statewide: 43.2% <p>Percent of homeowner households that are cost-burdened:</p> <ul style="list-style-type: none">■ Teaneck: 37.3%■ Bergen County: 39.7%■ Statewide: 37.4% <p>Homeowner households 65+ that are cost-burdened:</p> <ul style="list-style-type: none">■ Teaneck: 43.1%■ Bergen County: 48.2%■ Statewide: 47.6% <p>The proportion of all households that are cost burdened for the state, county and township is roughly equivalent. For these reasons, Teaneck should consider strategies to expand housing options. However, when looking the proportion of households headed by someone 65 or older that is cost-burdened, Teaneck performs considerably better than the state and the county.</p>
Median Household Income Median household income gives an idea of the purchasing power of the “typical” household in an area. Places with lower household incomes will tend to have higher rates of housing cost burden, all other things being equal, because lower-income households have a harder time paying for most things, including housing.	<p>Median Household Income (2006-2010 ACS):</p> <ul style="list-style-type: none">■ Teaneck: \$96,760■ Bergen County: \$77,389■ Statewide: \$72,093 <p>Bergen County incomes tend to be higher than elsewhere in the state, and Teaneck follows suite with a median household income that is one-third higher than the statewide median.</p>

Median Residential Value The median value of owner-occupied housing units in a jurisdiction gives an idea of how expensive it would be for a current non-resident to buy a home in that place.	Average Residential Value (2014): <ul style="list-style-type: none"> ■ Teaneck: \$397,724 ■ Bergen County: \$495,378 ■ Statewide: \$352,183 Home values have not outstripped incomes as quickly in Teaneck as they have elsewhere: Statewide, the median household needs about five years' worth of income to purchase the average-priced home, whereas within Teaneck to the median household need four years' income.
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Housing Stock Profile			
Type Housing type refers to the configuration of a unit, typically ranging from single-family detached homes to multi-family buildings to mobile homes. The presence of a range of housing types helps promote affordability and attracts a wider range of family types, from singles to families to older adults.	Teaneck: <ul style="list-style-type: none"> ■ SF Detached: 72.2% ■ SF Attached: 3.2% ■ Duplex: 5.7% ■ Multi-Family: 18.7% ■ Other: 0.2% 	Bergen County: <ul style="list-style-type: none"> ■ SF Detached: 53.4% ■ SF Attached: 5.1% ■ Duplex: 14.1% ■ Multi-Family: 27.1% ■ Other: 0.4% 	New Jersey: <ul style="list-style-type: none"> ■ SF Detached: 53.6% ■ SF Attached: 9.3% ■ Duplex: 9.5% ■ Multi-Family: 26.7% ■ Other: 1.0%
	Teaneck does have a variety of housing types, but the supply is limited, particularly when compared to Bergen County and the State of New Jersey. The township's housing stock is dominated by single family detached units.		
Size A range of sizes, as measured by the number of rooms in a dwelling, is another indicator of affordability and aging-friendliness. For older adults, fewer rooms can be less expensive to own/rent and easier to maintain.	Teaneck: <ul style="list-style-type: none"> ■ 4 to 6 Rooms: 38.2% ■ 7 to 8 Rooms: 32.3% ■ 9+ Rooms: 19.5% ■ Median # Rooms: 6.5 	Bergen County: <ul style="list-style-type: none"> ■ 4 to 6 Rooms: 45.9% ■ 7 to 8 Rooms: 25.5% ■ 9+ Rooms: 14.9% ■ Median # Rooms: 5.8 	New Jersey: <ul style="list-style-type: none"> ■ 4 to 6 Rooms: 48.4% ■ 7 to 8 Rooms: 24.3% ■ 9+ Rooms: 14.0% ■ Median # Rooms: 5.7
	Teaneck's median number of rooms per housing unit ranks higher than that of both Bergen County and the State of New Jersey (2016 counts), which suggests that dwelling size may not be well-matched to housing needs of older adults.		
Tenure Tenure refers to the conditions under which land or buildings are held or occupied. For this analysis, the distinction is between owners and renters.	Teaneck: <ul style="list-style-type: none"> ■ 74.3% owner ■ 25.7% renter 	Bergen County: <ul style="list-style-type: none"> ■ 64.8% owner ■ 33.6% renter 	New Jersey: <ul style="list-style-type: none"> ■ 64.5% owner ■ 35.5% renter
	Teaneck has a larger share of owners and smaller share of renters than is true for the county or the state. Almost universally throughout the state, renter households are more likely to be cost-burdened than households that own their homes. This has long been associated with a statewide shortage of rental housing, especially multi-family housing. But homeownership can also be a trap in a down market when older people are forced to remain in larger homes they own so they don't sacrifice equity they've accumulated. In addition, as housing costs rise, households may want to sell their homes and rent smaller, less costly dwellings. An insufficient supply of rental units may preclude this option.		

LAND DEVELOPMENT STANDARDS and REGULATIONS that support a mix of housing options

Permitted housing types

Permitted housing types are the type of housing allowed as of right within the various zoning districts. Having a range of types helps promote affordability and also provides access to more options to attract different types of residents, from singles to families to older adults.



Looking for: allowance for a range of housing types, from single-family detached to multi-family, with more density in the mixed-use walkable portions of town.

Teaneck's zoning supports a wide range of housing options, including single-family detached, single family attached two-family, row homes and multi-family dwellings. However, the breakdown of residential units by type indicates that the dominant unit type is single-family detached, owner occupied. The township does have a supply of multi-family and rental units. And, according to Teaneck's 2017 Master Plan reexamination report, since 2011 the township has approved six developments throughout the township that could yield between 1,400 and 1,700 multifamily housing units, approximately 10 percent of which could be set aside as affordable.

Recently approved housing projects will introduce more multi-family rental units to the Teaneck market, however rents for most of these units are likely to be high. Although the township's zoning regulations permit a wide array of housing types the actual range of housing options is narrow and residential values coupled with the percentage of 65+ households that are cost burdened suggest the need for more affordable, smaller dwelling units.

Subdivision standards

Subdivision standards provide rules, regulations and standards to guide land subdivision. Large minimum lot sizes discourage a mix of uses and contribute to sprawling land use patterns. Requiring large minimum lot sizes effectively prevents a mix of housing types and affordability levels within neighborhoods, which can prevent residents from remaining in their neighborhoods as their needs and circumstances change. Large minimum frontage requirements contribute to sprawl.



Looking for: subdivision regulations that permit compact development, allow for a mix of lot sizes.

Teaneck's residential zoning allows for a range of lot sizes and zoning districts that encourage mixed use development. However, in practice, the vast majority of the area of the township, (over 80 percent) is occupied by single-family detached residential neighborhoods. But development is relatively small lots and is relatively dense.

Teaneck should consider exploring limited incentives, such as density bonuses, increased building height limits, or of-right zoning controls that would encourage a wider range of housing types (e.g., single-family attached units, town homes, and/or duplex units). Such units would be better suited to the needs of older residents seeking to down-size as well as millennials seeking a first-time home.

Inclusionary housing requirements

These policies typically require a fixed percentage of affordable housing to be included as part of new residential development. This promotes ongoing social and economic integration.



Looking for: inclusionary housing requirement.




Teaneck has adopted specific development requirements to increase the number of affordable housing units pursuant to its COAH obligations. The requirements, set forth in Article VI of the township's development regulations, are triggered for any development that results in a net increase in the number of the township's market rate dwelling units and/or any development that results in a net increase in the gross floor area of any nonresidential building in the township.

Universal design

Universal design is the concept of designing all products and the built environment to be aesthetic and usable to the greatest extent possible by everyone, regardless of their age, ability, or status. Universal design provides even surfaces, passages wide enough for wheelchairs, and appropriately designed bathrooms and kitchens, particularly for older adults.

Teaneck does not have a universal design standard or policy. Although the concept is gradually becoming more widely understood, it has yet to be adopted formally by many communities.


Teaneck should consider adopting a universal design approach for all new and renovated residential development in the township.

 <i>Looking for:</i> universal design policy or program.	
<p>Accessory apartments An accessory apartment (sometimes called an in-law suite) is a separate independent dwelling unit installed as part of a single-family home, converting the home into two units. The accessory unit is a full, self-contained dwelling unit (i.e., it includes a kitchen), has a separate outside entrance, and is typically smaller than the “primary” part of the home. For the occupants of both units, this housing arrangement allows privacy and independence, which is preferred by individuals of all ages. For homeowners who have relatives with aging-related or other disabilities, this arrangement substantially supports their ability to provide assistance for those relatives. For older homeowners, accessory apartments mean they can afford to remain in their primary homes as landlords, or in these units as tenants.</p>  <i>Looking for:</i> accessory apartments as a permitted use.	<p>Teaneck does not currently permit accessory apartments in any districts.</p> <p>Teaneck should consider allowing accessory apartments by right in the R-S district, subject to conditions that limit the impact such units might have on the surrounding neighborhood. Conditions might include: 1) a limit of one accessory apartment per lot; 2) a requirement that the principal dwelling or accessory apartment unit be owner-occupied; 3) a minimum lot size or house size; 4) a limit on the size of the accessory apartment to no more than a percentage (ex. 30 percent) of the gross floor area of the house; and/or 5) restricting new entrances to the side or rear of the home.</p>
<p>Home Sharing Home Sharing offers another alternative housing choice option. According to the National Shared Housing Resource Center, homeowners participating in a home sharing program offer “accommodation to a home sharer in exchange for an agreed level of support in the form of financial exchange, assistance with household tasks, or both.</p> <p>The community is also a beneficiary of home sharing. Shared living makes efficient use of existing housing stock, helps preserve the fabric of the neighborhood and, in certain cases, helps to lessen the need for costly chore/care services and long term institutional care.</p> <p>A home sharer might be an older resident, a person with disabilities, a working professional, someone at-risk of homelessness, a single parent, or simply a person wishing to share his or her life and home with others. For these people, shared housing offers companionship, affordability, mutual support and much more.</p> <p>Home Sharing can offer a more secure alternative to other roommate options. Many programs have staff who are trained to screen each program applicant carefully through interviewing, background checking, and personal references.</p>  <i>Looking for:</i> housing options that could simultaneously reduce cost-burdens and isolation, and facilitate aging in place.	<p>Housing alternatives for older residents are in short supply. The most recent senior housing development to open in the township, Brookdale Senior Housing, started operations in 2014 yet the facility already has a waiting list of 700 names and is no longer accepting new applications. As noted in the introduction to this report, more than 22 percent of township residents who are 65 and older live alone, contributing to health risks. In addition, more than 43 percent of Teaneck homeowners who are 65 and older are housing cost-burdened. These conditions are likely to become more severe because the number of people 65 and older has grown considerably and this trend is projected to continue into the future.</p> <p>The forgoing factors suggest that Teaneck should consider various strategies that provide affordable housing options such as home sharing, particularly for older populations, to enable them to continue to be residents of the township.</p>




III. Transportation

Does **Teaneck** have the transportation infrastructure, policies and plans in place to address the transportation needs of older residents by encouraging multi-modal options and walkability?

