

CITY OF ENGLEWOOD MASTER PLAN 2024



PREPARED BY DMR ARCHITECTS
SEPTEMBER 2024

ADOPTED BY THE ENGLEWOOD PLANNING BOARD
DECEMBER 9, 2024

AMENDED BY THE ENGLEWOOD PLANNING BOARD
, 2025

DRAFT

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EXECUTIVE SUMMARY

A Master Plan is a policy guidance document that is required by law (N.J.S.A. 40:55D-28 and 89, part of the Municipal Land Use Law) with the prescribed purpose of guiding “the use of lands within the municipality in a manner which protects public health and safety and promotes the general welfare”. It serves as blueprint and foundation for land use related decisions, including but not limited to zoning, capital improvements and investment in facilities and infrastructure, policies, and programs.

Master Plans play important roles in the development of communities. Changes to zoning, the mechanism by which local government regulates land use and development, may not be inconsistent with the goals, objectives, or recommendations of the Master Plan. Zoning changes that are not specifically recommended in the Master Plan may be adopted if they are consistent with or advance the stated objectives of the Master Plan. Applicants seeking permission from the Planning Board or Zoning Board of Adjustment, which are tasked with reviewing applications for new buildings or land uses, to deviate from zoning must prove that their deviations are not contrary to the Master Plan or that they advance the goals of the Master Plan better than the zoning in place.

The Municipal Land Use Law requires the Master Plan to be adopted at a public meeting of the Planning Board by resolution. Implementation of the Master Plan is executed largely by the Governing Body and City Administration and Departments through the adoption of ordinances to implement zoning and other policies, and through actions like undertaking studies, coordinating with other communities or agencies to achieve a goal, investing in infrastructure or facilities, and other government actions. The Master Plan may be amended or reexamined by the Planning Board prior to the 10 year anniversary of the adoption of this plan in order to reflect changes in circumstances or policy that require modification to the Master Plan.

A Master Plan is required to have a minimum of two components: a Statement of Objectives, Principles, Assumptions, Policies, and Standards (SOPAPS) guiding the creation of the Master Plan and subsequent laws and policies, and a Land Use Element, which describes the existing land use patterns and zoning in the community and provides recommendations for preserving or changing those patterns and regulations during the life of the Plan. A Master Plan may also include as many as fifteen additional discretionary elements. The 2014 Master Plan included the two mandatory elements as well as these discretionary elements:

- ▶ A Circulation Element addressing traffic and transportation;
- ▶ A Community Facilities Element addressing existing and future public buildings and services;
- ▶ A Recreation Element addressing recreational facilities like parks;
- ▶ A Historic Preservation Element addressing buildings and neighborhoods of historic value;
- ▶ A Recycling Element addressing the City's recycling services and policies; and
- ▶ A Green Buildings and Sustainability Element addressing policies to promote green building and community sustainability.

To prepare the City's 2024 Master Plan, DMR Architects conducted an extensive outreach and due diligence process that included not just reviewing past and existing planning documents and zoning regulations but also conducting interviews and soliciting information and recommendations from City staff and elected and appointed officials, distributing surveys to the public, and hosting

outreach events to engage people who live, work, and spend time in Englewood.

This 2024 Master Plan contains more than 150 individual recommendations that cover a variety of goals, objectives, and topics that are guided by the following overall goals:

1. Establish policies, regulations, and programs to effectively reduce the impact of flooding and stormwater runoff on the community, including limiting the intensity of new development or redevelopment in flood-prone areas, to protect life and property from increasingly severe and unpredictable weather patterns;
2. Prioritize the Downtown, existing commercial and mixed-use districts, and their surrounding multi-family zones for future residential growth in order to meet the City's growing housing needs in proximity to businesses, culture, and services while minimizing impacts to single-family neighborhoods;
3. Create opportunities for varied, quality housing that is affordable, enhances the quality of the City's mixed-use districts, and meets the needs of residents of all ages, stages of life, and household compositions;
4. Support the City's Downtown as a regional destination for shopping, dining, and entertainment; and ensure that existing and new businesses can evolve with and adapt to changing consumer trends;
5. Provide neighborhoods that are safe and convenient to walk and bike in for people of all ages, through sound land use policy and investment in pedestrian- and bike-friendly infrastructure and design;
6. Improve the natural environment and quality of life through policies and investments that promote green building practices, green infrastructure, renewable energy production, alternative modes of transportation, recycling, and energy efficiency;
7. Continue to preserve, restore, and -- where appropriate -- adaptively reuse buildings of historic value and character;
8. Ensure that the burdens and benefits of growth, redevelopment, and rehabilitation of the City and its neighborhoods are shared equitably between the City's Four Wards;

GLOSSARY OF TERMS

Accessory Dwelling Unit (or Accessory Apartment): A dwelling unit that is attached to, within, or on the same lot as a principal dwelling and having independent means of access and (typically) separate utilities, bathing, and cooking facilities.

Base Flood Elevation / Flood Hazard Design Elevation: The highest elevation (expressed in the number of feet above sea level) of the level that flood waters may reach within the flood fringe area.

Building: A roofed structure supported by walls and/or columns and intended for shelter, housing, or containment of goods, materials, animals, or uses/activities.

Building Coverage: The percentage of the horizontal area of lot or tract that is covered by buildings. A building coverage of 25% means that 25% of the area of a lot is covered by buildings.

Density: Units measuring the intensity of a type of use over a given area, such as dwelling units per acre, minimum lot area per single-family house, or floor area ratio.

Dwelling Unit or Housing Unit: A structure or portion thereof designed and intended exclusively for human habitation.

Flood Fringe Area: The area outside of a floodway that is needed to store 125% of a 100-year design storm.

Floodplain or Flood Hazard Area: The channel of a body of water and the relatively flat area surrounding that body of water, which is subject to flooding during a storm, and which typically consists of a floodway and a flood fringe area.

Floodway: The channel of a natural stream and portions of a surrounding floodplain that is required to carry and discharge floodwater or flood flow of any natural stream or river.

Floor Area Ratio (FAR): The total amount of floor area in a building relative to total lot or tract area. A FAR of 1 means there is, or may be, one square foot of floor area for every one square foot of lot area.

Impervious Coverage: The percentage of a lot that is covered by impervious surfaces and buildings. An impervious coverage ratio of 50% means that half of a property is covered by buildings, driveways, parking, turf, or other impermeable surfaces.

Impervious Surface/Cover: A ground surface or ground cover comprised of a material that is not easily permeated by water, or composed of material so compacted that it resists water infiltration.

Inclusionary Development/Housing: A housing site or a multi-unit housing development in which a percentage of housing units are set aside for low- and moderate-income households.

Inclusionary Zoning: Zoning which requires or incentivizes the creation of multi-unit housing of which a portion is "set-aside" for low- and moderate-income households.

LEED-ND: The rating and certification system promulgated by the U.S. Green Building Council which certifies that large scale developments meet or exceed the standards for sustainable development, based on criteria such as neighborhood and building design, stormwater management, site selection, transportation alternatives, and others.

Mixed Use Development: A building, combination of buildings, or neighborhoods with a variety of complementary and integrated uses, typically residential and non-residential uses like offices, stores, restaurants, and services.

MLUL: Municipal Land Use Law, N.J.S.A. 40:55D-1 et seq.

NJ BPU: New Jersey Board of Public Utilities

NJ DA: New Jersey Department of Agriculture

NJ DCA: New Jersey Department of Community Affairs

NJ DEP: New Jersey Department of Environmental Protection

NJ DOT: New Jersey Department of Transportation

Parking Ratio: A requirement of the minimum or maximum number of parking spaces to be created on a property based upon a quantifier of the intensity of the use of that property, such as number of housing units or square feet of non-residential space.

Redevelopment: The replacement, rehabilitation, or adaptive reuse of existing structures or of land from which previous improvements have been removed.

Redevelopment Area: A property or properties designated as being in need of redevelopment in accordance with the requirements of the Local Housing and Redevelopment Law (N.J.S.A. 40A:12A 1 et seq.).

Redevelopment Plan: A special zoning ordinance regulating the redevelopment of a designated redevelopment or rehabilitation area and outlining the processes and procedures of redevelopment as required by law.

RSIS: Residential Site Improvement Standards, N.J.A.C. 5:21-1 et seq.

Set Aside: The restriction by deed or other mechanism of housing units for sale or rent to households that qualify as low- or moderate-income based upon standards established or accepted by the State of New Jersey, its various agencies, or the Courts.

SID: Special Improvement District

Stormwater: The flow of water which results from precipitation and which occurs immediately following rainfall or a snowmelt.

Stormwater Runoff: Surplus surface water generated by rainfall that does not seep into the earth but flows overland to flowing or stagnant bodies of water.

Story: Within a building, a space between one floor and the surface of the floor, ceiling, or roof above it.

Urban Heat Island Effect: The effect by which buildings, roads, and other infrastructure emit heat or absorb and re-emit the sun's heat more than natural landscapes or water bodies, causing urban areas to be hotter than suburban, rural, or natural areas.

Zone or Zone District: A specifically delineated area or district in a municipality with assigned or prescribed regulations governing the use and development of land in that area, including the placement and size of buildings or the land thereon.

Zone, Overlay: A zoning district which overlaps one or more existing zones in order to permit alternative development scenarios or to impose additional requirements beyond those prescribed in the underlying zoning.

Zoning: A local government action in which a municipality or other political division is divided into districts or zones within which permitted and special uses are established as are regulations governing lot size, building bulk, placement, and other development standards.

ABOUT ENGLEWOOD

The City of Englewood is a five square mile city in Bergen County, New Jersey, located a mile west from the rocky cliffs of the Palisades and the waters of the Hudson River. It is situated in the Northern Valley region with several other similarly sized cities. Englewood 's downtown is considered a regional "jewel" for its quality and variety of shops, restaurants, offices, and cultural and entertainment offerings, including the Bergen PAC. The City is also the home of Englewood Hospital, north of the downtown, and it is also known for its variety of car dealerships, the Mackay / John T. Wright Ice Rink, and the Flat Rock Nature Center - one of the few preserved natural environs of the Palisades.

Just south of the Downtown along Palisade Avenue is an industrial and office district comprised of many small-to-medium- sized enterprises that employ people from throughout the region. Englewood's residential neighborhoods, which surround the downtown, constitute 75% of its land area. There is great variety in the character of the City's housing stock — from historic to modern and large to small. Parks of various sizes in the neighborhoods offer a mix of passive areas and programmed spaces such as baseball fields, swimming pools, basketball courts, tennis courts, and an ice skating rink. Churches, synagogues, and other houses of worship serve various denominations of Christianity, Judaism, and other faiths. The diversity of religious communities reflects the diversity of Englewood residents, who come from variety of racial and ethnic backgrounds.

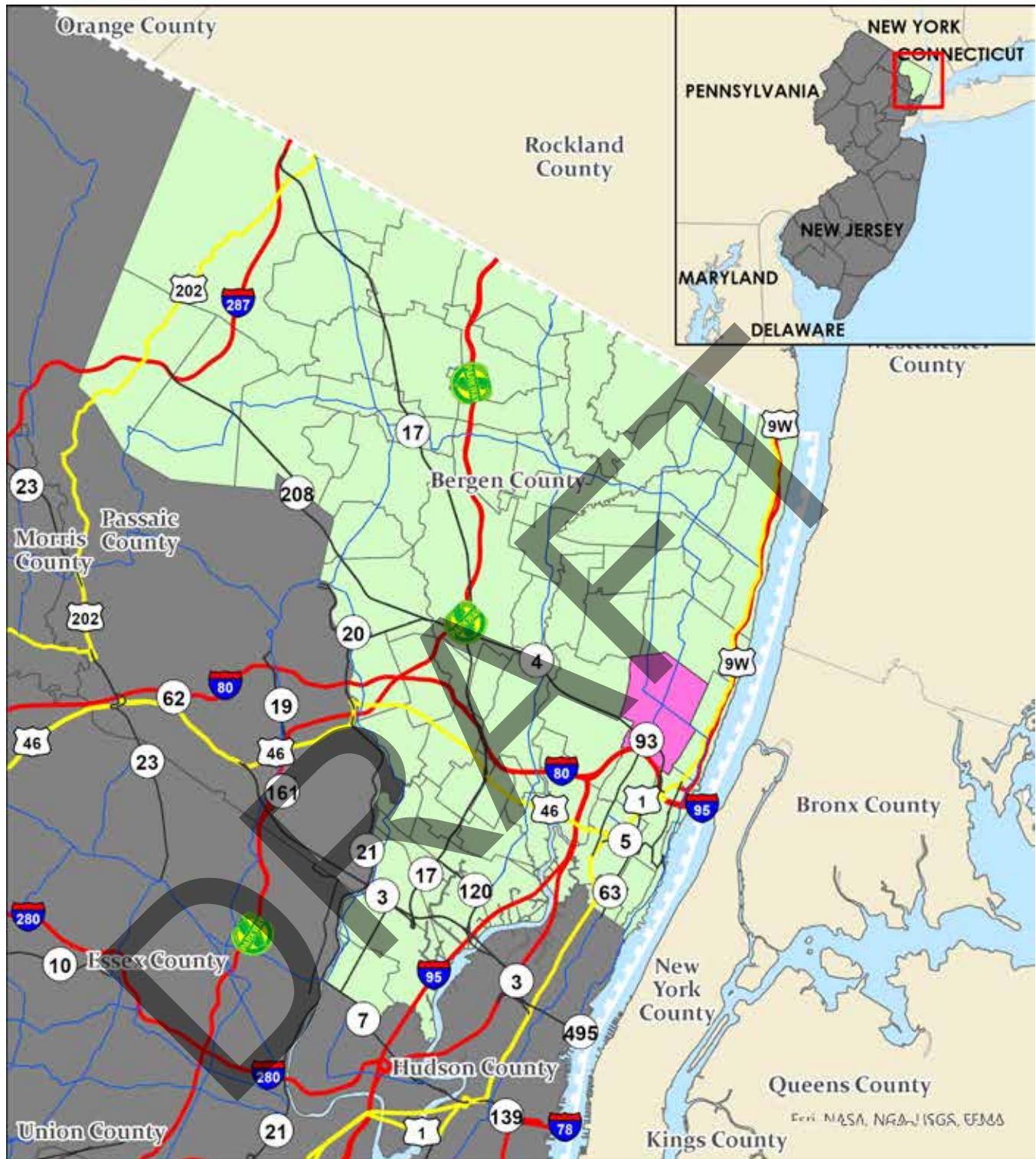
While the City has a wealth of resources and amenities, is it a City largely socioeconomically divided by a railroad track that bisects the City. The northwest part of the City, today known as Ward 3, was the earliest part of the City to urbanize, as the hilly topography of the east side of town and the flood-prone southwest made development of the area challenging. Notwithstanding, the east side of the City was, even in the 1800s, home to manors and large estates, and by the 1920s, residential development had begun to expand significantly into the historically underdeveloped parts of the City. Today, the east side of the City is largely comprised of large-lot, single-family residential neighborhoods, with apartments and businesses along its Grand Avenue and Engle Street corridors and within the industrial districts along Route 4. Meanwhile, the west side consists of a mix of housing types and smaller-lot single-family neighborhoods, and is also home to a concentration of parks, houses of worship, schools, and shopping opportunities - while also most exposed to effects of worsening flooding and heat due to its lower elevation and higher ratio of impervious coverage to natural coverage and tree canopy coverage.