WALKABILITY	
<p>Street Network Density</p> <p>New Jersey Future has developed municipal-level metrics to characterize compactness and walkability. One of those measures is street network density (SND), measured by route-miles of local road per square mile. A high SND signifies a well-connected, grid-like street network. Such networks ensure that physical proximity actually translates into ease of access, by providing multiple linkages among properties and neighborhoods so that local traffic isn't forced onto a few "main" roads for every local trip. These linkages are important to pedestrians as well as drivers since pedestrians cannot generally cross private property or leap fences or streams and thus in most places are constrained to walking along the street.</p>	<p>New Jersey Future's Creating Places to Age report identifies six categories to describe road density. The categories are:</p> <ul style="list-style-type: none"> ■ Very high: 20 or more route-miles of road per square mile ■ High: at least 15 but fewer than 20 route-mile of road per square mile ■ Good: at least 10 but fewer than 15 routes of road per square mile ■ Medium: at least 5 but fewer than 10 route-miles of road per square mile ■ Low: at least 2 but fewer than 5 route-miles of road per square mile ■ Very low: fewer than 2 route-miles of road per square mile <p>Teaneck's street network density is 19.0 local road route-miles per square mile, putting it in the "high" category, the ninth highest in Bergen County, and 61st in the state. Teaneck's SND value is almost twice the median street network density over all 565 municipalities in the state, which is 9.75</p> <p>Teaneck should use its high SND score to help market the township as having walkable neighborhoods. However, knitting those neighborhoods together to enable ready pedestrian access among them will be a challenge. Expenditures to improve connectivity should be included in the township's Capital Improvement Plan and phased in over time so the municipality builds an walkable sidewalk network over time that serves all residents.</p>
<p>Sidewalks</p> <p>Sidewalks provide many benefits, including pedestrian safety and mobility, and they encourage healthier lifestyles.</p> <p> <i>Looking for:</i> 1) the presence of sidewalks that connect people with area destinations, particularly transit; 2) development regulations that require installation of sidewalks along the frontage of all public streets; 3) sidewalks that accommodate those with disabilities.</p>	<p>Teaneck administers a sidewalk assessment program and performs rolling improvements. Neighborhood sidewalks are typically a property owner's responsibility. Therefore, residents are billed for improvement costs. However, these costs are ordinarily relatively low because the contractor performing the repairs is kept under retainer by the township.</p> <p>Most streets in Teaneck currently have sidewalks, and on October 17, 2017 the township adopted a resolution endorsing of a Complete Streets policy. But the township has yet to develop action strategies to enhance its sidewalk system to ensure walkable connections from residential areas to the community's four commercial centers, its amenities, and its services. Teaneck's subdivision regulations require sidewalks but provide no connectivity principles or design guidance. Age Friendly Teaneck recently invited Civic Eye Collaborative⁵ to Teaneck to conduct a senior walkability</p>

⁵ See <https://civiceyecollaborative.wordpress.com/>

	<p>workshop for older adults. This effort could inform township-wide design principles.</p> <p>Teaneck should consider establishing design standards and basic minimums for installation and widths of sidewalks, which would be consistent with its existing Complete Streets policy.</p>
<p>Crosswalks</p> <p>Crosswalks at intersections provide are a way to make drivers more aware of and deferential to pedestrians. They should also accommodate people with disabilities easily.</p> <p> <i>Looking for:</i> 1) highly visible crosswalks; 2) light timing that favors pedestrians of various abilities, including timed pedestrian signals; and 3) safe spaces in the median of larger crossings.</p>	<p>Teaneck’s land development regulations appear to be silent on requirements for crosswalks. But many roadways in the township experience high traffic volumes and many intersections are not pedestrian-friendly. Fortunately, as noted above, Age-friendly Teaneck has invited Civic Eye Collaborative to help train the community to assess older residents’ walkability and mobility needs. In addition, the township recently submitted an application for funding through the New Jersey Health Initiative to evaluate complete and green streets needs which, if successful, will enable Teaneck to identify high-priority crosswalks and develop appropriate improvement strategies.</p> <p>Teaneck should consider establishing basic standards for crosswalks throughout the township that are consistent with its adopted Complete Streets policy and should include regular crosswalk improvement projects in its capital improvement program planning.</p>

A Walkability/Connectivity Challenge

Although Teaneck is densely developed and has a well-dispersed street network and an extensive bus route system, its boundaries encompass over six square miles. The sheer size of the community presents a considerable walkability obstacle, particularly for older adults and people with physical disabilities. However, the field of transportation is rapidly evolving, and the variety of alternative vehicles, on-demand services, and personal transportation technologies are expanding rapidly. One of these technologies that Teaneck may want to consider in order to help address its walkability challenge is neighborhood electric vehicles, NEVs.

A **Neighborhood Electric Vehicle** is a U.S. denomination for [battery electric vehicles](#) that are usually built to have a top speed of 25 miles per hour, and have a maximum loaded weight of 3,000 lb. Depending on the particular laws of the state, they are legally limited to roads with posted [speed limits](#) of 45 miles per hour) or less. NEVs fall under the [United States Department of Transportation](#) classification for low speed vehicles. At least 40 states have now passed laws to permit NEVs to operate on many state roads with more working on new regulations. Meanwhile, some 40,000 NEVs are operating nationwide, according to the [Electric-Drive Transportation Association](#).

Federal standards established in 1998 set equipment requirements and operating standards. What separates NEVs from golf carts, for instance, includes minimum vehicle speed of 20 miles per hour and a top speed of 25 m.p.h. They must have windshield wipers, headlights, taillights, and turn signals, to name just a few differences.

State laws governing NEV use vary. In New Jersey:

- NEVs may travel on roads with speed limits up to 25 miles per hour
- NEVs may travel on roads with speed limits up to 35 miles per hour as designated by local authorities
- NEVs may cross roads with speed limits up to 35 mph
- NEVs may cross roads with higher speed limits if designated by local authorities
- NEVs must be able to maintain at least 20 mph and be limited to 25 mph
- Local jurisdictions may limit or prohibit NEV use

What Are Complete and Green Streets?

People experience “community” as a complex web of interactions among physical features – the homes they live in, the stores they depend upon for goods and services, the streets they drive on, the sidewalks they walk on, and the parks, playgrounds and public gathering places they frequent. Streets encompass typically over 70 percent of city-owned public space.⁶ Smart Growth America’s Complete Streets Local Policy Workbook⁷ notes that a Complete Streets system – one that is safe, comfortable, and convenient for people walking, bicycling, riding public transportation, and driving – can play a vital role in animating a community’s social and economic life. Furthermore, a tightly integrated, well-connected street network can promote social interaction, enhance accessibility, encourage aging in place, and enhance community health and safety.



Key to the Graphic

- 1 – People walking
- 2 – People using transit
- 3 – People bicycling
- 4 – People driving motor vehicles
- 5 – People conducting business
- 6 – People residing
- 7 – People working/performing maintenance




Streets not only serve a vital civic function, they can also contribute to community appearance, improve the pedestrian environment, and expand a community’s inventory of natural resources by integrating Green Street functions into the design. Green Streets incorporate non-structural management practices within the right-of-way that mimic the natural water cycle to capture, filter, reuse and/or absorb stormwater and ensure that streets remain usable and safe during storm events for all people, regardless of mode. In addition to stormwater management, green streets reduce [heat-island impacts](#) and improve air quality by [removing and sequestering air-borne carbon dioxide](#).

PLEASE NOTE

In September 2018 New Jersey Future will introduce its New Jersey Green Infrastructure Municipal Toolkit and launch gitoolkit.njfuture.org, a website dedicated to green infrastructure planning. The toolkit will be an interactive, online resource that includes detailed information, expert guidance and a variety of tools that cities and towns can use to make green infrastructure a mainstream stormwater management strategy in public- and private-sector development projects. The primary audience for the toolkit is local elected leaders. Important secondary audiences include appointed officials such as planning board, zoning board and environmental commission or green team members, municipal engineers and planners, municipal administrators/managers, and public works superintendents.

⁶ See <https://www.pps.org/article/streets-as-places>

⁷ <https://www.smartgrowthamerica.org/app/legacy/documents/cs-local-policy-workbook.pdf>

PUBLIC TRANSPORTATION	
<p>Local Bus Service</p> <p>Local buses function as a means for people to travel to important destinations within a place or in neighboring places. This service is critical for people who do not or cannot drive, as it connects them to necessary shopping and services in a way that regional bus and rail cannot.</p> <p> <i>Looking for:</i> high number of bus stops per square mile of developed land.</p>	<p>There are 34.69 NJ TRANSIT bus stops per square mile of developed land in Teaneck, which is extremely high. Teaneck's density of local bus stops is the 32nd-highest among all 565 municipalities in the state and the ninth highest in Bergen County, after Edgewater, Cliffside Park, Ridgefield Park, Fort Lee, Fairview, Garfield, Hackensack and Maywood. (<i>see Figure 3: Circulation Bus Routes Map</i>)</p> <p>Teaneck should consider doing an assessment of its busiest bus stops to determine if they provide sufficient seating and lighting for older residents.</p>
<p>Rail</p> <p>Rail transit offers access to regional destinations to which older residents might not otherwise travel if driving were the only option.</p> <p> <i>Looking for:</i> presence of rail station.</p>	<p>There are no passenger rail stations that serve Teaneck. However, in 2016, the governing bodies of Elmwood Park, Hackensack, Hawthorne, Paterson, and the County of Passaic passed concurrent resolutions voicing support to restart a NJ TRANSIT proposal, which was originally considered in 2008, to create an 8.3-mile Passaic-Bergen light-rail line. The line would terminate at a State Street station in Hackensack, in very close proximity to Teaneck.</p> <p>Teaneck should support efforts of their neighboring towns to lobby the state to reinvigorate the Passaic-Bergen rail line project and encourage consideration of establishment of a Teaneck/Hackensack shuttle connection to promote alternative transportation options.</p>
STREETS	
<p>Connectivity</p> <p>A well-connected local street network offers multiple options and shorter distances for traveling between destinations. Without this connectivity, high density and mixed use can end up meaning that you can see your destination out your window, but a long walk or drive would be needed to get to it. Local road density (miles of local road per square mile) is one measure of how fine-grained the local street network is and thus of how long the average local trip is likely to be.</p> <p> <i>Looking for:</i> high local road density, greater than 10 miles of road per square mile.</p>	<p>Teaneck has 19.0 route miles of road per square mile - the 60th highest local road density among all 565 municipalities in the state. This is a very high rating as the median over all municipalities is only 9.75 route-miles per square mile.</p> <p>New development and redevelopment should be designed to contribute to, enhance, and maintain the township's efficient interconnected network of streets, particularly near the commercial centers.</p>

Vehicle Lanes

The number of vehicle lanes of traffic has an impact on walkability.



Looking for: reduced vehicle lanes, particularly in center areas to promote walkability.

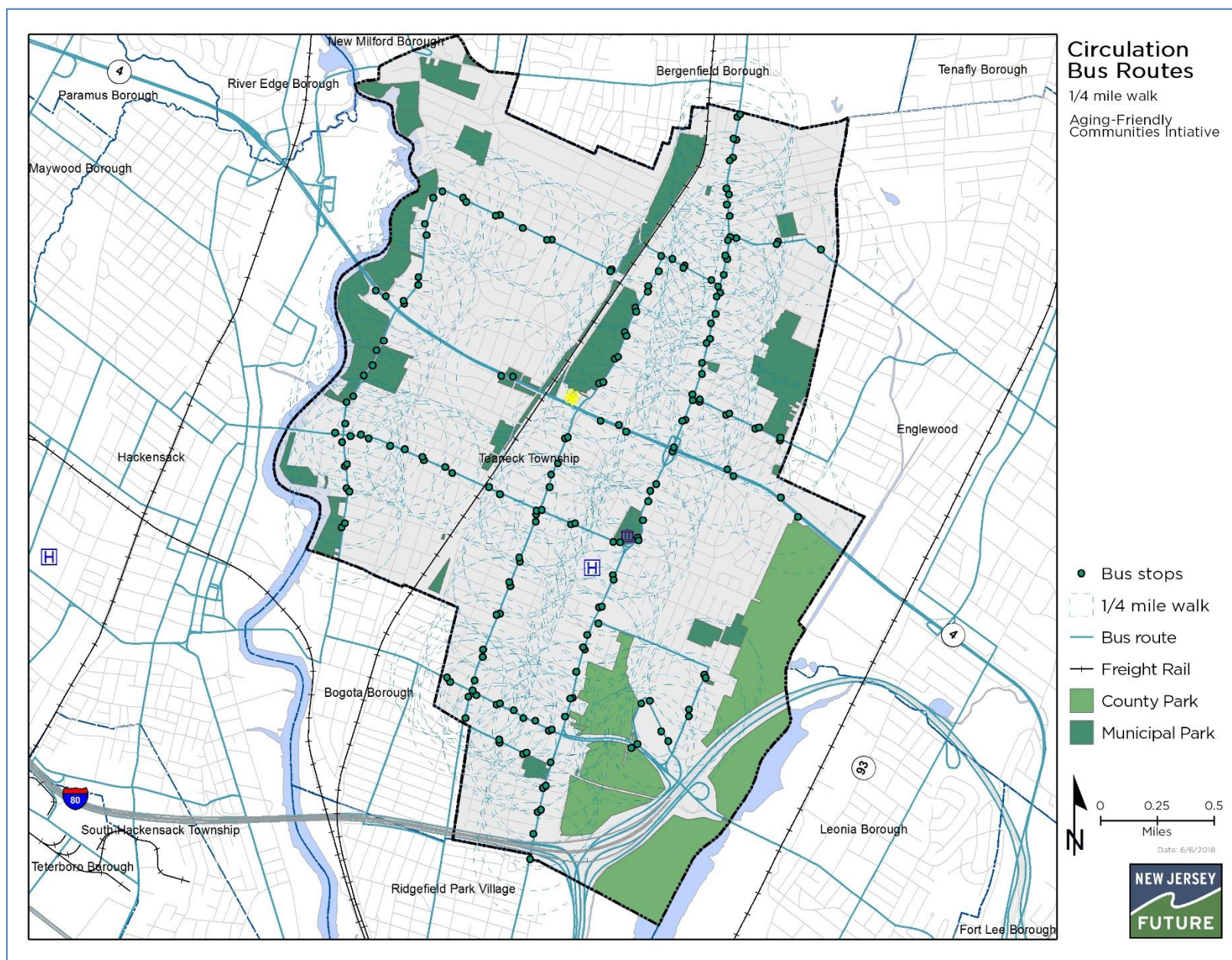
Roadways serving the commercial centers in the township have varying widths and number of travel lanes. A review of aerial photography shows that for much of its length, Cedar Lane has two lanes in either direction with on-street parking on the north and south sides of the street, for an overall width of approximately 60 feet. Queen Anne Road is typically limited to one lane in either direction and where on-street parking is available, the street width is approximately 30 feet. Teaneck Road appears to have two travel lanes in either direction with a width of approximately 50 feet.

Roadways through the township's commercial areas tend to be wide and have multiple travel lanes that present crossing obstacles, particularly for older residents and people with mobility constraints. The township should evaluate key intersection crossing points and consider Complete Streets strategies with a particular focus on improving pedestrian connections, minimizing crossing time, calming traffic, and enhancing crossing safety.

Image 2: Cedar Lane Business District





Figure 3: Circulation - Bus Routes








IV. Public Spaces and Amenities

Does **Teaneck** provide access to public spaces, amenities, and programs for older residents?

PUBLIC SPACES, FACILITIES	
<p>Community Centers Amenities such as recreation centers, senior centers and libraries provide access to learning, information, entertainment, exercise and socializing opportunities, which are critical to healthy aging.</p> <p> <i>Looking for:</i> community centers and libraries with walking access.</p>	<p>The Teaneck Public Library is located at 840 Teaneck Road, immediately adjacent to the municipal building. The facility offers a range of services including book clubs, lecture series, readings, yoga, meditation and cooking classes, theatrical presentations, and movies. The township's popular Richard Rodda Community Center, located at 250 Colonial Court, is open seven days a week and offers programs for every age group, including the 800 to 900 older adults who frequent the facility every week. Unfortunately, neither of these facilities is readily accessible by pedestrians. For the most part, patrons must resort to automobiles or buses to get to them. The facilities are located in the center of the township but, because Teaneck is so large, a pedestrian from a surrounding residential area would have to walk a considerable distance to get to either one, crossing many roadways that are not pedestrian-friendly.</p> <p>The township should consider undertaking a planning study aimed at enhancing pedestrian accessibility to the library and community center. These important community facilities offer an array of valuable services for all age groups, and most particularly for older and younger residents of the township who may have limited mobility and access to automobiles. In the course of conducting an accessibility study, the township should also consider dedicated transportation services and/or opportunities to create satellite facilities that could be distributed in neighborhoods in all areas of the municipality.</p>
<p>Public Street Furniture Street furnishings provide opportunities to rest during the course of business and offer opportunities for interpersonal connection.</p> <p> <i>Looking for:</i> public furnishings in and along the way to public facilities.</p>	<p>Based upon a brief visual survey of aerial photography, public furniture and amenities appear to be limited or not present along many of the township's commercial corridors</p> <p>Teaneck should consider a survey of street furniture as part of a broader audit of walking conditions, particularly in those areas frequented by older adults, such as the senior center and library. Furniture should be located at and along the way to these public facilities and at bus stops, to ensure safe walking conditions and rest stops for older residents.</p>

<p>Joint Use of Facilities Joint use of facilities offers additional locations for providing services and a way to leverage taxpayer money. Joint use is typically governed by a formal agreement, setting forth the terms and conditions for shared use of public property or facilities.</p> <p> <i>Looking for:</i> joint use of community facilities.</p>	<p>Teaneck has a joint-use agreement with the Teaneck Board of Education that authorizes municipal use of school facilities during off-school hours – specifically, indoor use Monday through Friday, and outdoor use during off hours when the facilities are not in use for school sports. The township also has a field priority use agreement that allows use of township facilities by township-recognized sports organizations, the Board of Education, club teams, accredited private schools, businesses, houses of worship, community-based organizations and non-affiliated leagues or individual residents.</p> <p>Because the Richard Rodda Community Center is not readily pedestrian- accessible, the township could maximize the utility of its joint use agreements with the Board of Education to use schools as satellite facilities from which to provide programs and services, particularly those that serve older residents, in all neighborhoods throughout the township.</p>
OUTDOOR, GREEN SPACE	
<p>Parks/Green Spaces/Trails Open space in towns and cities provides many advantages: formal and informal sport and recreation, preservation of natural environments and the provision of green space, which helps improve air and water quality, and improves mental health. This is a benefit to residents of all ages.</p> <p> <i>Looking for:</i> parks and outdoor spaces that are accessible on foot.</p>	<p>As described in the introduction to this report, a total of 33 parks are distributed throughout the township encompassing over 732 acres, or 18 percent of the area of the community. The parks range in size from the .17-acre Kipp Street Park, to the 248.7-acre Overpeck County Park. At least one park is within a quarter-mile walk of all residential areas of the township, with the exception of portions of a neighborhood in the north-west and south-east quadrant of the municipality (see Figure 4: Teaneck Parks). In addition, an east/west, protected, greenbelt extends the length of Route 4. Also, the Hackensack River Greenway runs through the Fairleigh Dickinson Campus, extending 3.5 miles from the township's northern to its southern boundaries, paralleling the Hackensack River.</p> <p>Teaneck's Open Space and Recreation Plan should be updated to include, as a long term goal, development of an integrated pedestrian access network connecting all neighborhoods and commercial areas to all of the township's parks and green spaces.</p>
<p>Green infrastructure Green infrastructure is an approach to managing rainwater and snowmelt by enabling it to infiltrate into the ground where it falls or by capturing it for later reuse. Examples include street trees, pervious pavement, rain gardens, rain barrels, green roofs, vegetated swales and bio-retention basins. Green infrastructure helps to reduce flooding, improves public health, provides jobs, raises property values, beautifies neighborhoods and “downtowns” and supports wildlife.</p> <p> <i>Looking for:</i> municipal policy or ordinance that encourages installation of green infrastructure.</p>	<p>It does not appear that Teaneck has a policy in place regarding the installation of green infrastructure.</p> <p>Teaneck should consider updating its stormwater management regulations to encourage the use of green infrastructure (see A Few Ways to Strengthen Your Town's Stormwater Ordinance, below). It should also integrate green infrastructure into roadway design in conjunction with the implementation of its Complete Streets policy. Doing so would simultaneously enhance the pedestrian environment and expand the community's inventory of natural resources. The Water Resources Program at Rutgers Cooperative Extension is a good source of information and technical assistance.</p>

A FEW WAYS TO STRENGTHEN YOUR TOWN'S STORMWATER ORDINANCE

Reference excellent guidance and resources that applicants for development permits can use. For example, "For guidance on site evaluation, construction specifications and details, the applicant shall refer to Rutgers Cooperative Extension's [Green Infrastructure Guidance Manual](#) for New Jersey;" and "For road or highway projects, the applicant shall, at minimum, follow USEPA guidance regarding [Managing Wet Weather with Green Infrastructure: Green Streets](#) (December 2008 EPA-833-F-08-009)" and may also reference the [Urban Street Stormwater Guide](#) published in 2017 by NACTO, the National Association of City Transportation Officials (ISBN 978-1-61091-812-1)."

Include strong, clear definitions for green infrastructure, redevelopment and bioretention. Omit language that indicates your ordinance's definitions are the same as, or based on, definitions in [New Jersey's stormwater rules](#) (NJAC 7:8). Sample definitions:

"Green infrastructure" uses or mimics the natural water cycle to reduce stormwater runoff and prevent runoff pollution. Green infrastructure best management practices (BMP) manage runoff close to the source by retention, infiltration, evapotranspiration, and filtration. Green infrastructure BMPs include but are not limited to: bioretention systems including rain gardens, tree trenches and tree boxes; pervious paving systems; green roofs; grass swales; dry wells; vegetative filter strips; constructed stormwater wetlands, cisterns or wet ponds for water capture and reuse, and downspout disconnection. Green infrastructure can be designed to capture and retain the water quality volume of 1.25 inches with no immediate surface discharge.