REGIONAL CONTEXT

Englewood is located in the southeast part of Bergen County, in close proximity to the Palisades mountain range and the Hudson River, which serves as a boundary between New Jersey and New York, particularly New York City and Westchester County.

The City is located in the Piedmont Physiographic Province, which is a region of the State of New Jersey that is "characterized by a low, rolling plain of sedimentary bedrock separated by a series of higher ridges" (2010 Environmental Resource Inventory for the City of Englewood, prepared by Dewberry) and extends from the Delaware River to the Hudson River.

III • ABOUT ENGLEWOOD



MAJOR ROADS

- Interstate / Authority Road
- US Highway
- State Highway
- County 500 Route

- Englewood
- Counties in Other States
- Bergen County Municipalities
- All Other NJ Counties



THE PEOPLE OF ENGLEWOOD

As of 2022 (the most recent year of available data from the U.S. Census Bureau's American Community Survey 5-year estimates dataset, hereinafter the "ACS") the City has a population of 29,109, up from 27,435 in 2014. The number of households - which include families, people living alone, and unrelated cohabitants - grew from 10,462 to 11,317, while the average household size dropped slightly from 2.6 to 2.55 persons per household and the average family sizes dropped from 3.33 persons per family to 3.03 persons per family. This is consistent with a global trend of young adults having fewer children or no children at all.

Chart 1. Population Age Distribution in 2014 and 2022.

AGE GROUP (YEARS OLD)	2014	PERCENT OF TOTAL	2022	PERCENT OF TOTAL	CHANGE
UNDER 5	1,775	6.5	1,210	4.2	-32%
5 TO 9	1,922	7.0	1,372	4.7	-29%
10 TO 14	1,524	5.6	2,234	7.7	47%
15 TO 19	1,357	4.9	1,660	5.7	22%
20 TO 24	1,332	4.9	1,619	5.6	22%
25 TO 34	4,366	15.9	3,692	12.7	-15%
35 TO 44	4,215	15.4	3,229	11.1	-23%
45 TO 54	3,585	13.1	4,585	15.8	28%
55 TO 59	1,580	5.8	2,230	7.7	41%
60 TO 64	1,665	6.1	2,150	7.4	29%
65 TO 74	2,242	8.2	3,023	10.4	35%
75 TO 84	1,364	5.0	1,548	5.3	13%
85 AND OVER	508	1.9	557	1.9	10%
TOTAL	27,435	100.0%	29,109	100.0%	6%
MEDIAN AGE (YEARS OLD)	42.4	(x)	43.6	(x)	(x)

Source: 2014 AND 2022 American Community Survey - 5 year estimate (DP04)

Children younger than 10 years old made up 9.9% of the City's population in 2022 compared to 13.5% in 2014, while the population of 10 to 19 year-olds grew from 10.5% to 13.3%, reflecting the slowdown in fertility rates. While just over a quarter of the population was older than 55 years old in 2014 - old enough to live in many senior housing arrangements - that cohort made up one-third of the population in 2022.

More than 1-in-5 (21.7%) of Englewood residents are 62 years old or older (2022 ACS) compared to 18.2% in 2014, which is similar in size to the millennial age cohort ($\pm 23.8\%$) of approximately 27 to 44 years old.

ACS data indicates that 2,945 of the people living in Englewood in 2022, or just over 10% of residents, had moved from elsewhere in the US within the past year - most of them from elsewhere in Bergen County. Only 519 people had moved from another state, and only 412 had moved to Englewood from outside of the United States in the past year.

The percentage of Englewood residents that spoke only English declined from 66.9% in 2014 to 58% of the population in 2022. Residents who primarily speak Spanish at home increased from 18.3% to 24.8% of the population. Seventeen-percent (17%) of residents in 2022 spoke English "less than very well", compared to 12.6% in 2014.

In 2022 the City's population was 42.5% White/Caucasian, 23.4% Black/African-American, and 12.4% Asian. The Black or African-American population of

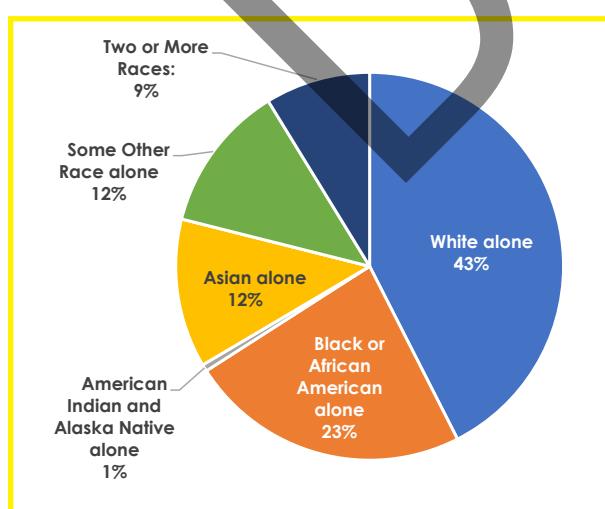


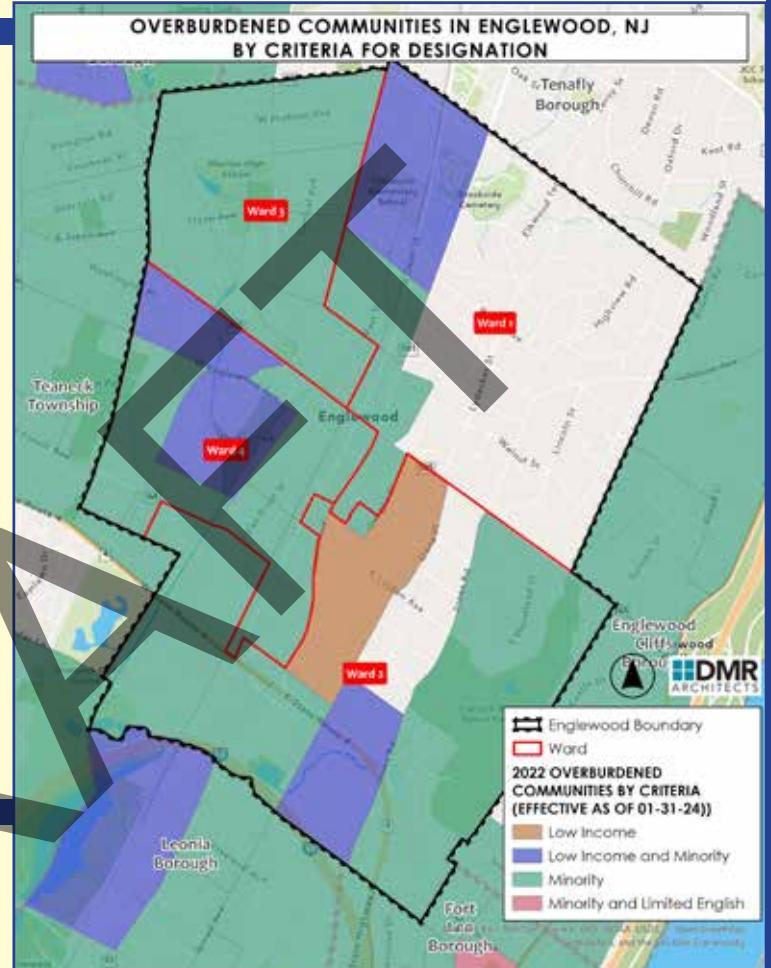
Figure 1. Racial Composition of Englewood, NJ.
Source: U.S. Census Bureau American Community Survey

Figure 1. Overburdened Communities

The New Jersey Environmental Justice Law, passed on September 18, 2020, requires the New Jersey Department of Environmental Protection (NJDEP) to map facilities that are considered to be “environmental stressors” - which include sources of air pollution, health and safety hazards, and other nuisances - and their relation to “overburdened communities” - neighborhoods and municipalities with large low-income, racial minority, or non-English proficient populations.

In Englewood, the majority of the Census Block Groups - the geographic level at which Overburdened Communities are delineated - are designated as Overburdened Communities. The majority of the City’s Overburdened Block Groups were designated because more than 40% of the Block Group’s inhabitants identified as a racial minority or members of a State recognized tribal community (shown in green in the map to the right). One Block Group met the criteria of at least 35% of households reporting incomes at or below double the poverty rate (brown), and four block groups met both the racial and income criteria of the brown and green Block Groups (shown in blue). None of the Block Groups met the third criterion: having a head of household with limited English proficiency.

NJ DEP mapping indicates that there are no regulated “environmental stressor” facilities in Englewood or immediately beyond its borders. The nearest of such facilities are scrap metal facilities in Bergenfield and Tenafly, to the north, and Fort Lee, to the south.



Facilities regulated by the DEP under the Environmental Justice Law include:

- Major source of air pollution;
- Resource recovery facility or incinerator;
- Sludge processing facility, combustor, or incinerator;
- Sewage treatment plant with a capacity of more than 50 million gallons per day;
- Transfer station or other solid waste facility, or recycling facility intending to receive at least 100 tons of recyclable material per day;
- Scrap metal facility;
- Landfill; or
- Medical waste incinerator.

Englewood declined by 2,455 people from 2014 to 2022 (Dropping from 33.8% to 23.4% of the population), while White, Asian, and other racial groups or mixed-race groups increased in population¹. Twenty-nine percent (29%) of the 2022 population identified as Hispanic or Latino, up from 21% in 2014.

HOW ARE ENGLEWOOD RESIDENTS DOING ECONOMICALLY?

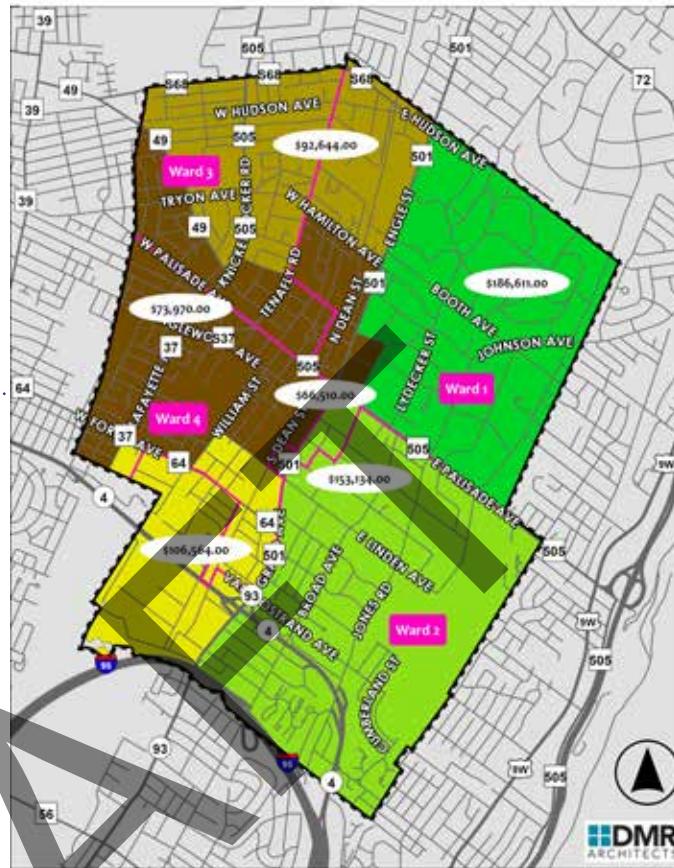
The median household income in Englewood in 2022 was \$93,134, up from \$73,249 in 2014. However, \$73,249 in 2014 had the same buying power as \$90,791 in 2022, after factoring for inflation, meaning the relative median income only grew by \$2,343.

Households with incomes of \$200,000 per year made up almost twice as much of the City's population as they did in 2014 (up to 22% of all households from 13.2%). While nearly half (47.10%) of the City's households have incomes of \$100,000 or more, the City generally saw a decline in the number of households earning less than \$150,000 (-694 households), with the exception of a slight growth in households earning between \$15,000 and \$35,000.

The poverty rate in Englewood is high; 13.4% of families live at or below the poverty line compared to 5.4% of families in Bergen County and 6.8% across New Jersey.

Meanwhile, the median housing value grew from \$390,500 to \$453,200 from 2014 to 2022. A \$390,500 house in 2014 would be worth \$482,740 in 2022 dollars, meaning the relative value of the median house in 2022 is less than it was in 2014 when accounting for inflation. The percentage of homes that are worth more than \$1 million increased by half from 11.9% to 18%, while the

2024 MEDIAN HOUSEHOLD INCOME BY CENSUS TRACT
SOURCE: ESRI



Map 2. Median Household Income by Census Tract

Chart 2. Housing Units in Englewood by Value (2014 vs. 2022)

HOUSING UNIT VALUE	2014 UNITS	PERCENT	2022 UNITS	PERCENT
LESS THAN \$50,000	120	2.2%	56	0.9%
\$50,000- \$99,000	105	2.0%	1	0.0%
\$100,000- \$149,000	32	0.6%	73	1.2%
\$150,000- \$199,000	264	4.9%	88	1.4%
\$200,000- \$299,000	860	16.0%	907	14.7%
\$300,000- \$499,000	2,267	42.3%	2,658	43.0%
\$500,000- \$999,999	1,078	20.1%	1,284	20.8%
\$1,000,000 OR MORE	636	11.9%	1,111	18.0%
TOTAL	5,362	100%	6,178	100
MEDIAN	\$390,500	(X)	\$453,200	(X)

Source: 2014 and 2022 American Community Survey - 5-year Estimate (DP04)

¹ Worth noting is that 1,846 more people in the 2022 ACS reported being of two or more races than in 2014, which may explain a portion of the decline in ACS respondents identifying as Black only. The "two or more races" population grew from 2.6% to 8.8% of the population between 2014 and 2022.

number of homes valued at less than \$500,000 has declined. See [“Chart 2. Housing Units in Englewood by Value \(2014 vs. 2022\)”](#).

Housing is considered to be affordable by housing experts and economists when the costs housing - rent, mortgage, insurance, property taxes, utilities, maintenance - are 30% or less of a households gross income (income before taxes and other reductions). Households that spend more than 30% of their income on housing are considered to be housing cost burdened, and those that spend more than 50% of their income on housing are severely housing cost burdened.

According to 2022 ACS data, more than 50% of renters spend more than 35% of their income on rent, while 30.5% of owners spend more than 35% of their income on housing costs. Nearly two out of three renter households and more than one-in-four owner households in the City headed by someone age 65 or older was paying more than 35% of their income on housing costs in 2022, reflecting the lack of affordable housing for seniors in the City.

Chart 4. Cost of Housing as a % of Household Income, 2022

COST OF HOUSING AS A PERCENTAGE OF HOUSEHOLD INCOME	HOME OWNERS	RENTERS	ALL
LESS THAN 20.0 PERCENT	42.2%	42.2%	33.4%
20.0 TO 24.9 PERCENT	9.5%	9.5%	8.7%
25.0 TO 29.9 PERCENT	11.2%	11.2%	11.7%
30.0 TO 34.9 PERCENT	6.6%	6.6%	6.6%
35.0 PERCENT OR MORE	30.5%	30.5%	39.6%
TOTAL H.H COST BURDENED	37.2%	37.2%	46.2%

Source: 2014 and 2022 American Community Survey - 5-year Estimate (DP04)

WHAT DO PEOPLE IN ENGLEWOOD DO FOR A LIVING?

According to the 2022 American Community Survey, more than a quarter (26.4%) of working Englewood residents ages 16 and older are employed in the “Educational Services, Health Care, and Social Assistance” sector. The next largest sectors of employment are “Professional, Scientific, and Management; Administrative and Waste Management” at 13%, “Finance and Insurance / Real Estate and Rental/Leasing” at 7.9%, and “Transportation, Warehousing, and Utilities” at 7.6%. Forty-nine percent (49%) of employed residents categorize their work as “management” whereas another 25% categorize their work as “sales and office based”.

According to data from the Census Bureau's Longitudinal Employer-Household Dataset (LEHD) More than a quarter (27%) of the City's working residents work in New York City. Another 11.1% stay in Englewood for work.

According to the New Jersey Department of Labor and Workforce Development, 3.6% of Englewood residents in the labor force (those who are working or want to work) were unemployed. The unemployment rate in 2014 was 5.9%, which gradually declined to 3.2% in 2019 just before jumping to 10% (1,491 people) in 2020, when much global economic activity was suspended or slowed in response to the COVID-19 outbreak. Since 2014 the number of residents in the labor force grew from

Chart 3. Labor Force and Unemployment Rates Since 2014

YEAR	LABOR FORCE	EMPLOYED PERSONS	UNEMPLOYED PERSONS	UNEMPLOYMENT RATE (%)
2014	15,727	15,159	568	3.6
2015	14,808	14,060	748	5.1
2016	15,136	14,452	684	4.5
2017	15,056	14,414	642	4.3
2018	14,876	14,327	549	3.7
2019	15,119	14,642	477	3.2
2020	14,972	13,481	1,491	10.0
2021	15,404	14,419	985	6.4
2022	15,727	15,159	568	3.6

Source: NJ Department of Labor and Workforce Development Annual Average Labor Estimates by Municipality

14,604 to 15,727 (1,123 people), likely due to the growth in population (1,674 people).

The majority of residents (91.1%) have at least a high-school diploma or equivalent credential, and 44.1% have a bachelors degree or higher.

Six-in-ten working residents commute by car for at least part of their journey to work, and another 13% work from home. If any leg of a commute is completed by car, even if it is to a bus or rail station, Census Bureau categorizes a commute as being entirely completed by car. The average commute time in 2022 was 29.1 minutes, down from 33.2 in 2014.

WHO WORKS IN ENGLEWOOD

The New Jersey Department of Labor and Workforce Development (LWD) publishes data about jobs that are covered by the State's unemployment insurance, which LWD estimates represent at least 95% of all jobs in the state. According to the LWD, there were 16,537 covered jobs in Englewood in 2022, up from 14,018 in 2014, in 1,334 business firms or government offices/departments, up from 1,220 in 2014. The average covered employee earned an salary of \$72,623, up from \$58,919 in 2014. The largest sector in Englewood is Health Care and Social Services, with 6,386 jobs earning an average salary of \$73,539, growing in numbers by more than 1,700 jobs since 2014. Like many NJ communities, Englewood has seen the number of manufacturing jobs decline since 2014.

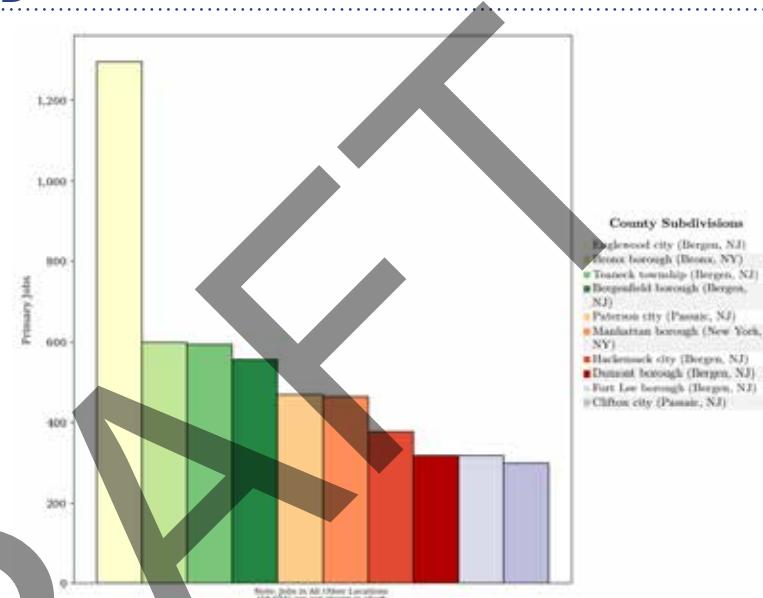


Figure 2. Home community for workers whose primary jobs are located in Englewood (LEHD On the Map)

According to the U.S. Census' OnTheMap tool, which uses the Census Bureaus' Longitudinal Employer-Household Dynamics data, half of the people working their primary job Englewood in 2021 (the most current year that data is available for) lived in Bergen County, and 8.2% were Englewood Residents. A sizable 13.9% of local employees commuted from nearby Teaneck, Fort Lee, Hackensack, Bergenfield, and Dumont. Manhattan and the Bronx sent 6.9% of the City's workforce.

HISTORY OF ENGLEWOOD - 2014 MASTER PLAN

The following history of Englewood is taken from the 2014 Master Plan:

THE AFTERMATH OF THE REVOLUTIONARY WAR

Englewood's earliest historic houses all date to a period in the earliest years of the nineteenth century when surviving American families and new owners of property formerly belonging to Tories were building Dutch Colonial stone houses to replace the wooden structures burned by both sides during the Revolution.

Building after the Revolution reflected the patterns that were laid down before the revolution.

Between the Hudson and Hackensack Rivers, strips of land that ran east and west from the King's Highway, now Grand Avenue, included forested acres on hillsides, hay fields, and relatively flat, arable fields suitable for farming. Four "Jersey Dutch" sandstone farmhouses along Grand Avenue, survive from that period. Each had a gambrel roof overhanging a full front porch.

The road took a turn west along what is now known as Palisade Avenue. At the location of Englewood's World War I monument, a number of properties converged, including the only wooden residence that survived the Revolution, a probable George Washington headquarters at Liberty Pole that he referred to in a 1776 letter. In arguably the most significant blow to historic preservation in the history of the City, this headquarters was demolished in the middle of the twentieth century to make way for a strip mall on the northeast corner of Palisade and Tenafly Roads. The name "Liberty Pole," which appears on military maps used during the Revolution, took hold in 1766 when local partisans raised a liberty pole to protest the Stamp Act. A replica of that Liberty Pole, the third such, serves as a flagpole across from the monument, and the names of both Liberty School and Liberty Square reflect that early history. A charming 1818 stone schoolhouse with arched windows, another sandstone replacement for a colonial wooden structure, was moved from that same intersection to its current location at 486 Tenafly Road.

From the monument, Tenafly Road, another axis for farms running east and west, ran north toward Closter and the Closter Dock Road. A fifth Jersey Dutch sandstone house rebuilt after the Revolution survives at 303 Tenafly Road. Liberty Road once ran straight from the monument west toward New Bridge landing, and a small portion of a sixth stone house can be found at 501 Liberty Road, although most of the house dates from a later period. In November 1776, a portion of Washington's troops stationed at Fort Lee retreated through Englewood toward the New Bridge as Cornwallis' invading troops were marching south along Tenafly Road after climbing up from the Hudson River near Closter.

THE NINETEENTH CENTURY: FROM FARM TO VILLAGE TO TOWNSHIP

Very little architecture dates back to the period between 1810 and 1859. Though maps show a certain amount of building, including the Liberty Pole Tavern, once mistakenly thought to date back to the Revolution. Almost nothing survives until the coming of the Northern Railroad, which opened in 1859. The railroad completely transformed a farming community into a village with a great many residences ranging from the vernacular to the ornate. Already by 1873, Englewood had become important enough for the Township of Englewood, formerly a part of Hackensack Township, to be founded. At that point, Hackensack, Englewood, and Ridgewood were the most important political subdivisions of Bergen County.

From 1859 through 1899, when the City of Englewood was incorporated, prosperous landowners built substantial houses and ambitious estates on the East Hill and along the major roads. Englewood's founder, J. Wyman Jones, was more responsible than anyone else: he helped name Englewood, built an impressive estate around a Gothic Revival house reminiscent of a Welsh castle on a square block north of Palisade Avenue, and attracted

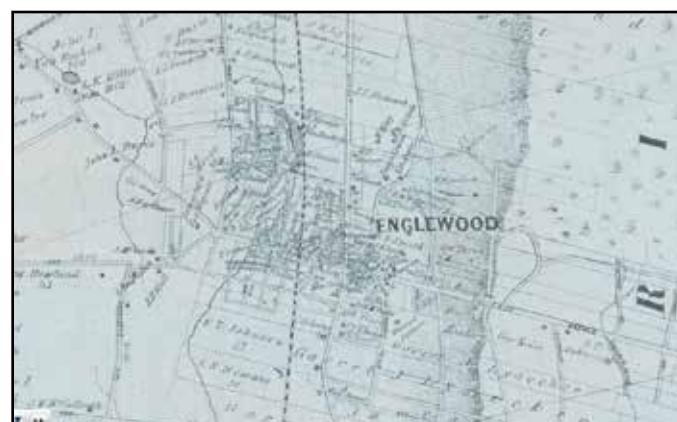


Figure 4. 1867 Map of Englewood.

friends in the banking and real estate industries to join him in making real estate investments and building houses. Architects were mostly from New York City, but the activity attracted builders, trades people, shopkeepers, workers, and employees, many of whom built their own smaller houses near the growing village downtown, which mostly ran along Palisade Avenue from Grand to Tenafly. Notable streets where their houses survive are Cottage Place and Grove, Henry, and Charles Streets in the Liberty Historic District established by Bergen County in 2002-3.