"Redevelopment" means land-disturbing activity that results in the creation, addition, or replacement of impervious surface area on an already developed or disturbed site. Redevelopment includes but is not limited to: the expansion of a building footprint; addition or replacement of a structure; replacement of impervious surface area that is not part of a routine maintenance activity; and land disturbing activities related to structural or impervious surfaces. It does not

include routine maintenance to maintain original line and grade, hydraulic capacity, or original purpose of facility, nor does it include emergency construction activities required to immediately protect public health and safety.

"Bioretention" means a green infrastructure BMP that consists of a bed filled with soil, gravel, or other material and planted with suitable non-invasive (preferably native) vegetation. Stormwater runoff entering the bioretention system is filtered through the planting bed before being either conveyed downstream by an underdrain system or infiltrated into the existing subsoil below the planting bed.

Apply ordinance requirements to redevelopment projects as well as new development. Sample language:

Where redevelopment that adds, replaces or disturbs (alone or in combination)

greater than 5,000 square feet [*or a smaller area, if the ordinance applies also to minor development*] of impervious surface results in an alteration to more than 50 percent of impervious surfaces of a previously existing development, the entire existing development shall meet the requirements of this ordinance.

Require onsite stormwater retention for the water quality storm (1.25" over two hours). Sample definition:

Onsite stormwater retention is achieved with a natural or constructed, surface or subsurface area or facility designed to retain water for an extended period of time for the purpose of filtering stormwater runoff through vegetated permeable soils, evapotranspiration, or infiltration capture stormwater runoff for beneficial reuse such as irrigation.

Require that the **water quality standards (SWQDv) be met with green infrastructure practices** before other structural practices.



Define “major development” with a smaller area of disturbance than is required in the state’s model ordinance. The state’s threshold is one acre of disturbance or 1/4 acre of new impervious surface. The Sustainable Jersey draft model ordinance suggests major development be defined as a site that adds or replaces (alone or in combination) 5,000 square feet of impervious surface or disturbs one half acre or more of land. Depending on land-use characteristics, some cities or towns may prefer a smaller threshold (see italics in definition below). Sample language:

“Major development” means any development or redevelopment, as defined by this section, that adds or replaces (alone or in combination) 5,000 square feet or more of impervious surface, or that provides for ultimately disturbing 1/2 acre *[or 1/4 acre, or 5000 square feet]* or

more of land. Major development includes both private and public projects or activities. Disturbance for the purpose of this rule is the placement of impervious surface or exposure and/or movement of soil or bedrock or clearing, cutting, or removing of vegetation.

Extend ordinance applicability to minor development as well as major development. The Sustainable Jersey draft model ordinance suggests the minor development threshold for complying with the ordinance be projects that exceed 1,000 square feet. Some municipalities have adopted an even smaller threshold (Princeton’s minor development threshold is 400 sf; Millburn’s is 250 sf).

Why ¼ mile walking distance?

A quarter-mile is commonly cited as the distance people are willing to walk to transit stations, public facilities, and retail destinations. The **Planning for Transit-Friendly Land Use: A Handbook for New Jersey Communities**, prepared by NJ Transit, suggests that a reasonable walking distance can vary, based on such factors as topography, sense of safety and security, and presence of interesting activity along the route, but it is generally understood that most people will walk from five to 15 minutes to get to or from a transit station stop. This walk time corresponds to approximately quarter mile to a half mile. A [study of travel behavior](#) also found that each additional walking minute to public transportation increases the probability of car use

A study by the New York Regional Plan Association, **Building Transit-Friendly Communities: A Design and Development Strategy for the Tri-State Metropolitan Region**, offers further support, finding that residents within a quarter-mile of a transit facility are five to seven times more likely to walk to the station than other passengers.

The quarter-mile standard is also supported by park equity research. Jennifer Wolch, Dean of the University of California at Berkeley, College of Environmental Design, wrote in 2002 that a quarter-mile is reasonable “for parents taking toddlers and small children to a park for everyday outings and playground opportunities.”

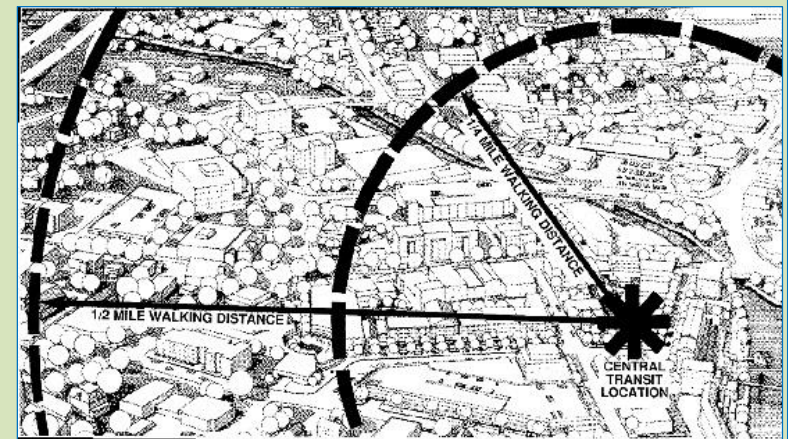
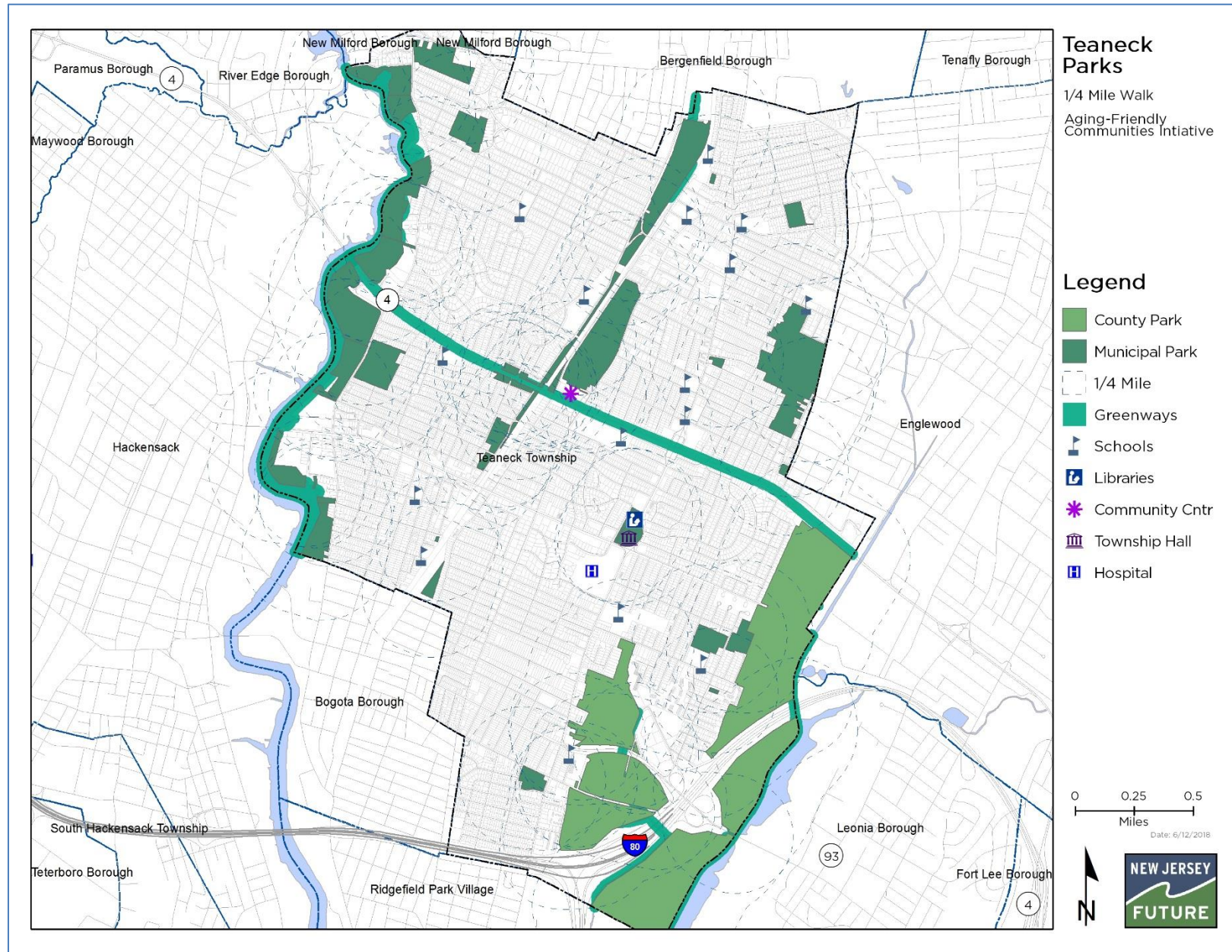


Figure 4: Teaneck Parks



Summary of Recommendations

Following is a listing of the recommendations presented in the four categories of the built environment evaluated in the preceding sections.



Mixed Use Center

Presence of a Center

1. Although the township ranks well on the NAD metric it lacks a town center. This could be overcome by creating a cultural/social hub focused on the wide variety of facilities that are already conveniently clustered in close proximity to the municipal complex. Such a hub could be developed by reconfiguring adjacent roadways with the explicit intention of creating a town green with considerably improved pedestrian accessibility, reserving space for public meetings and celebrations. Themed wayfinding/informational signage could be designed to create visual and physical links that tie the area together to form a community center.

Policies and Programs that encourage compact, mixed use development

2. The Cedar Lane SID could serve as a funding source for corridor improvement programs tied to Teaneck's capital improvement program strategies. Improvements could include sidewalk widening, wayfinding signage, Complete Streets strategies, and improved pedestrian connections to adjacent residential areas. In addition, experience with the Cedar Lane SID could serve as a model for replication in the township's three other commercial centers.
3. Teaneck should consider participation in the [Main Street New Jersey](#) program to develop focused revitalization and streetscape improvement strategies in its commercial centers. DCA accepts applications for designations every two years and designates selected communities to join the program. These communities receive technical support and training to assist in restoring their Main Streets as centers of community and economic activity.

Plans that encourage compact, mixed use development

4. Teaneck should consider updating its Master Plan to reflect the municipality's population age characteristics and trends and evaluate age-friendly opportunities in order to identify and respond to the community's evolving needs.
5. Teaneck should consider updating the Master Plan with the specific goal of encouraging compact, mixed-use, pedestrian-oriented development within its commercial centers. The 2017 population estimates released in late May 2018 reveal that New Jersey municipalities with the presence of a mixed use and high net activity density, and local street network density, accounted for 61.5 percent of statewide population growth from 2008 to 2017. In contrast, municipalities not scoring well on any of the metrics saw their share of growth decline from 38.8 percent for the 2000-2008 period to just 11.9 percent for 2008-2017.