Because of this history, houses were built reflecting every Victorian style of architecture. Enough of these survive to give Englewood the richest inventory of both fancy and vernacular Victorian houses in Bergen County. Styles include Victorian Gothic, Second Empire, Swiss Chalet, Italianate, and Queen Anne. The first church, an 1860 Gothic Revival chapel, was moved stone by stone in 1877 to its current location in Brookside Cemetery, itself a marvelous example of a Victorian picturesque cemetery. Its original location is the site of the First Presbyterian Church, larger than the chapel from the beginning and expanded several times to accommodate its growth. Other churches of the nineteenth century include the Dutch Reformed Church (1875, SE corner of Tenafly Rd. and Demarest Ave.), the Highwood Village Reformed Church built around the same time (63 Hudson Ave.), St. John's Episcopal Church in Nordhoff village (1867, 568 Grand Ave., now a design studio), and St. Paul's Episcopal (1899-1900). St. Cecilia's large Romanesque Revival church was built a bit later in 1910 to accommodate a wave of immigrants. Eventually, Englewood boasted five railroad stations, one for freight, one for the village of Highwood to the north, one for the village of Nordhoff to the south, and one for each side of the tracks at Depot Park. Residential sites within walking distance of these stations, accessible both to homes on the hill and homes in the valley, were especially prized. The railroad continued to be a central factor in Englewood's growth until the George Washington Bridge was built in 1931. At the peak of its activity, 47 trains ran each way per day. Population grew faster during some decades than others. Some styles are represented more fully than others. We cannot capture here the sheer number and variety of the Victorian era homes and buildings in Englewood, which are detailed in the original 3-volume 1981-2 Bergen County Historic Sites Survey, available for reference in the Englewood Library.

Between 1894 and 1895, the boroughs of Bergenfield and Englewood Cliffs and the township of Teaneck, much of it owned at one time by William Walter Phelps, seceded so that Englewood no longer bordered the Hudson River and shrank to well under half its original size. Englewood tried to incorporate in 1896 but succeeded on March 17, 1899. It was during the first half of the twentieth century that Englewood developed many of its municipal institutions and

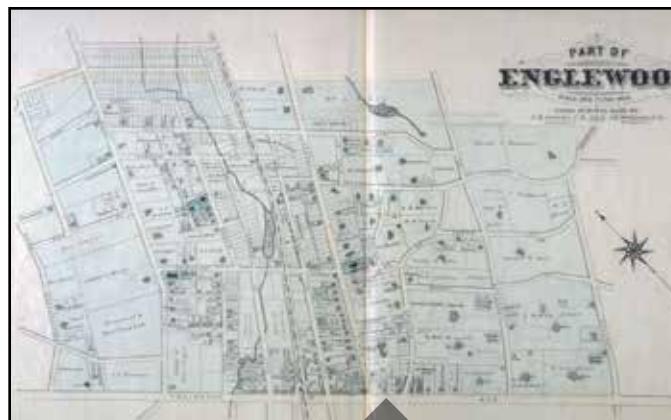


Figure 3. 1876 Map of Englewood.

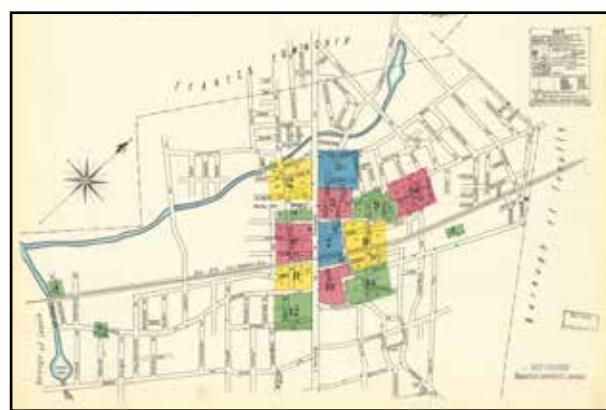


Figure 5. 1908 Map of Englewood

amenities: the library, Liberty School followed by Lincoln and Cleveland Schools, Mackay Park on land given by former mayor Donald Mackay, the police department, three fire stations, and the impressive Collegiate Gothic campus of Dwight Morrow High School, which opened in 1932. Like the City's other school buildings built earlier in the twentieth century, and like the new school and major additions built in this century, it conveys an inspiring vision of public education.

THE TWENTIETH CENTURY: THE CITY OF ENGLEWOOD

During the first half of the twentieth century, the process of subdivision tended to follow patterns laid down in the second half of the nineteenth century. Now, however, most larger homes were built on the East Hill, filling out the large and impressive East Hill Historic District that runs approximately from Booth to Linden Streets and from Grand and Engle Streets to North and South Woodland. During this period, Englewood became known as "The Bedroom of Wall Street." In terms of style, Aymar Embury II, a professor at Princeton and later Robert Moses' chief architect responsible for several New York City bridges and for the recreational facilities built during the Depression, introduced the Dutch Colonial Revival style. Dutch Colonial Revival echoed early Jersey Dutch stone houses. He and other architects added Shingle Style, Federal Revival, Colonial Revival, Jacobean Revival, Tudor, Arts and Crafts, American Foursquare, and numerous other architectural styles to enrich Englewood's inventory of historic sites. Again, the best source for the number and variety of this second great architectural era is the original three-volume 1981-2 Bergen County Historic Sites Survey, supplemented by the 2002-3 one-volume update, which expanded the East Hill Historic District. Both are available for reference in the Englewood Library.

After World War II, most developments were on small-lot subdivisions that welcomed the families of soldiers and others into the area as America recovered from the war effort, and Englewood continued to grow more ethnically diverse. At the same time, architecturally significant houses and additions were designed by famous architects including Eleanore Pettersen, Frank Lloyd Wright's most famous student, and Edward Durrell Stone.

Englewood's development depended on numerous factors: a location during the Dutch and English colonial eras favorable to roads that gave good access to farmable land; the victory of the Americans during the Revolution; the coming of the railroad in 1859; a mixture of extremely prosperous residents with middle class and lower class residents; ambitious citizens who turned Englewood into a Township in 1873 and a City in 1899; the opening of the George Washington Bridge in 1931; the channeling of waterways to reduce the probability of damage due to floods; the planning of citizens and their municipal governments after World War II; and the integration of the public schools. The unusual number and high quality of Englewood's historic sites serve as one of the City's most significant strengths, one worth both preserving and building on. In the original 1981-2 Bergen County Survey of Historic Sites, Englewood was the only municipality with three volumes devoted to it. Only Ridgewood, which lacks the rich variety of Victorian homes in various styles, is remotely comparable within Bergen County. The 2002-3 Bergen County Historic Sites Survey: City of Englewood Revisions and Update adds a fourth volume to the original three.

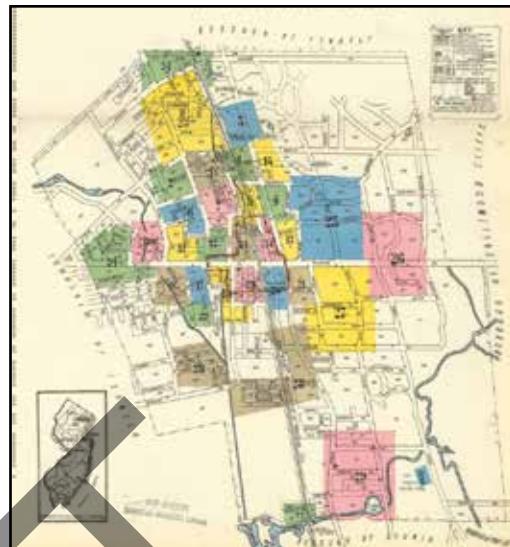


Figure 6. 1915 Map of Englewood

PUBLIC OUTREACH

PUBLIC OUTREACH METHODS AND RESULTS

An Advisory Committee was formed early in the Master Plan process to aid DMR in conducting outreach to stakeholders and the general public. The preparation of this Master Plan involved extensive public outreach that was a direct result of the City of Englewood's commitment to including the voices and opinions of the residents, business owners, special interest groups and leaders. The following lists Englewood's outreach efforts and summary results from these engagements.

STAKEHOLDER MEETINGS:

- ▶ **January 24th:** Planning Board Virtual Meeting
- ▶ **February 5th:** Department Head kick-off meeting @ City Hall
- ▶ **February 6th:** Council Meeting @ Court Complex
- ▶ **February 13th:** Virtual meeting with Angela David
- ▶ **February 16th:** Conference Call with Bob Hoffmann
- ▶ **February 22nd:** Virtual meeting with Councilwoman Wisotsky
- ▶ **February 22nd:** Virtual meeting with Councilman Rosenzweig
- ▶ **February 22nd:** PB Virtual Meeting
- ▶ **February 23rd:** Call / interview with Doug Bern, PB Attorney
- ▶ **March 1st:** In person meeting with Mayor @ City Hall
- ▶ **March 6th:** Virtual meeting with Adam Brown, ZBA Chair
- ▶ **March 22nd:** In person meeting with Charles Cobb @ City Hall
- ▶ **March 28th:** PB Virtual Meeting
- ▶ **April 2nd:** Council Meeting @ Court Complex
- ▶ **May 1st:** Meet with Albert Krull @ SID office
- ▶ **May 2nd:** PB Virtual Meeting
- ▶ **May 17th:** Meeting with CM, Deputy CM, Open Space Dept Head @ City Hall
- ▶ **June 25th:** Open Space Study Presentation
- ▶ **July 11th:** Ice rink site visit, Planning Board meeting

PUBLIC WORKSHOPS / OUTREACH

- ▶ **May 22nd:** 3rd Ward Public Workshop, Grieco School
- ▶ **May 29th:** 2nd Ward Public Workshop, Congregation Ahavath Torah
- ▶ **June 5th:** 1st Ward Public Workshop, Grieco School
- ▶ **June 10th:** 4th Ward Public Workshop, Community Baptist Church
- ▶ **June 24th:** City Wide Meeting, Crowne Plaza

DMR also administered a public survey in both digital/online and paper formats.

DMR worked with the City Manager's office and elected representatives to share information about the public workshops and survey to community leaders and organizations, including houses of worship, service providers, and the library, in order to extend the reach of its outreach efforts.

COMMUNITY WORKSHOPS

The Master Plan Community Workshops occurred between May 22nd and June 24th, with one community workshop in each Ward, culminating with City-wide Community Workshop on June 24th with all four wards. The five meetings included over 400 participants split into 4 individual Ward meetings as well as a City-wide meeting on June 24th. The workshops were organized around five topical discussions:

1. Housing & Affordability,
2. Flooding and Stormwater,
3. Liberty School,
4. The Downtown District, and
5. Quality of Life Issues
 - ▶ Traffic Safety;
 - ▶ Transportation;
 - ▶ Cost of Living;
 - ▶ Other Issues

The topics were selected to reflect the predominant themes of discussing during the Master Plan Kick-off process, as well as findings from analysis of existing conditions, stakeholder interviews, and community survey results. Each workshop included an initial presentation of the survey results, followed by a one hour break-out session with 10 to 12 individuals at each table with a facilitator. Each topic was discussed for between 15 to 20 minutes before moving to the next topic. At the end of the break-out session a brief overview was provided by the groups on their suggestions / recommendations.

Results were considered in the preparation of the Master Plan, and most are incorporated into the Plan recommendations.

HOUSING:

- ▶ Providing housing options for the next generation
- ▶ Consider Accessory Dwelling Units (ADU's) only with certain provisions / requirements
- ▶ Maintain the single family residential character and quality of life (low-density residential)
- ▶ Provide more senior and affordable housing distributed equitably throughout the city and closer to transit and services
- ▶ Protect quality of life issues for traffic and parking with existing and new residential development
- ▶ Establish design standards for new development
- ▶ Balance multifamily apartments with appropriate design and location considerations
- ▶ Eliminate expansion of existing single family building footprints



Figure 7. Public outreach event hosted by DMR Architects and the City of Englewood at the Congregation Ahavath Torah Synagogue in Ward 2.

FLOODING AND STORMWATER:

- ▶ Provide greater local control and supervision over stormwater and flooding issues
- ▶ Consider local and regional solutions to flooding issues / concerns including an independent regional study.
- ▶ Invest in stormwater and sewer improvements to alleviate the current flooding issues including retention and detention basins
- ▶ Provide regular maintenance and cleanout to the existing stormwater and sewer infrastructure
- ▶ Seek funding from State, Federal and developers to pay for infrastructure improvements
- ▶ Provide standards / requirements in single family residential neighborhoods seeking to expand existing homes
- ▶ Provide a tree replacement program within the city.
- ▶ Require green infrastructure for all new development.
- ▶ Eliminate development in flood zones

LIBERTY SCHOOL:

Recommendations included the following:

- ▶ Preserve / restore the building into a multi-use facility
- ▶ Community / Cultural / Recreation / Senior and Performing Arts Center
- ▶ Think creatively with ways for the facility to be self-supporting through revenues
- ▶ Affordable / Age Friendly Housing
- ▶ Community Services such as Mental Health / Social / Financial / Counseling / Job Training / Educational Learning / Teen Center / Music Center / Research / Non-profit / Technology and Computer / Daycare / After School Programming etc.
- ▶ Private developers to assist in paying for the improvements

DOWNTOWN

Provide better maintenance, management and enforcement for parking within the Downtown including:

- ▶ Enforcement of double parking, illegal u-turns and use of scooters
- ▶ Eliminate on-street tenant parking through new ordinances
- ▶ Add 15 to 30 minute convenience parking in specific locations to promote greater turn-over
- ▶ Provide more police foot patrol
- ▶ Provide more frequent trash collection and street / sidewalk cleaning
- ▶ Fix traffic light timing
- ▶ Consider parking stations over meters
- ▶ Improve public parking within the downtown including renovation / maintenance of the existing Englewood Avenue parking structure, and constructing new parking

- ▶ structure along North Van Brunt Street
- ▶ Provide better walkability with increase signage, lighting, wayfinding and accessibility
- ▶ Provide more flowers / pots / plants
- ▶ Provide information kiosks
- ▶ More benches / seating with the downtown
- ▶ Informational resource center
- ▶ Weather proof bus stops
- ▶ More electric charging stations
- ▶ Signage uniformity
- ▶ Outdoor stage and public sound system
- ▶ Encourage more local retailers with more diversity
- ▶ Provide for more outdoor spaces for
- ▶ Outdoor dining for restaurants / retail / sidewalk sales

- ▶ Areas for public events
- ▶ Festivals / plays
- ▶ Farmer's market etc.
- ▶ Consider a jitney service paid for by developers and advertising
- ▶ Consider additional public facilities including
- ▶ Multi-cultural events / programs
- ▶ Women's Center
- ▶ Elderly and early childhood care

QUALITY OF LIFE:

TRAFFIC AND SAFETY / TRANSPORTATION:

- ▶ Provide more police presence in parks
- ▶ Add weather proof structures to bus stops throughout the city
- ▶ Consider overnight parking in parks to alleviate parking issues
- ▶ Restrict 18 wheelers / commercial trucks on local streets
- ▶ Review bus service deficiencies through the city including on Knickerbocker Road
- ▶ Provide better and safer sidewalks (safer routes to schools)
- ▶ Improve street markings / crosswalks for improved pedestrian safety
- ▶ Consider bicycle lanes throughout the city
- ▶ Better signage for buses and bus routes
- ▶ Provide for more local and specifically senior transportation options (trolley)
- ▶ Consider additional bus routes specifically on Knickerbocker and Tenafly Roads
- ▶ Consider supporting light rail with design standards and requirements to prevent negative impacts from parking
- ▶ Managing traffic congestion and public transit
- ▶ Pedestrian and bicycle-friendly streets
- ▶ Infrastructure improvements (road surface quality, overpasses)
- ▶ Ensure infrastructure is adequate/has capacity to support new development, especially residential development
- ▶ Address drainage and flooding concerns

COST OF LIVING / OTHER:

- ▶ Consider a leaf blower ordinance
- ▶ Provide affordable housing for all residents distributed equally with each ward
- ▶ Stop high-rise development / apartments
- ▶ Consider ways to deal with vacant / abandoned homes
- ▶ Need to create more rateables
- ▶ Enforce noise ordinance

PARKS AND RECREATION:

- ▶ Parks and recreation improvements per the city's adopted Open Space and Recreation Plan
- ▶ Provide better lighting in public parks
- ▶ Improve bathroom facilities in parks
- ▶ Consider dog parks
- ▶ Consider better signage to and within parks
- ▶ Provide for more sitting areas
- ▶ Restore camp programs

HISTORIC PRESERVATION:

- ▶ Extend the recommendations from the 2014 Master Plan for the Historic Preservation Element

ONLINE SURVEY:

In March 2024, the City of Englewood released a city-wide community input survey to gather the community's insights and opinions on a range of topics to help DMR identify the issues of importance to address in the Master Plan. This survey was developed and made available online through Survey Monkey with version available in both English and Spanish. In addition, hard copies of the surveys were provided at City Hall for residents. The survey questions covered the following topics:

1. Housing
2. Revitalizing of the Downtown and commercial areas
3. Traffic / transportation and mobility
4. Design and aesthetics
5. Open Spaces
6. Flooding

A link to the survey was posted on the City's website on March 22nd, 2023 and remained open through the end of July. To ensure widespread access, the City used various outreach media, promoting the survey through social media, email blasts, community organizations and leaders with a following, and City institutions and departments including the library and recreational programs. The survey included a total of just over 1,500 responses with an even distribution of responses from each of the four wards. A detailed summary of the on-line survey results is provided in the Appendix of this report with many of the recommendations and goals coming as a result of the survey.

DRAFT

DRAFT

2024 CITY OF ENGLEWOOD MASTER PLAN ELEMENT 1

**STATEMENT OF OBJECTIVES,
PRINCIPALS, ASSUMPTIONS,
POLICIES, AND STANDARDS
(SOPAPS)**

1 • STATEMENT OF OBJECTIVES, PRINCIPALS, ASSUMPTIONS, POLICIES, AND STANDARDS

STATEMENT OF OBJECTIVES, PRINCIPALS, ASSUMPTIONS, POLICIES, AND STANDARDS (SOPAPS)

A new or updated Master Plan is required to include a “Statement of objectives, principles, assumptions, policies, and standards upon which the constituent proposals [of the Master Plan] for the physical, economic, and social development of the municipality are based.”

2014 MASTER PLAN

The 2014 Master Plan followed an unconventional theme for Master Plans, wherein it focused on five (5) distinct aspects of the City to establish the foundation and structure for the Master Plan. Its Statements of Purpose were as follows:

- ▶ **DOWNTOWN:** Downtown shall serve and be accessible to everyone, regardless of where residents live or where they are from. Downtown shall continue to be a destination for shopping, dining, entertainment, education, and living and its experience enhanced to foster a safer and more vibrant, livable, walkable destination during the day and at night.
- ▶ **ENGLEWOOD SOUTH:** Englewood South shall be improved through land use, zoning, economic development, and placemaking strategies that stimulate more economic activity, improve the quality of the working environment and public realm, create jobs, and expand the City's tax base.
- ▶ **NEIGHBORHOODS:** Respect, maintain, and enhance the character of all neighborhoods and make quality-of-life improvements within them, including enhancing connectivity among them.
- ▶ **OUR TOWN:** Englewood residents of all ages and needs shall have access to a variety of well organized community programs. The programs will be offered in well-maintained facilities that are readily accessible to residents.
- ▶ **MOBILITY:** Englewood residents, workers, and visitors shall be able to move smoothly throughout the City to access local and regional destinations via transit, car, bicycle, or foot. The community embraces the light rail extension the City and will be well prepared for the opportunities and impacts that the service will bring about. Redevelopment around station areas will foster

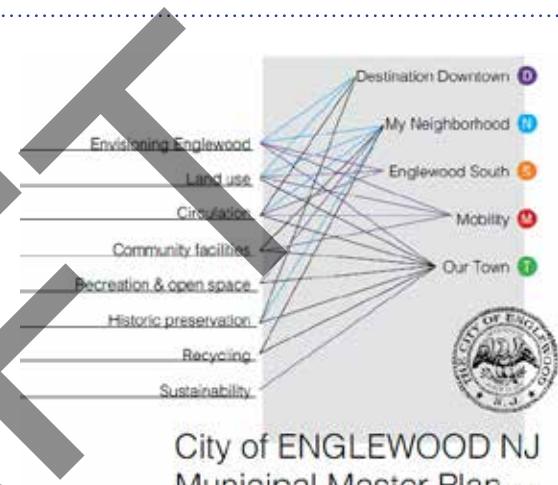


Figure 8. Cover of the 2014 Englewood Master Plan, prepared by Brown & Keener Urban Design, the Regional Plan Association, and Urban Partners.



Figure 9. “Englewood South”, as identified in the 2014 Master Plan, shaded in black

growth and community benefits throughout the City.

The guiding principles, goals, and objectives are re-framed and expanded upon in the 2024 Master Plan based upon the outreach process conducted in the first half of 2024, and changes in conditions, assumptions, and experiences affecting the City's development.

2024 MASTER PLAN GUIDING PRINCIPLES

The Master Plan process was guided by interviews and outreach to the public, elected and appointed officials, City staff, and non-governmental parties to determine the principles, objectives, policies, and standards upon which the Master Plan and its recommendations would be based.

From this outreach DMR came to understand the challenges the City is facing as well as the hopes that the City's various stakeholder have for the next decade and beyond. This understanding guided the selection of Master Plan Elements to build into this document, including:

► **LAND USE:** Growth of the City is inevitable, due to a combination of market forces driven by a thriving downtown and access to both highways and transit, and public policy in the form of the State of New Jersey's Affordable Housing legal doctrine and related statutes and regulations. Simultaneously, a substantial area of the City is prone to flooding, which is projected to get worse in the coming years, limiting what is or will be safe or legal to develop in much of the City.

The City's future depends on its ability to provide high quality of life for residents of all ages, stages of life, and incomes while also supporting a business friendly environment. This can be achieved by creating an opportunity for a variety of housing types and services, and by facilitating land use and circulation patterns that provide for safe, comfortable, and efficient pedestrian and other non-motor forms of travel within and beyond the City.

The City will also need to consider, in its long-term planning, its yet-to-be determined housing obligations for the Fourth Round, starting in 2025, and beyond. As the City's population ages, it also needs to consider whether adequate opportunities exist to provide affordable housing opportunities for existing and future senior citizens.

► **CIRCULATION:** Englewood enjoys direct access to two major regional highways, and multiple regional bus routes, and may one day enjoy having as many as three light-rail stations in its borders. However, the City also experiences heavy motor-vehicle traffic and parking constraints due in part to its location along highways and transit routes, but also to its role as a regional destination. At the same time, the City lacks formal routes for multi-modal transport such as bike paths or even shared roads, causing a positive feedback loop in which more people drive through and within the City for daily activities. Stakeholders in the Master Plan process have expressed that the City is unsafe for walking and biking particularly for children and for seniors.

► **SUSTAINABILITY:** Sustainable land use requirements, local policies, and investments can reduce the City's widespread stormwater management issues and urban heat intensity, promote the generation of local renewable energy, adapt to and facilitate the transition to electric vehicles, and improve quality of life for those living and working around the City.

► **COMMUNITY FACILITIES:** The City desires for its public and quasi-public facilities meet the needs of its businesses and residents. The City is home to regional gems including the Bergen Performing Arts Center and the Mackay (John T. Wright) Ice Rink. There has also long been demand by residents for a community center, and an interest in restoring that the long vacant, historic

“Liberty School” for a public use. This element includes an assessment of the quantity and quality of existing facilities as well as opportunities for new facilities to fill gaps in services.

- ▶ **OPEN SPACE AND RECREATION:** Ninety-percent (90%) of Englewood's residents live within a 10-minute walk of a public park. However, many of its parks require physical improvement or reprogramming to continue to serve residents' needs, and others are underutilized due to perceptions of safety. Furthermore, open space in flood prone areas represent opportunities for resilient park design that help to limit damage to surrounding neighborhoods during severe storms.
- ▶ **HISTORIC:** The City is home to several historic properties and multiple historic districts, including some properties that are on the State or National Registries. The Master Plan will include recommendations to help to preserve Englewood's historic character.
- ▶ **RECYCLING:** The recycling landscape continues to evolve as new technologies emerge to recycle materials once destined for the landfill. The Master Plan will include recommendations to improve recycling practices among the various producers of municipal and non-municipal solid waste.