General Recommendation 1 – A Community Center for Teaneck

6. The Teaneck Municipal Building, Public Library, Police Department, Community Education Center, and the Holy Name Medical Center, which is actively involved in and supports a variety of activities of the Township, are all clustered together at the intersection of Teaneck Road and Cedar Lane. Currently, the area around these buildings is formally arranged and somewhat intimidating, particularly the green space entry way to the municipal building. The several parking lots that serve them emphasize the area's automobile orientation. Cedar Lane and Teaneck Road are wide and the dedicated turn lanes at the intersection render crossing for most pedestrians unsafe if not impossible. It is noteworthy that plans underway to create in this area a [Garden to Nurture Human Understanding](#), with two educational installations – the Northern New Jersey Holocaust Memorial and Education

Center and the Enslaved African Memorial Committee, privately funded but with the support of the Township as well as support from the Teaneck Public Library. If properly planned, this facility cluster and the planned Garden could serve as the community's social hub (see **Figure 2: Business Districts**).

Teaneck should consider undertaking a design workshop specifically focused on identifying strategies to convert the public facilities complex that straddles Teaneck Road and Cedar Lane into a traditional community green with enlivened and inviting public spaces where active and passive recreation and social gathering can regularly occur. A design workshop does not have to be a costly exercise. The New Jersey chapter of the American Planning Association's [Community Planning Assistance Program](#) may be able to provide professional planning and community design service on a volunteer basis to conduct this workshop. Alternatively, this project might be a good fit for a graduate studio project in partnership with the Bloustein School of Planning and Public Policy at Rutgers University.

Land Development Standards

7. Teaneck should consider eliminating the front yard setback in the B-2 zone because such requirements tend to diminish interest along the street.
8. Teaneck's lot coverage requirements are appropriate for the smaller lot sizes typical in the township's business areas.
9. The township's building height requirements appear to be sufficient to promote appropriate densities in the municipality's commercial centers.
10. Teaneck should consider establishing design standards within its commercial areas that focus on enhancing the pedestrian experience, improving mobility and improving connectivity. Such standards could include recommendations for streetscapes (trees, street furniture, pedestrian amenities, etc.), building facades (frontage requirements, window area, architectural materials), signage (height, size, design). It is noted that the Circulation Plan element in the 2007 Master Plan recommended drafting a capital improvements plan to fund street improvements for all business districts. Plans for such improvements are presently underway in the Teaneck Road business district. The CIP should be the township's vehicle to program improvements in each business district over time.

General Recommendation 2

11. According to the revision key, the most recent revision of the Teaneck zoning map that is posted on the township's website was January 8, 2008. The township should consider bring the map up to date and, to enhance legibility, preparing a map with zones keyed to standard zoning colors rather than the current mono-chromatic version. Furthermore, the township should consider creating the map using current geographic information systems software to enable regular updates.

General Recommendation 3

12. The [Form-Based Codes Institute](#) defines a form-based code as "a land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. A form-based code is a regulation, not a mere guideline, adopted into city, town, or county law. A form-based code offers a powerful alternative to conventional zoning regulation". Such codes consider the relationships between buildings and the street, pedestrians and vehicles, public and private spaces and the size and types of streets and blocks. A form-based code also establishes rules for parking locations and limits, building frontages and entrance location(s), elevations, streetscapes, window transparency and block patterns (i.e., no oversized "super blocks"). Since form-based code can be customized, the code for one area might be focused on preserving and enhancing the character of the neighborhood while the goal elsewhere might be to foster

dramatic change and improvements. Often, a community's form-based code can accomplish both with a more tailored approach to community character than conventional zoning (see: [AARP Livability Fact Sheets](#)).



Housing

Land Development Standards that support a mix of housing options

13. Recently approved housing projects will introduce more multi-family rental units to the Teaneck market, however rents for most of these units are likely to be high. Although the township's zoning regulations permit a wide array of housing types the actual range of housing options is narrow and residential values coupled with the percentage of 65+ households that are cost burdened suggest the need for more affordable, smaller dwelling units.
14. Teaneck should consider exploring limited incentives, such as density bonuses, increased building height limits, or of-right zoning controls that would encourage a wider range of housing types (e.g., single-family attached units, town homes, and/or duplex units). Such units would be better suited to the needs of older residents seeking to down-size as well as millennials seeking a first-time home.
15. Teaneck should consider adopting a universal design approach for all new and renovated residential development in the township.
16. Teaneck should consider allowing accessory apartments by right in the R-S district, subject to conditions that limit the impact such units might have on the surrounding neighborhood. Conditions might include: 1) a limit of one accessory apartment per lot; 2) a requirement that the principal dwelling or accessory apartment unit be owner-occupied; 3) a minimum lot size or house size; 4) a limit on the size of the accessory apartment to no more than a percentage (ex. 30 percent) of the gross floor area of the house; and/or 5) restricting new entrances to the side or rear of the home.
17. Teaneck should consider various strategies that provide affordable housing options such as home sharing, particularly for older populations, to enable them to continue to be residents of the township.



Transportation

Walkability

18. Teaneck should use its high SND score to help market the township as having walkable neighborhoods. However, knitting those neighborhoods together to enable ready pedestrian access among them will be a challenge. Expenditures to improve connectivity should be included in the township's Capital Improvement Plan and phased in over time so the municipality builds a walkable sidewalk network over time that serves all residents.
19. Teaneck should consider establishing design standards and basic minimums for installation and widths of sidewalks, which would be consistent with its existing Complete Streets policy.
20. Teaneck should consider establishing basic standards for crosswalks throughout the township that are consistent with its adopted Complete Streets policy and should include regular crosswalk improvement projects in its capital improvement program planning.

Public Transportation

21. Teaneck should consider doing an assessment of its busiest bus stops to determine if they provide sufficient seating and lighting for older residents.

22. Teaneck should support efforts of their neighboring towns to lobby the state to reinvigorate the Passaic-Bergen rail line project and encourage consideration of establishment of a Teaneck/Hackensack shuttle connection to promote alternative transportation options.

Streets

23. New development and redevelopment should be designed to contribute to, enhance, and maintain the township's efficient interconnected network of streets, particularly near the commercial centers.
24. Roadways through the township's commercial areas tend to be wide and have multiple travel lanes that present crossing obstacles, particularly for older residents and people with mobility constraints. The township should evaluate key intersection crossing points and consider Complete Streets strategies with a particular focus on improving pedestrian connections, minimizing crossing time, calming traffic, and enhancing crossing safety.



Public Spaces and Amenities

Public Spaces, Facilities

25. The township should consider undertaking a planning study aimed at enhancing pedestrian accessibility to the library and community center. These important community facilities offer an array of valuable services for all age groups, and most particularly for older and younger residents of the township who may have limited mobility and access to automobiles. In the course of conducting an accessibility study, the township should also consider dedicated transportation services and/or opportunities to create satellite facilities that could be distributed in neighborhoods in all areas of the municipality.
26. Teaneck should consider a survey of street furniture as part of a broader audit of walking conditions, particularly in those areas frequented by older adults, such as the senior center and library. Furniture should be located at and along the way to these public facilities and at bus stops, to ensure safe walking conditions and rest stops for older residents.
27. Because the Richard Rodda Community Center is not readily pedestrian-accessible, the township could maximize the utility of its joint use agreements with the Board of Education to use schools as satellite facilities from which to provide programs and services, particularly those that serve older residents, in all neighborhoods throughout the township.

Outdoor, Green Space

28. Teaneck's Open Space and Recreation Plan should be updated to include, as a long term goal, development of an integrated pedestrian access network connecting all neighborhoods and commercial areas to all of the township's parks and green spaces.
29. Teaneck should consider updating its stormwater management regulations to encourage the use of green infrastructure (see A Few Ways to Strengthen Your Town's Stormwater Ordinance). It should also integrate green infrastructure into roadway design in conjunction with the implementation of its Complete Streets policy. Doing so would simultaneously enhance the pedestrian environment and expand the community's inventory of natural resources. The [Water Resources Program](#) at Rutgers Cooperative Extension is a good source of information and technical assistance.

Where do we go from here, next steps?

Undertaking each of the recommendations listed above and described in detail in the preceding sections of this assessment will entail a series of administrative actions, policy changes, financial investments, planning, design and construction initiatives. This will be a long-term commitment and will require the use of a considerable amount of community resources both financial and personnel. However, regardless of the direction decision-makers elect to go, the first step in undertaking the recommendations is to develop a detailed implementation program that reflects the goals and aspirations of the municipality and defines community priorities. Setting such priorities will require the municipality to determine which projects are most critical, which ones can be undertaken most readily, and which projects are going to have the greatest impact on improving community aging-friendliness. A complete implementation program encompasses:

1. a breakdown of tasks to accomplish the recommendation;
2. a phasing program and schedule specifying when each task is undertaken in a logical sequence;
3. an estimate of the costs of each action, including planning, design, construction and maintenance where relevant;
4. a likely source of project funding;
5. the identification of who will be responsible to marshal the project through the implementation process, including building necessary community support and engagement.

Sources

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- Global Age-friendly Cities: A Guide, World Health Organization (WHO), 2007 http://www.who.int/ageing/publications/Global_age_friendly_cities_Guide_English.pdf
- Accessory Dwelling Units, Model State and Local Ordinance, AARP, 2000 <https://www.njfuture.org/research-publications/research-reports/implications-of-recent-demographic-trends/>
- Age-Friendly Communities, Municipal Implementation Tool #30, Delaware Valley Regional Planning Commission (DVRPC), November 2017 <https://www.dvrpc.org/Reports/MIT030.pdf>

PLEASE NOTE

In addition to the sources listed above, more than 50 terms throughout this report are [hyperlinked](#) to resources that provide additional information about programs, regulations, recommended strategies, pertinent research materials, and/or articles that supplement narratives throughout this document. Readers who wish to obtain additional information or source documents are encouraged to click on and explore the links.



About New Jersey Future

New Jersey Future promotes growth that fosters vibrant cities and towns, protects natural lands and waterways, enhances transportation choices, provides access to safe, affordable and aging-friendly neighborhoods and promotes a strong economy. The organization does this through original research, innovative policy development and advocacy, strong partnerships and hands-on technical assistance. <https://www.njfuture.org/>

About the Authors

David Kutner PP AICP, Planning Manager

David manages New Jersey Future's land use planning work, emphasizing initiatives to create healthy, active communities for all ages. He is working with municipalities throughout the state to introduce them to the relationship between the built environment and health by considering the connection among land-use development, affordable housing options, and age-friendly places. David has also worked extensively with coastal communities vulnerable to sea-level rise. For the past 5 years he has managed New Jersey Future's Local Recovery Planning Manager program, providing ongoing and direct assistance to municipalities seeking to rebuild from the devastating damage of Hurricane Sandy. His work has focused on helping communities recover from extensive storm damage but also encouraging them to consider the implications of projected sea-level rise and how they might plan for and respond to the challenges of impending flood inundation risks due to a changing climate. He is a licensed professional planner with more than 30 years of land use and environmental planning experience. He has worked as a private planning consultant and held positions in local, county, and state planning agencies in New Jersey, Massachusetts, New York, Pennsylvania, and Florida.

Tim Evans, Director of Research

Tim Evans is responsible for the original research and data analysis that support New Jersey Future's policy development and ensures that all of the organization's products and media

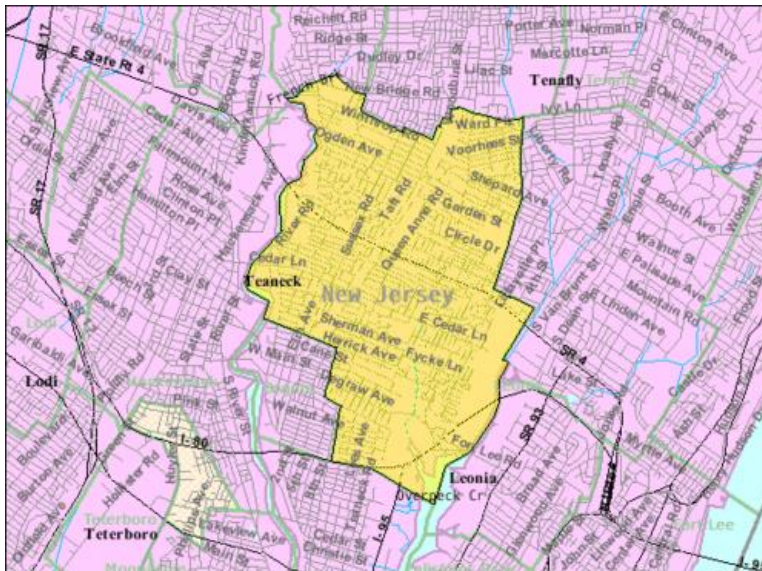
communications are quantitatively accurate and defensible. He frequently provides data and advice to colleague organizations, serving as an informal research consultant to the smart growth community at large. His analysis and commentary have been featured by a wide range of state and national media outlets. He holds a B.S. in mathematics from Ursinus College, an M.S. in statistics from the University of Virginia, and a master's in city and regional planning from the Bloustein School of Planning and Public Policy at Rutgers University. Prior to joining New Jersey Future, he worked for six years as a mathematical statistician for the Bureau of the Census in Washington, D.C.

COMMUNITY PROFILE



Township of Teaneck Municipal Profile

June 2018



Prepared by



INTRODUCTION

New Jersey Future has assembled this municipal profile in conjunction with the **Aging-Friendly Communities Initiative** that is being undertaken with funding from the **Henry and Marilyn Taub Foundation**, whose support made this project possible. The profile is intended to offer a current statistical snapshot of key demographic and economic characteristics of the Township of Teaneck, particularly as they relate to the township's older residents. To provide context, Teaneck's values for the data items presented here are compared to statewide values.

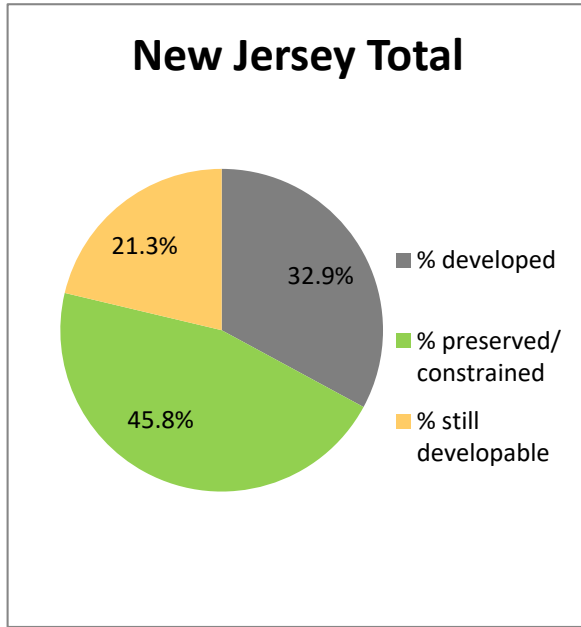
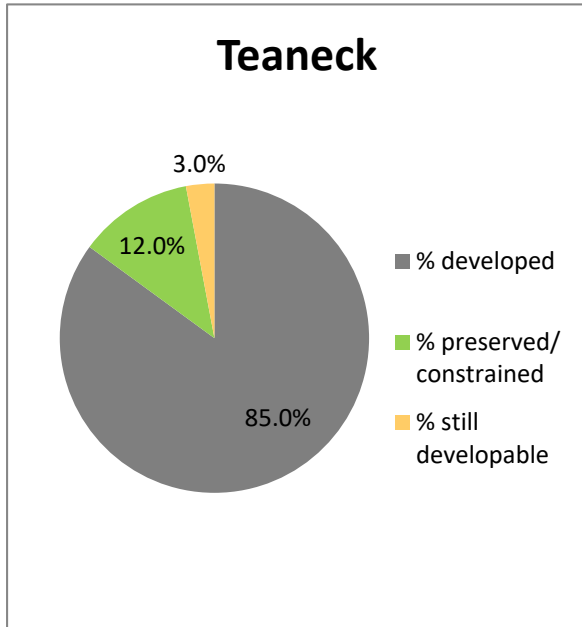
A list of the data items included in this profile is provided below. Except where otherwise indicated, the data source is the Census Bureau's 2015 American Community Survey

<https://www.census.gov/programs-surveys/acs/news/data-releases.2015.html>.

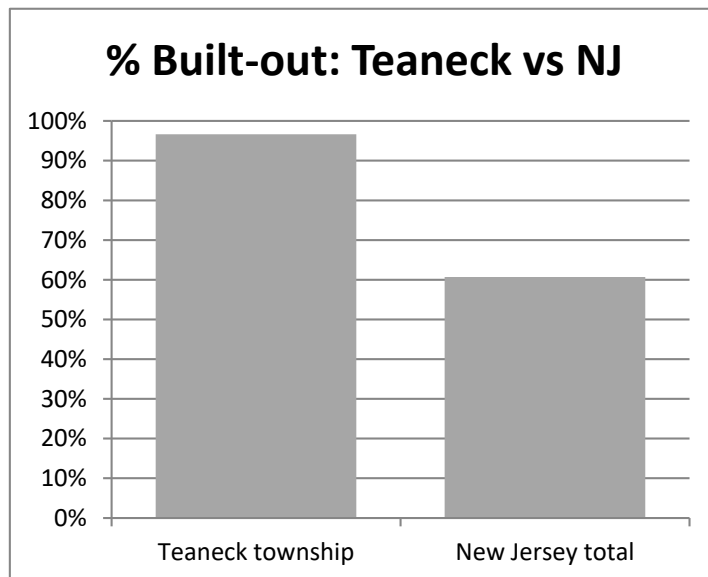
- 2007 land-use patterns: % developed, % preserved or constrained, and % still developable *[source: municipal-level data provided to New Jersey Future by the authors of Urban Growth and Open Space Loss in New Jersey from 1986 through 2007, produced jointly by researchers from Rowan and Rutgers universities – project overview page at <http://gis.rowan.edu/projects/luc/>]*
- % built-out (developed acres as % of all developable, i.e. with preserved/constrained lands removed from denominator) *[computed using data from the Rowan/Rutgers project]*
- Net activity density (population + employment per developed square mile) *[computed using the Rowan/Rutgers data on developed acreage, Census Bureau population data, and employment data from the New Jersey Department of Labor]*
- Street network density (route-miles of local road per square mile) *[land area data from Rowan/Rutgers; local road mileage computed from a database of road segments provided to New Jersey Future by Michael Baker Corp., a consultant to NJDOT]*
- Presence of a center (New Jersey Future methodology, using lists of places identified as centers by the State Development and Redevelopment Plan or the master plans for the Pinelands and Highlands, and a list provided by the Department of Community Affairs' "Main Street New Jersey" program of municipalities having a business improvement district)
- Total population
- Population by age group
- % living in poverty: all residents and residents 65+
- Median household income
- Household income distribution
- % vacant housing units
- % owner vs renter
- Living arrangements of the 65+ population
- Housing units by type / # of units in structure
- Average residential value *[source: Rutgers Center for Government Services [New Jersey Data Book](#)]*
- Years of median household income to purchase average-valued home *[computed using average residential value from the New Jersey Data Book and median household income from the 2015 ACS]*
- Median gross rent
- % of households that are cost-burdened: all households and households headed by someone 65+

2007 LAND USE PATTERNS

Teaneck is much more developed than the state as a whole, and much of what remains has either been permanently preserved (as parkland, for example) or cannot be built on due to environmental constraints. The township has very little developable land remaining, meaning that new development is, almost by definition, going to be redevelopment.



In fact, Teaneck is 96.6 percent built-out – that is, almost all of its land that can be built on (excluding land that has already been preserved or is environmentally constrained) has already been built on.



SMART-GROWTH METRICS

New Jersey Future has developed three municipal-level metrics of compactness and walkability: net activity density (population + jobs per developed square mile, for 2007), presence of a mixed-use center, and street network density (as measured by route-miles of local road per square mile).

Teaneck's **net activity density** is 10,283 people + jobs per developed square mile, ranking it in New Jersey Future's "small city / urban suburb" category, the second-highest. The median net activity density among all 565 municipalities in the state is 5,244, just over half of Teaneck's.

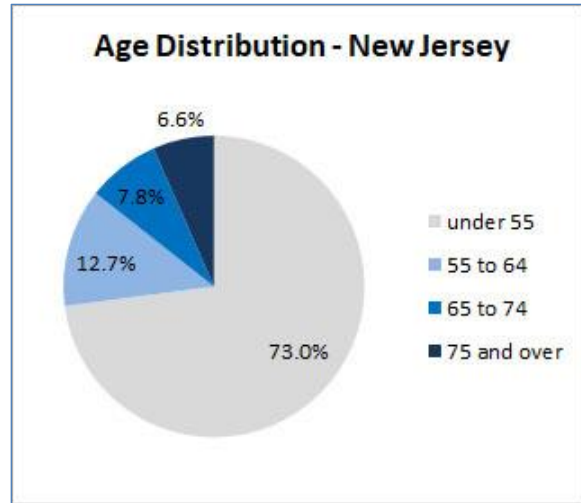
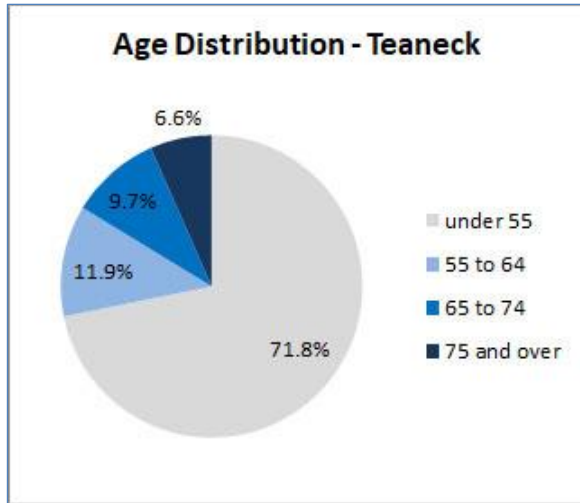
NJF characterizes Teaneck as **containing at least one center** (in reality it contains four distinct business districts, each surrounded by walkable neighborhoods).