2024 MASTER PLAN SOPAPS

1. Establish policies, regulations, and programs to effectively reduce the impact of flooding and stormwater runoff on the community, including limiting the intensity of new development or redevelopment in flood-prone areas, to protect life and property from increasingly severe and unpredictable weather patterns;
2. Prioritize the Downtown, existing commercial and mixed-use districts, and their surrounding multi-family zones for future residential growth in order to meet the City's growing housing needs in proximity to businesses, culture, and services while minimizing impacts to single-family neighborhoods;
3. Create opportunities for varied, quality housing that is affordable, enhances the quality of the City's mixed-use districts, and meets the needs of residents of all ages, stages of life, and household compositions;
4. Support the City's Downtown as a regional destination for shopping, dining, and entertainment; and ensure that existing and new businesses can evolve with and adapt to changing consumer trends;
5. Provide neighborhoods that are safe and convenient to walk and bike in for people of all ages, through sound land use policy and investment in pedestrian- and bike-friendly infrastructure and design;
6. Improve the natural environment and quality of life through policies and investments that promote green building practices, green infrastructure, renewable energy production, alternative modes of transportation, recycling, and energy efficiency;
7. Continue to preserve, restore, and -- where appropriate -- adaptively reuse buildings of historic value and character;
8. Ensure that the burdens and benefits of growth, redevelopment, and rehabilitation of the City and its neighborhoods are shared equitably between the City's Four Wards;

GOALS AND OBJECTIVES BY MASTER PLAN ELEMENT

In addition to the overall SOPAPS for this 2024 Master Plan, each individual Master Plan Element has its own set of goals and objectives corresponding to their recommendations:

LAND USE

- GOAL 1. FOLLOW SMART GROWTH PRINCIPALS FOR FUTURE DEVELOPMENT PAGE 88
- GOAL 2. ADOPT FLOOD CONSCIOUS ZONING AND POLICY PAGE 88
- GOAL 3. MAKE THE LAND USE PROCESS LESS CONFUSING, MORE OPEN PAGE 91
- GOAL 4. ENSURE AN ADEQUATE SUPPLY OF PARKING THROUGH ZONING AND AN EFFECTIVE PUBLIC PARKING SYSTEM PAGE 91
- GOAL 5. PROVIDE ADEQUATE, QUALITY HOUSING FOR HOUSEHOLDS OF ALL INCOME AND COMPOSITIONS, AT ALL STAGES OF LIFE PAGE 92
- GOAL 6. PROTECT RESIDENTIAL NEIGHBORHOODS PAGE 95
- GOAL 7. ENSURE THAT ECONOMIC CENTERS KEEP PACE WITH EVOLVING INDUSTRY AND CONSUMER TRENDS WHILE MITIGATING IMPACT ON COMMUNITY PAGE 95
- GOAL 8. USE THE REDEVELOPMENT AND REHABILITATION PROCESSES TO RESTORE AND REVITALIZE BLIGHTED AREAS. PAGE 97
- GOAL 9. PROMOTE SUSTAINABILITY PAGE 98

CIRCULATION

- GOAL 1. MODERNIZE, STREAMLINE, AND ADVANCE PUBLIC PARKING SYSTEMS PAGE 110
- GOAL 2. ADVANCE ALTERNATIVE MODES OF TRANSPORTATION THROUGH COMPLETE STREETS, SHARED MOBILITY, AND MICROMOBILITY PROGRAMS. PAGE 111
- GOAL 3. EXPAND TRANSIT OPTIONS THROUGH PARTNERSHIPS WITH AGENCIES, NEIGHBORS, AND BUSINESSES PAGE 113
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2024 CITY OF ENGLEWOOD MASTER PLAN ELEMENT 2

LAND USE

LAND USE ELEMENT REQUIREMENTS

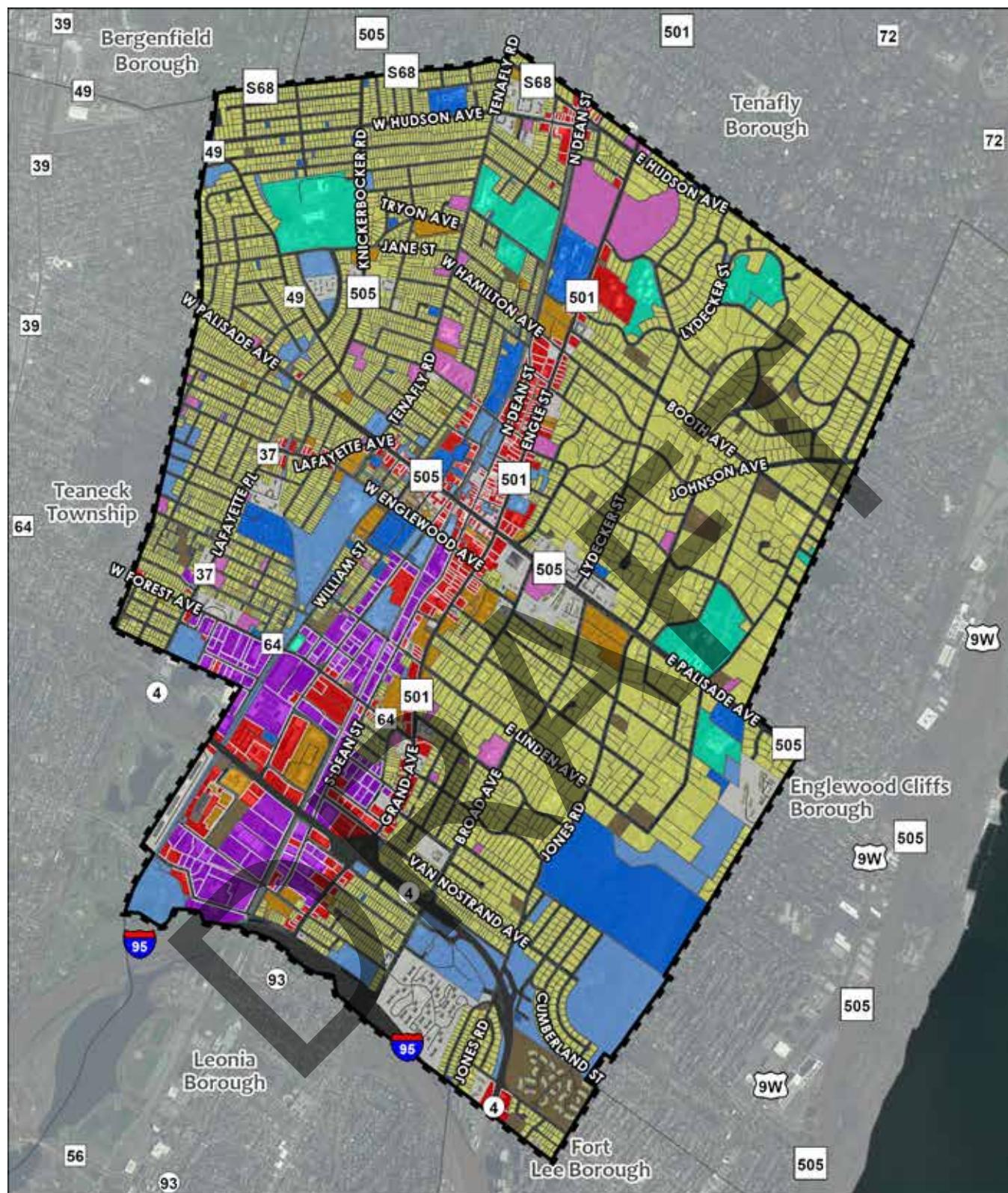
The Land Use Element is the heart of the Master Plan. It examines the current land use and zoning patterns of the City and establishes the foundation for how those patterns might or should change over the 10 year “life” of the Master Plan. It is one of the two (2) mandatory components of a Master Plan, and it ties into the other elements of the Master Plan.

Historically, the required components of the Land Use Element included:

- a. Taking into account and stating its relationship to the SOPAPS, other Master Plan Elements, and natural conditions, including, but not necessarily limited to, topography, soil conditions, water supply, drainage, flood plain areas, marshes, and woodlands;
- b. Showing the existing and proposed location, extent and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational, open space, educational and other public and private purposes or combination of purposes including any provisions for cluster development; and stating the relationship thereof to the existing and any proposed zone plan and zoning ordinance;
- c. Showing the existing and proposed location of any airports and the boundaries of any airport safety zones
- d. Including a statement of the standards of population density and development intensity recommended for the municipality;

In recent years, the Municipal Land Use Law has been updated to expand its scope to include:

- e. Showing existing and proposed military facilities;
- f. Addressing issues like smart growth, storm resiliency, environmental sustainability;
- g. Showing existing and proposed locations of public electric vehicle charging infrastructure
- h. Analyzing climate change-related hazard vulnerabilities, including conducting a build-out analysis.



EXISTING LAND USE

No Data/Common Areas

Vacant

School Property

Municipal Government Property

Religious and Cemetery

Other Exempt

1-4 Family

Commercial

Industrial

Multi-Family

Railroad

Map 3. Land Use Map, based upon tax assessment data filed with Bergen County

EXISTING CONDITIONS

LAND USE

The City of Englewood is like most communities in New Jersey in that the majority of its land area ($\pm 60\%$) is used for low-density housing (1 to 4 Family, as classified in the tax assessment system). A core comprised of a mix of uses - industrial, commercial, multi-family, public, and institutional - runs southwest to northeast through the City, generally along North and South Dean Street and the former passenger rail line that bisects the City. See [Map 3 on page 35](#).

County Road 501, which defines the eastern edge of this economic core, is known locally as Engle Street on the north side of Palisade Avenue, and Grand Avenue on the south side of Palisade Avenue. Route 501 is lined with a mix of commercial, residential, and institutional uses, including car dealerships and the Englewood Health Hospital Campus. It also links Leonia Borough, to the south, with Tenafly Borough, to the North.

The residential neighborhoods on the western side and south-easternmost side of the City generally consist of "standard" sized suburban single-family lots (generally 3,000 to 7,500 square feet), whereas the central-east areas and northeast corner of the City (in Wards 1 and 2) consist of large residential lots, with some exceeding 3.5 acres (152,460 square feet).

There are two small neighborhood business districts just outside of the economic core of the City. One located around the intersection of Hudson Avenue and North Dean street, and one around the junction of Lafayette Place and West Englewood Avenue.

All of the City's public schools are located north of Palisade Avenue, with two of them in the northwest part of the City known commonly as Ward 3.

Public parks and open space areas are scattered around the City, with most concentrated on the west side of Dean Street, where Mackay Park, Morris Park, Herring Field, Denning Park, and other small parks can be found. Flat Rock Brook Park and Nature Center is located at the southeast corner of the City, along the border with Englewood Cliffs. There are also recreational areas on school properties that are available to the public for use outside of school hours.

Religious land uses can be found in each ward, with a dozen or so houses of worship on the west side of the train tracks and nearly as many on the east side.

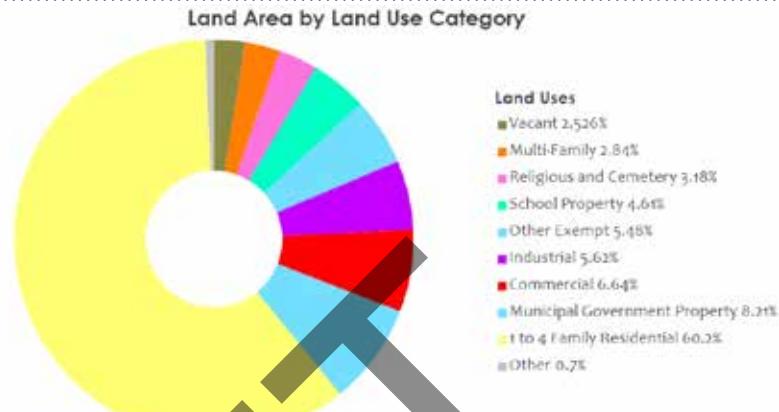
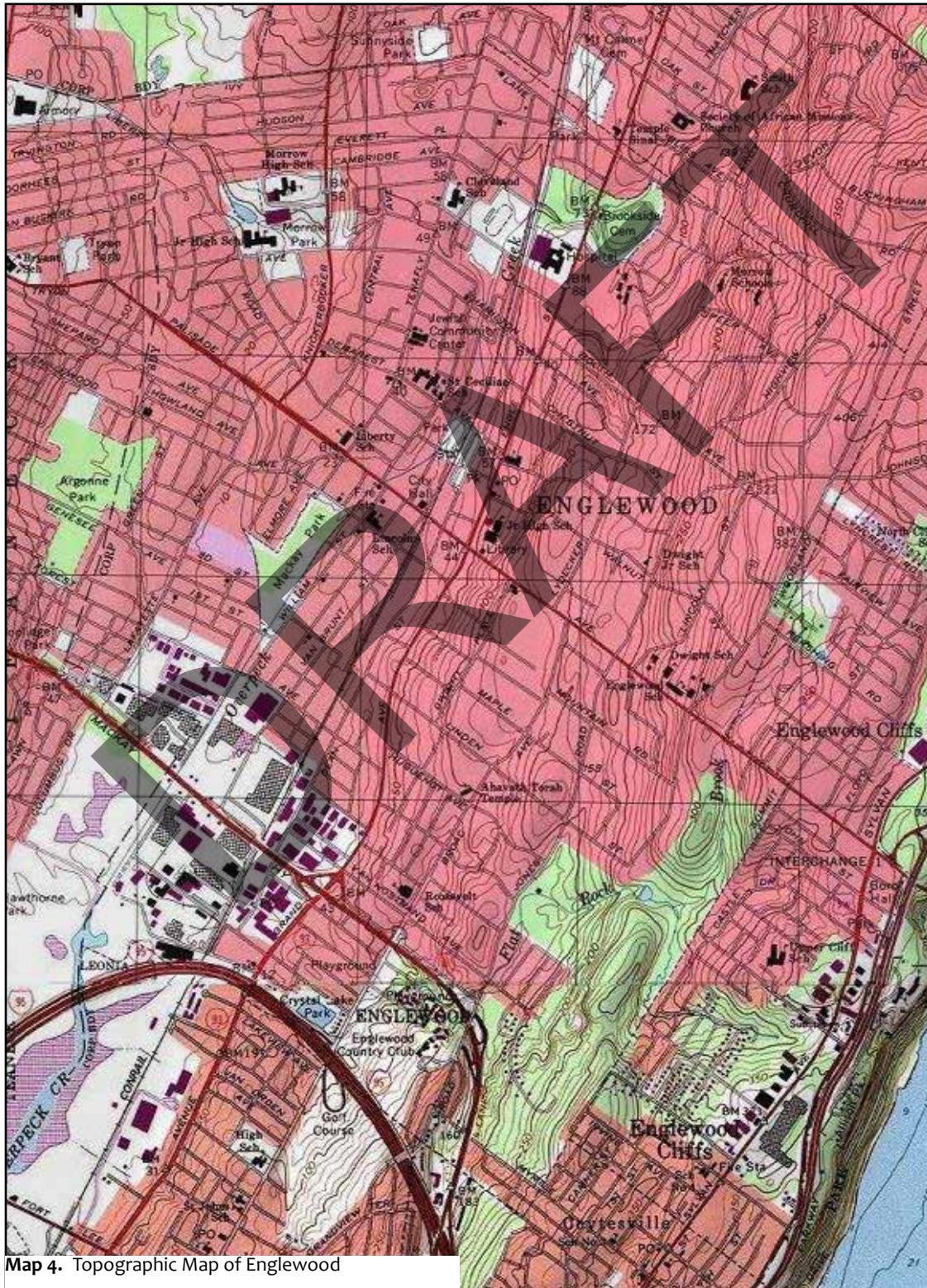


Figure 10. Land Use Proportions: Pie Chart representing the proportion of land dedicated to each use category according to tax assessment data.