Teaneck's **street network density** is 19.0 local road route-miles per square mile, putting it in the "high" category, the second highest. The median over all 565 municipalities in the state is 9.75.

TOTAL POPULATION (2016) = 41,010

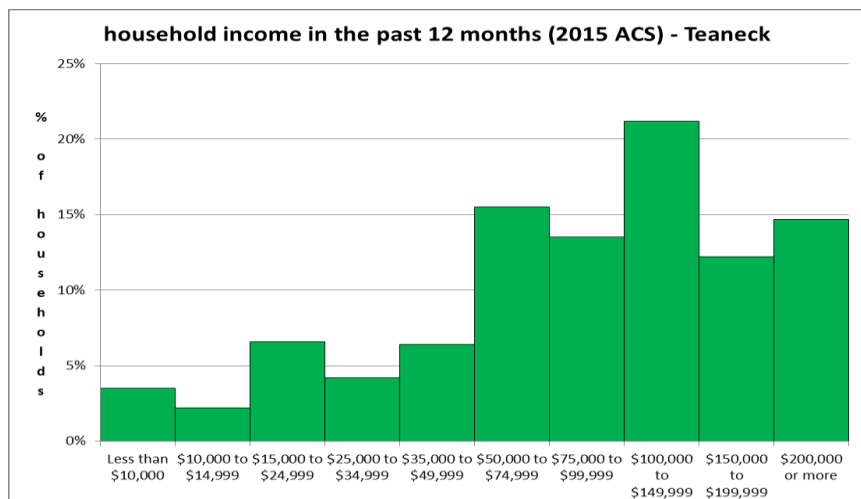
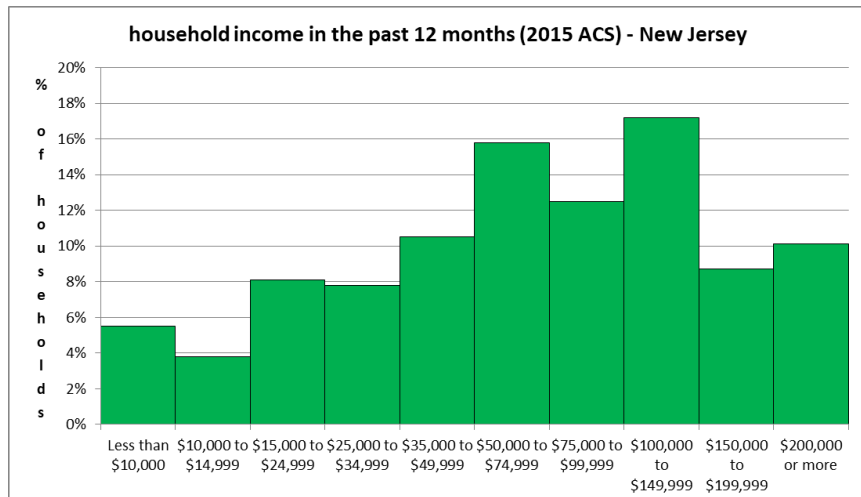
AGE DISTRIBUTION

A slightly higher percentage of Teaneck residents are 65 and older compared to the state as a whole.



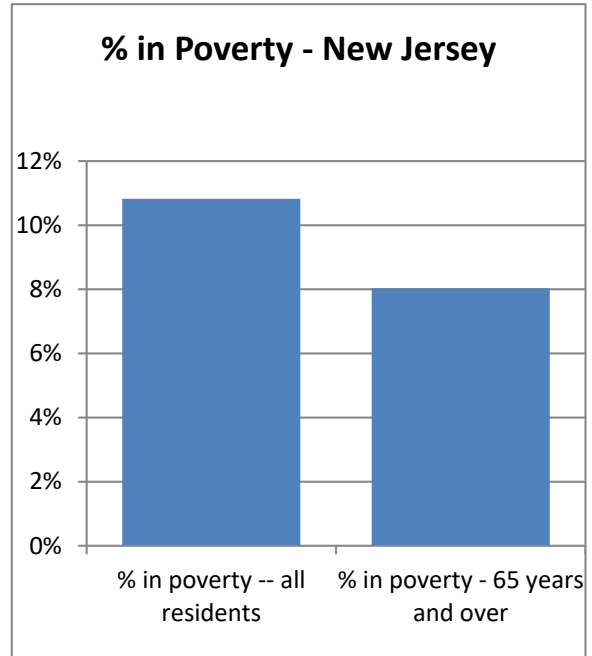
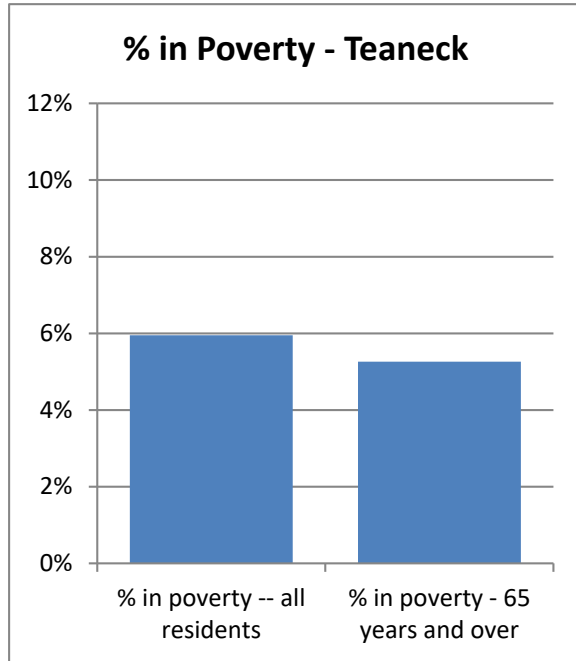
INCOME DISTRIBUTION

Teaneck's income distribution resembles that of the state as a whole but with fewer households in the income ranges below \$50,000



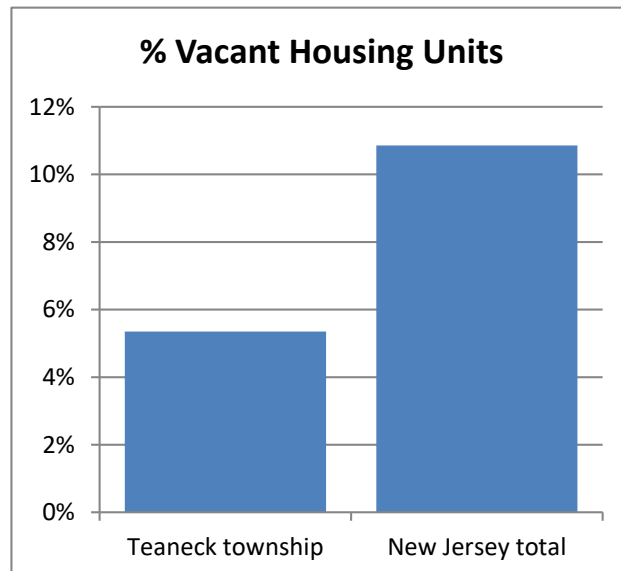
POVERTY

Teaneck's poverty rate is slightly more than half the statewide rate, both overall (5.9 percent in Teaneck vs. 10.8 percent statewide) and when looking only at people age 65 and over (5.3 percent in Teaneck vs. 8.0 percent statewide). In Teaneck, the drop-off in poverty rate from the overall population to the 65+ population is not as dramatic as it is statewide, indicating that whatever factors might be mitigating poverty for older residents at the state level are not as visibly at work in Teaneck.



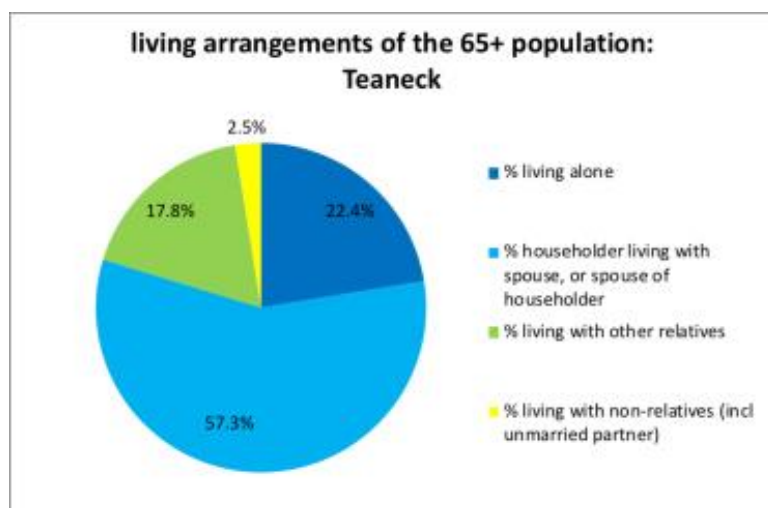
HOUSING VACANCY

Teaneck has a low level of vacant housing units relative to the state: 5.4 percent, vs. 10.9 percent statewide.



LIVING ARRANGEMENTS/HOUSEHOLDER STATUS

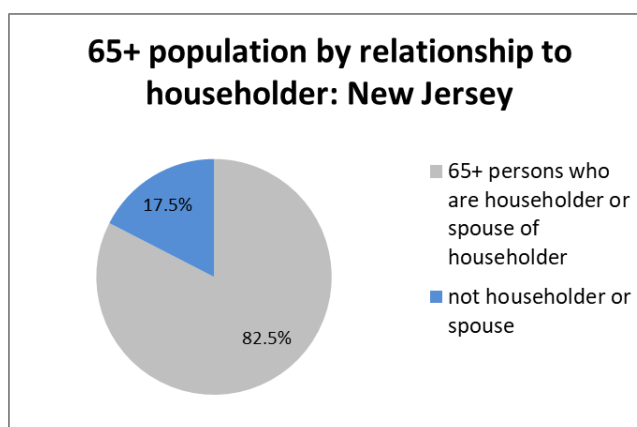
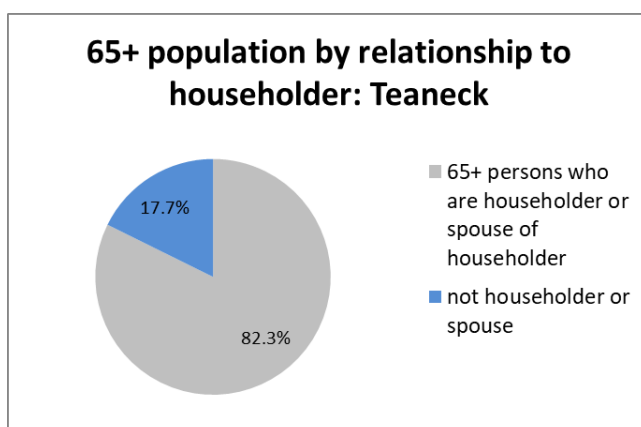
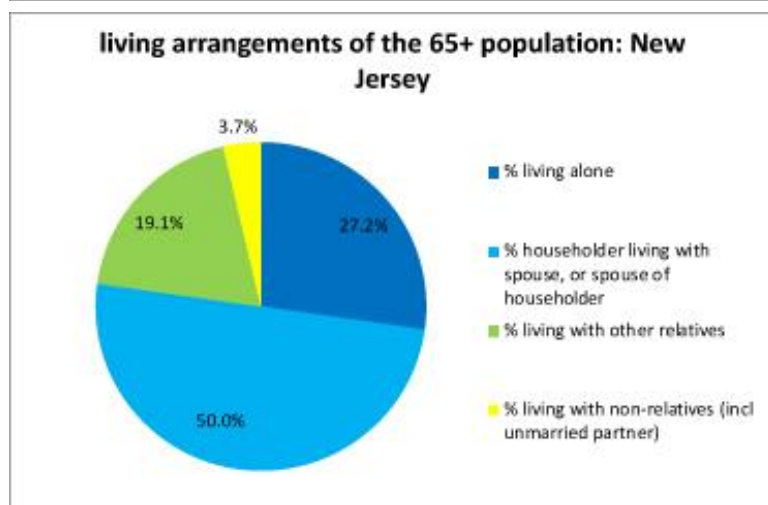
Teaneck has fewer older people living alone than is true in the rest of the state, while it has more 65+ married couples and more 65+ people who are the heads of family households



"Householder living with spouse, or spouse of householder" category includes any 65+ householder or spouse who is part of a married couple, regardless of whether there are other family members present or not.

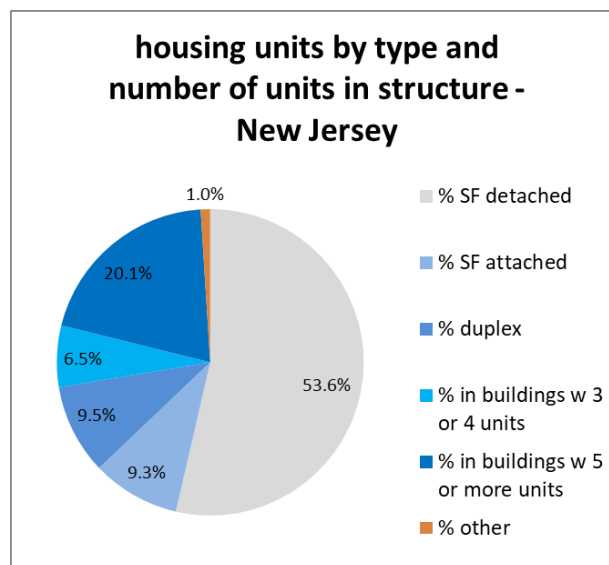
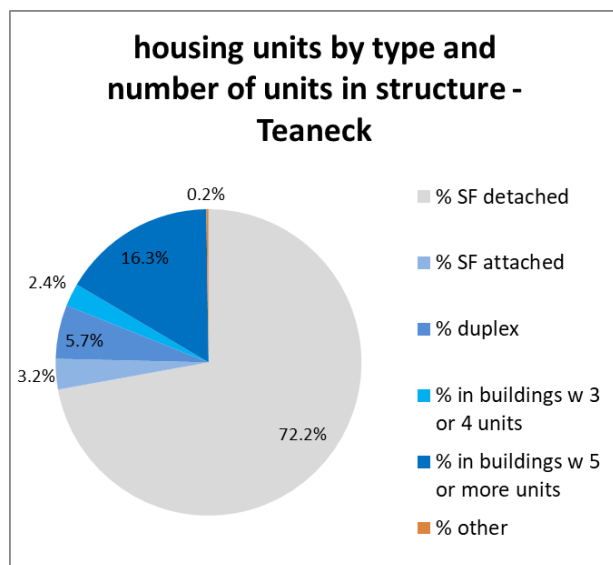
"Living with other relatives" category includes all other family situations, including some where the householder is over 65 and others where they aren't

"Living with non-relatives (including living with unmarried partner" includes 65+ people living in non-family multi-person households, in family households where they are not related to the family, and in group quarters (like nursing homes)



HOUSING STOCK

Teaneck's housing stock is dominated by single-family detached houses (72.2% of all units). But it does have a sizable share of larger apartment buildings: 16.3% of all housing units are in such structures, not far below the statewide rate. It has a much lower share of rowhouses and townhouses ("single-family attached") than the rest of the state – 3.2% vs. 9.3%.



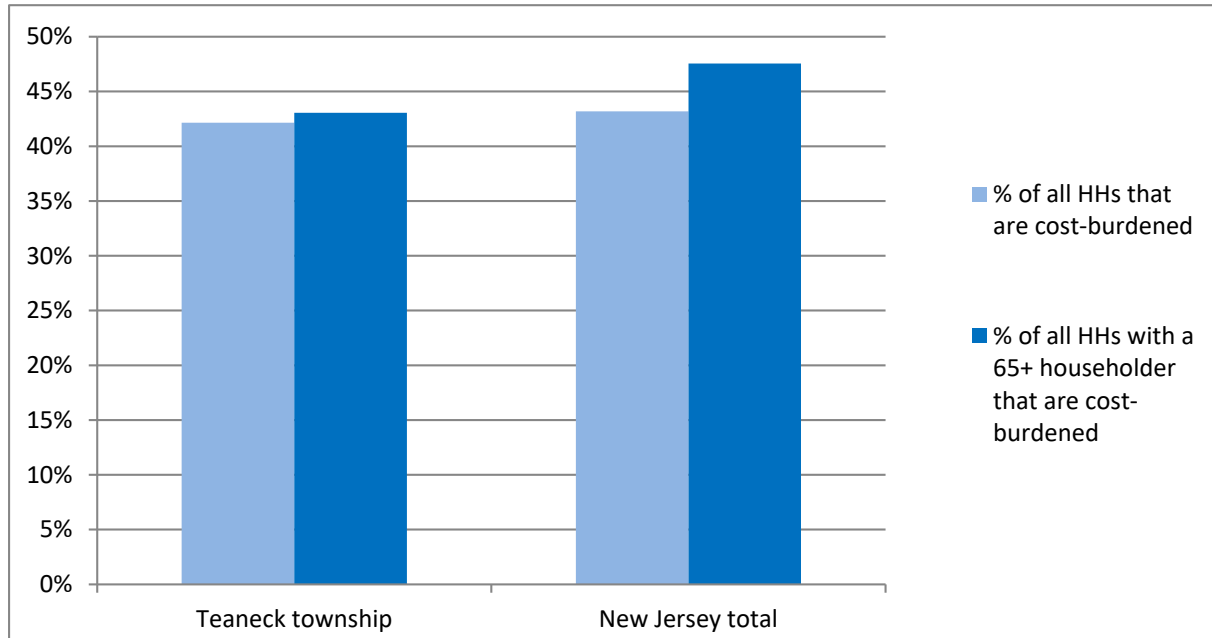
HOUSEHOLD INCOME

Teaneck's median household income is about one-third higher than the statewide median. Its average home is worth about 12 percent more than the average home for the whole state. Home values have not outstripped incomes as quickly in Teaneck as they have elsewhere: Statewide, the median household needs about 5 years' worth of income to purchase the average-priced home, whereas within Teaneck it is closer to 4 years. Because of Teaneck's slightly higher home values, and because the statewide median household income is lower, the median statewide household would need 5 ½ years' worth of income to purchase the average Teaneck home.

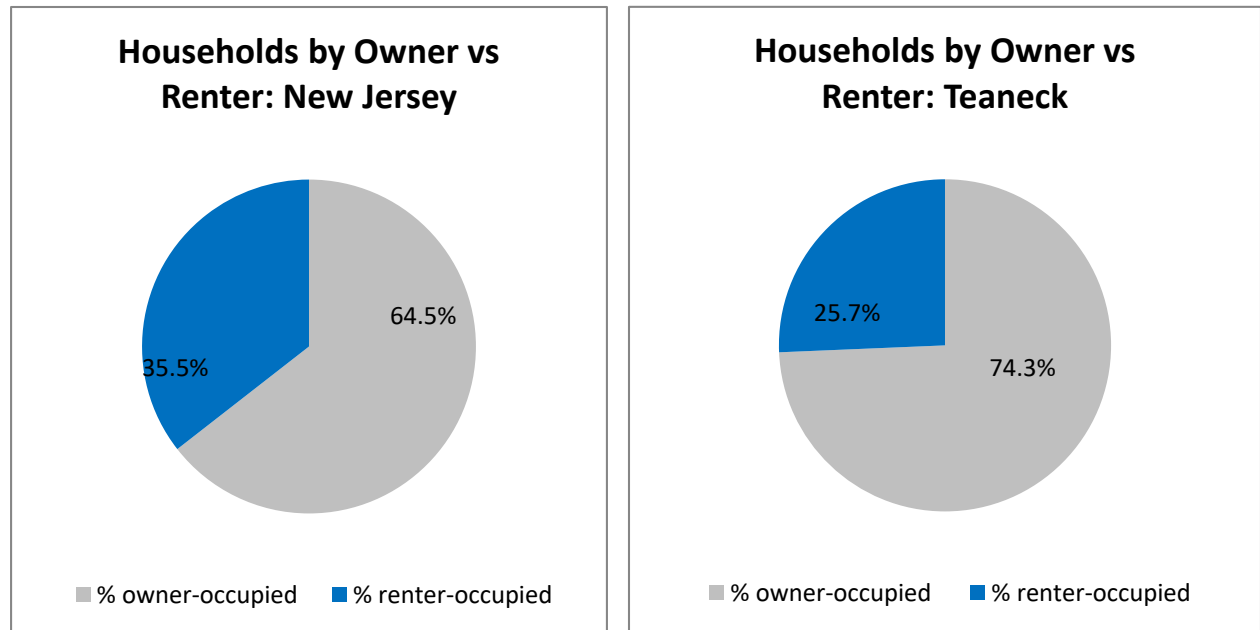
Jurisdiction	Median Household Income, 2015	Average Residential Value	Years of Local Median HH Income to Purchase Average Home Value	Years of State Median HH income to Purchase Average Home Value
Teaneck Township	\$96,760	\$397,724	4.11	5.52
New Jersey	\$72,093	\$352,183	4.89	4.89

HOUSING COST

Teaneck's rate of households that are housing cost-burdened (i.e. paying at least 30% of their gross income on housing costs) is similar to the statewide rate – 42.2% vs. 43.2%. When looking only at households headed by someone 65 or older, Teaneck performs slightly better. Its rate of cost-burdened senior-headed households, at 43.1%, is only slightly higher than its cost-burden rate for the general population, whereas the statewide rate of cost-burdened senior-headed households, at 47.6%, is several points higher than the statewide rate for all households



TENURE



Only about a quarter (25.7 percent) of Teaneck households are renters, compared to about a third (35.5 percent) statewide. Teaneck's rents are generally slightly higher than statewide: Median gross rent for Teaneck is \$1,314 per month, compared to a median of \$1,192 for the state, making Teaneck's median rent about 10 percent higher than statewide.