TOPOGRAPHY AND ENVIRONMENTAL CONDITIONS

The eastern side of the City is defined by the Palisade mountain range, as elevations decline from 380 feet above sea level at the City's northeastern corner down to approximately 50 feet above sea level at Grand Avenue, according to elevation contours published by the New Jersey Department of Environmental Protection. Flat Rock Brook runs through the Flat Rock nature preserve on the southeast side of the City and travels east, downslope, to Overpeck Creek, which connects to the Hackensack River.



The western side of the City is relatively flat, with the predominant environmental feature being minor streams such as Metzler Brook, which feeds Overpeck Creek, a tributary of the Hackensack River.

These topographic and environmental conditions make the middle and western parts of the City particularly prone to flooding from a combination of tidal flooding from Overpeck Creek and fluvial flooding caused by heavy rainfall, affecting not only those properties in and around the flood hazard areas delineated by the Federal Emergency Management Agency (FEMA) but also properties in the path of downhill stormwater runoff. In addition to flooding the runoff contributes to soil erosion on properties in the First and Second Wards.

There are patches of forest scattered around the City, with the largest area being the Flat Rock nature preserve on the southeast side, the wooded buffers along NJ-4 and I-95, and a portion of Argonne Park on the west side. According to 2020 Land Use / Land Cover data from NJDEP, the larger patches of forest may also be home to wetlands, which are an essential environmental feature not just for supporting wildlife but also for flood control and for natural cleaning of urban stormwater runoff.

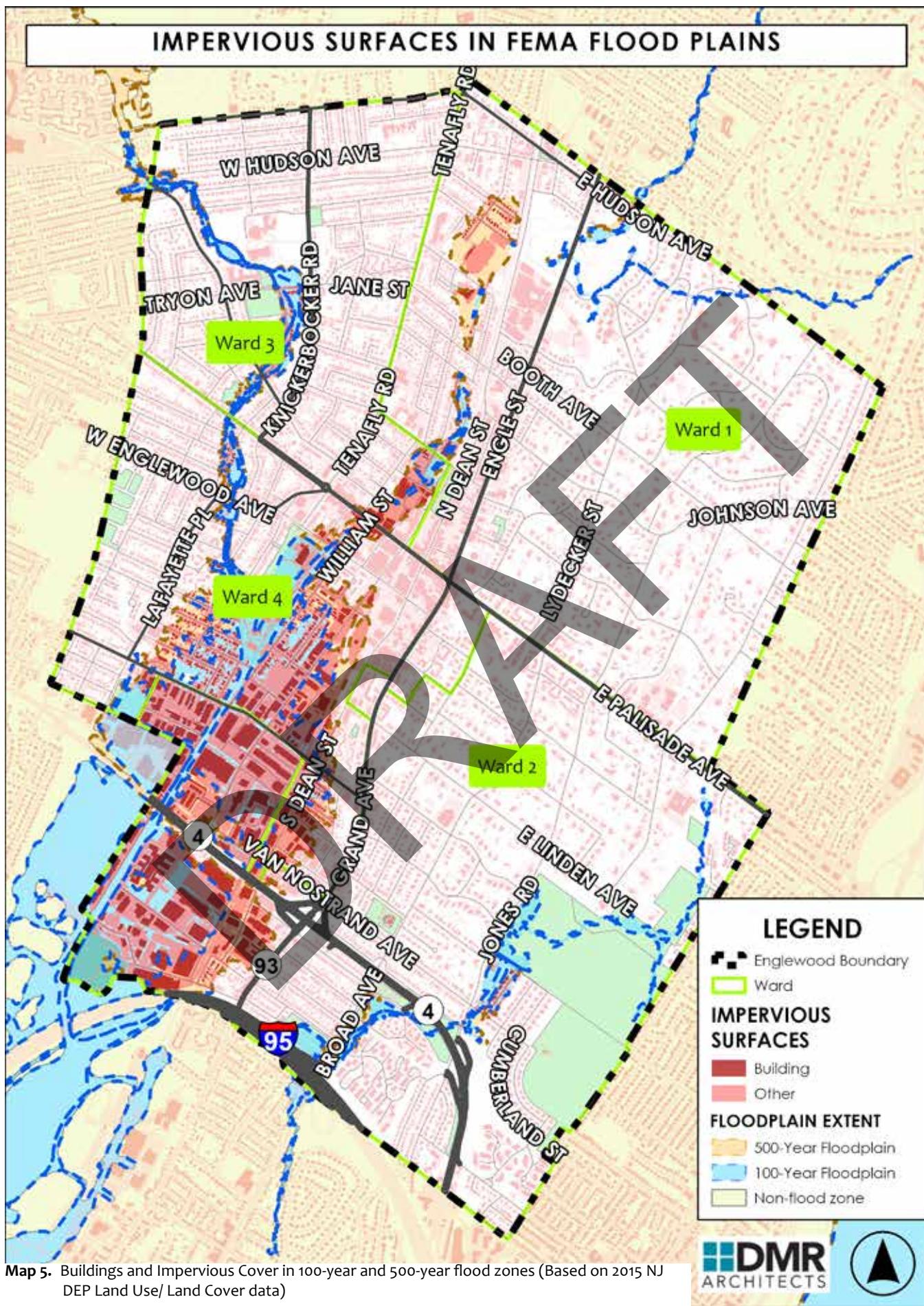
The City is located in the Hackensack, Hudson, and Pascack Watershed, identified by the New Jersey Department of Environmental Protection as Watershed Management Area 5. According to the 2010 Environmental Resources Inventory Report prepared by Dewberry, "Watersheds are natural drainage areas whose boundaries are typically determined by ridgelines".

FLOODING

FEMA flood mapping indicates that the areas around Overpeck Creek and its upstream tributaries like Metzler Brook are subject to flooding during severe storms. Portions of each ward, including a substantial part of Ward 4, are in FEMA-mapped 100-year floodplains, where there is theoretically a 1% chance each year that flooding will occur, or 500-year flood plains, where there is a 0.2% chance each year that flooding will occur. Despite their names and associated statistical chances of flooding occurring, a 100-year or 500-year flood can occur at any time and more frequent than their names would suggest. In fact, there have been two (2) 100-year floods in the past 15 years - Hurricane Sandy in 2012 and Hurricane Ida in 2021. While less likely to occur, a 500-year flood must be significantly worse than a 100-year flood in terms of volume of precipitation and storm surge in order to reach the areas that are mapped in a 500-year floodplain. Changes to global and regional climates are expected to exacerbate flooding and increase the frequency with which severe flooding occurs.

The majority of land uses and buildings within the flood plain are industrial and commercial, but they also include recently constructed multi-family developments as well as established single-family neighborhoods.

Also impacted by flooding are properties downhill from Flat Rock Nature Center and proximate to the Flat Rock Brook, and properties along Metzler Brook and Overpeck Creek in the northeast areas of the City. Properties on the northeast part of town are also subject to flooding and soil erosion due to stormwater runoff from uphill properties.

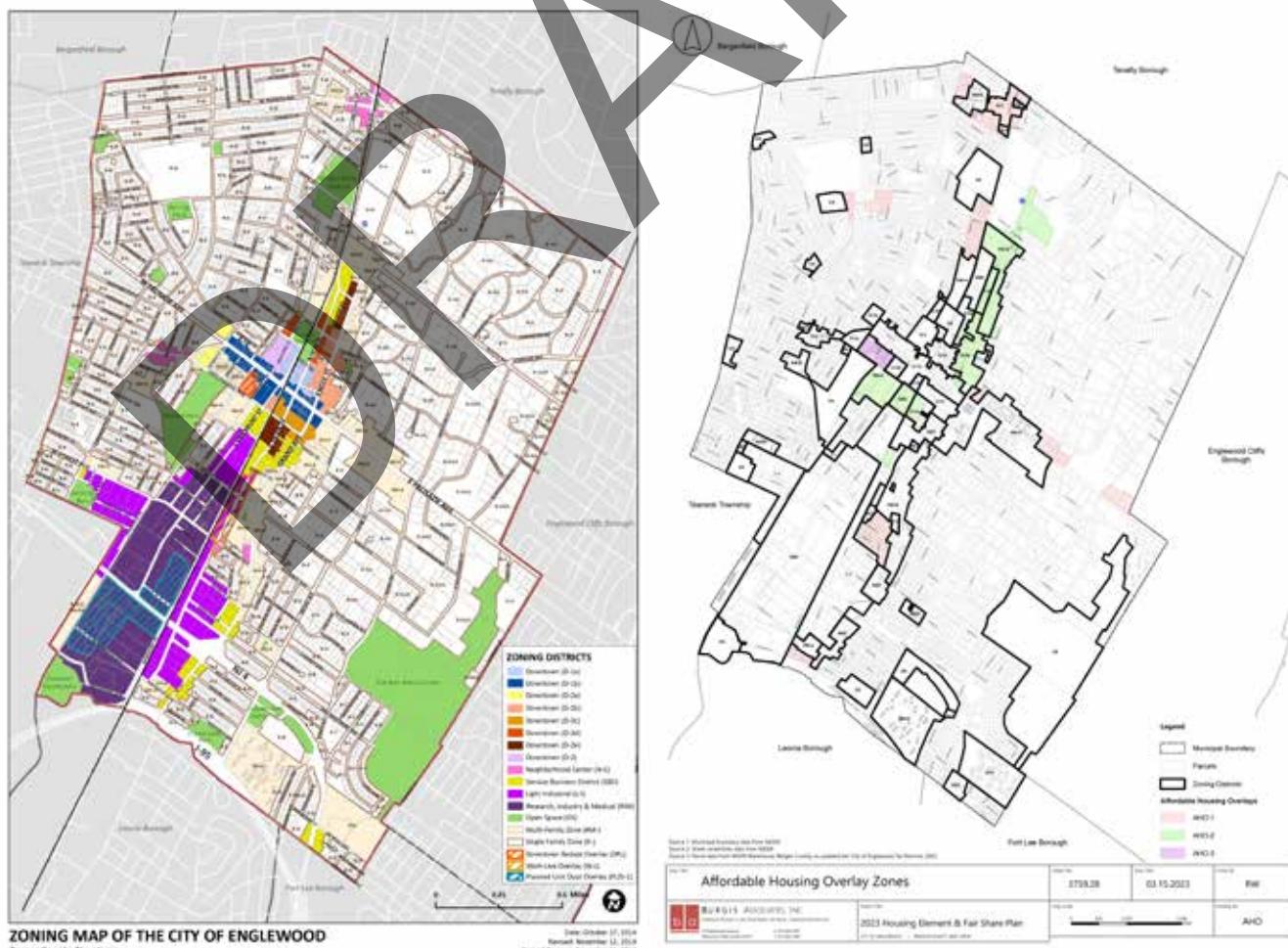


EXISTING ZONING

Zoning is a local government's primary tool for controlling the use and development of land and buildings within its borders. As the name suggests, zoning involves dividing a community into "zones", with each zone having different rules or guidelines for land use. There are a number of different styles of zoning, with each intended to achieve certain goals. The City, like most places in New Jersey, currently uses a traditional form of zoning, in which the primary concern of each zone is the use of land and the secondary concern is the physical form of buildings. Other forms of zoning tend to emphasize the physical form and physical intensity of development, to promote environmental protection, preservation of historic character, or walkable community design, as some examples.

Another form of zoning the City uses is "Overlay" zoning. As the name suggests, is the practice of placing one zone on top of the other to provide two or more alternative development directions for a property or neighborhood or to impose special restrictions. One can imagine an overlay zone as a cloud floating over a base or underlying zone, which is the earth in this metaphor. It gives the City the ability to offer a new direction for development (permitted by the cloud) without replacing or undermining the existing, underlying zoning (the earth), or to impose additional restrictions on the underlying zoning. This is preferred in some cases to replacing the base/underlying zone with a new zoning, which would be called "rezoning".

The City's current zoning generally reflects the recommendations of its 2014 Master Plan, which



Map 6. 2014 Zoning Map (left) and 2023 affordable housing overlay zone map (right).

proposed a number of changes and reclassifications of the City's downtown, industrial, and multi-family zone districts. Also in place is overlay zoning, adopted in 2023 as part of the process of complying with the City's constitutional fair share obligation, that permits medium- to high-density multi-family housing. There are also redevelopment areas not shown on the zoning map, which are subject to special zoning that supersedes the underlying zoning.

The majority of the City is zoned for single-family residential neighborhoods, with multi-family zones located in transition areas between single-family and nonresidential districts and near access ramps to NJ-4 and I-95/80. Multi-family uses are permitted near commercial centers like the Downtown on Palisade Avenue, the Neighborhood Commercial nodes on W. Hudson Avenue and Lafayette Place, or in the industrial area in the south-side of the City. Non-residential zones are limited to the economic core of the City that runs north to south through the center of the City from I-95/80 to Hamilton Avenue, and the neighborhood business areas on Hudson Avenue and on Lafayette Place. The zoning schema is generally designed to concentrate commercial and institutional uses in the City's Downtown and along major roads, and industrial uses in the southern half of the City between Overpeck Creek and Grand Avenue.

The zoning districts in Englewood are as follows:

SINGLE FAMILY ZONES (R-)

The "R" - Single Family zones are comprised of R-A, -AA, -AAA, and -B through -F, and cover the majority of the City's land area. They permit one-family dwellings and (except in the R-F zone) compatible uses such as parks, nature preserves, schools, and religious land uses. Each R zone permits dwellings of different sizes or on different lot sizes. R-AAA, which is found in the northeast part of the City, permits dwellings on 88,000 square-foot lots, whereas R-E and R-F zones -- primarily found in the south and west parts of the City -- permit dwellings on 6,500 square-foot lots. Impervious coverage is permitted on up to 67% of lot area in the R-D and R-E zones, which are located in the west and central parts of the City near the core of culture and commerce, and which permit lots as small as 6,500 and 7,500 square feet. The R-D and R-E zones, however, are also in the parts of the City most susceptible to flooding as mapped by FEMA.

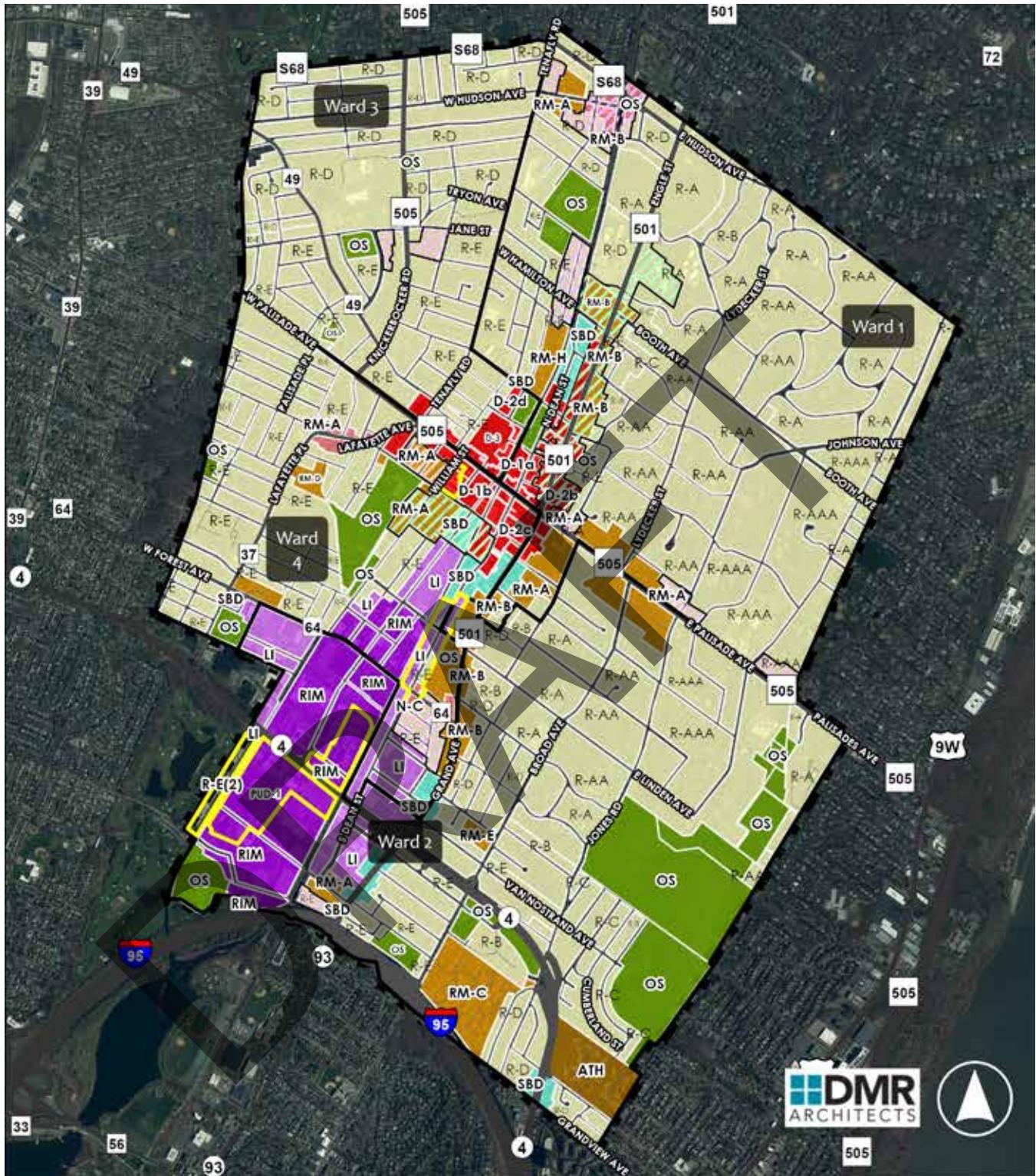
A sliver of land between Overpeck Creek and the border with Teaneck, in the industrial portion of the City, is zoned R-E(2) which permits two-family dwellings.

MULTI-FAMILY ZONES (RM-)

The "RM" - Multi-Family zones are found in the City's transitional areas, along busy corridors or at the edge of the City's industrial and commercial zones. They permit medium-density, low- to mid-rise development, intended to complement the City's one-family neighborhoods. The RM-Zones include RM-A, -B, -C,-D, -E, -F, and -H zones, and also include the ATH Attached Townhouse zone on Myrtle Avenue.

The RM-A and RM-B Zones are located at the perimeters of the City's downtown and the Hudson Avenue neighborhood business district, on Palisade Avenue, and on Grand Avenue and Engle Street, and permits townhouses at six (6) units per acre or apartments at 12 units per acre on lots 40,000 square feet or larger. They also permit one- to four-family houses on lots of smaller size with buildings not exceeding three stories. The RM-A zone permits offices within multi-family buildings, and the RM-B zone permits stand-alone office uses.

2 • LAND USE ELEMENT



2023 AFFORDABLE HOUSING OVERLAYS

- AHO-1
- AHO-2
- AHO-3

2014 ZONING BY BLOCK

- Attached Town Houses
- Downtown
- Light Industrial
- Multi Family Zone
- Neighborhood Center

- Open Space
- Research, Industry, and Medical
- Service Business District
- Single Family Zone
- Overlay Zones

Map 7. Zoning map depicting 2014 base zoning with 2023 affordable housing overlay zones

The RM-C zone is located between Trumbull Park and I-95 and permits 10-unit per acre residential development. The RM-D zone permits seven (7) unit-per-acre townhomes or 12-unit per acre apartments in the City's southwest neighborhood. The RM-E zone permits six (6) unit-per-acre development on a block in the City's southeast neighborhood. The RM-H zone was created to permit public, age-restricted housing north of Veterans Memorial Park that include the Tibbs and Westmoor Gardens properties operated by the Englewood Housing Authority.

The Zoning Code contains regulations for an RM-F zone but no such zone appears on the Zoning Map.

RESEARCH, INDUSTRY & MEDICAL (RIM)

The RIM zone extends generally from Linden Avenue south to the Leonia border, bounded by the NJ Transit railroad on the east and Overpeck Creek on the west. The zone permits uses consistent with its purpose of facilitating the development of an economic hub for local and regional employment and growth of diverse and advanced industrial uses, particularly those related to the healthcare industry and research. The district also permits senior housing types, including assisted living and independent living. Guidelines and standards have been created for the RIM zone to promote green buildings, quality of life, and an attractive streetscape and public viewshed.

LIGHT INDUSTRIAL (LI)

The LI Zone lines the perimeter of the RIM zone and permits less intensive industrial uses at a smaller scale than the RIM district, and also permits some services and business types that are more typical for a downtown or neighborhood commercial area such as pet grooming, pet daycare, artist studios and instructional spaces, and co-working spaces / business incubators. Residential uses are not permitted.

SERVICE BUSINESS DISTRICT (SBD)

The SBD zone is designed to permit uses that primarily serve surrounding residential neighborhoods, such as tailoring, childcare, gyms, retail, and doctors offices. It also permits more regionally oriented uses like professional offices, restaurants, and (conditionally) car dealerships. Apartments are not permitted above commercial uses.

NEIGHBORHOOD CENTER (N-C)

Similar to the SBD, the N-C zone permits neighborhood-oriented uses; however, unlike the SBD, it also permits residential uses above ground-floor commercial uses. The setbacks are designed to allow buildings to be close to the sidewalk and to each other to create a pedestrian friendly streetscape. The N-C zone was created according to the recommendations of the 2014 Master Plan, replacing the SBD Service Business District Zone on the affected properties at the intersections of West Hudson and North Dean, Englewood Avenue and Lafayette Place, East Forest Avenue and Grand Avenue, and East Forest Avenue and South Dean Street.

DOWNTOWN ZONES (D-)

There are eight (8) downtown subzones (D-1a, -1b, -2a, -2b, -2c, -2d, -2e, and -3) divided into three classes. The D-1 subzones form the central nexus of the City's downtown, hosting core retail

attractions and entertainment as well as high density housing. The D-2 zones serve as a transition between the intensity of the D-1 zones and surrounding districts, and the D-3 zone is home to the ShopRite and other Palisades Court businesses. Each subzone differs slightly from each other in terms of the types of uses permitted and the bulk or design standards for development, with D-1 zone standards designed to encourage buildings that are closer to each other and to the street with uses that increase pedestrian activity, and D-2 standards being more permissive in terms of use and allowing buildings that are set-further from the sidewalk and each other.

The Downtown Zones were created according to the recommendations of the 2014 Master Plan, replacing the previously existing CBD Central Business zone and portions of the SBD Service Business District Zone.

OVERLAY ZONES

Englewood's zoning code includes several overlay zones, which provide regulations and permissions that either modify or provide alternative use and development options to the underlying zoning. Those overlay zones are as follows:

WORK/LIVE (W-L) DISTRICT

Allows for employees or owners of a light-industrial business to reside in the same building as that light-industrial use.

PLANNED UNIT DEVELOPMENT (PUD-1) OVERLAY DISTRICT

Permits apartment, townhouse, business, governmental, and hotel uses on RIM-zoned properties surrounding Route 4.

DOWNTOWN REDEVELOPMENT OVERLAY (DRL)

Permits high-density, mixed-use development adjacent to the Downtown.

AFFORDABLE HOUSING OVERLAYS

Adopted as part of the City's settlement agreement with Fair Share Housing Center to meet its mandated Third Round affordable housing obligation, overlay zones were adopted in several sections of the City to permit high-density multi-family development with a requirement that 20% of all apartments or homes created in the overlay zone be deed restricted as affordable housing for low- and moderate-income households.

Figure 2. Overlay Zoning

Communities control how a property can or cannot be used or developed by placing properties in distinct zones. Overlay zoning creates a new zone which floats, like a cloud, over existing zones. This approach allows property owners and developers to continue to expand or build according to the older zoning on their properties while creating an option or setting conditions under which they can/must build according to the overlay zone.

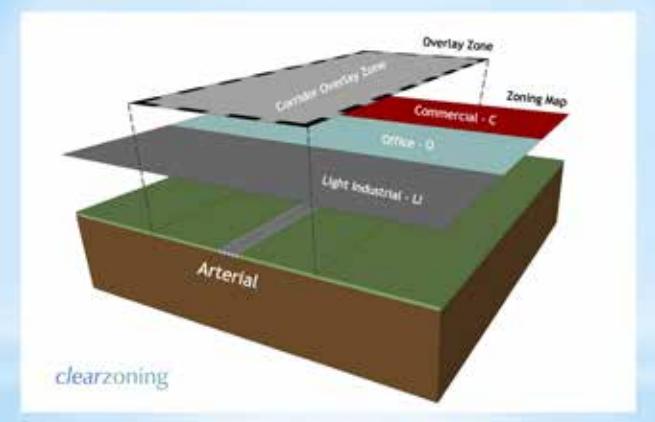


Figure 11. Overlay zoning illustration; Created by Clearzoning, Inc.

REDEVELOPMENT

The State's Local Housing and Redevelopment Law (N.J.S.A. 40A:12A-1 et seq., a.k.a. LRHL) establishes the authority of municipalities to designate "blighted" properties and neighborhoods as areas in need of "Redevelopment" or "Rehabilitation", and grants municipalities a number of powers and tools like payments-in-lieu-of-taxes (PILOTS) and tax abatements to incentivize property owners and redevelopers to improve or redevelop their properties.

In addition to helping to revitalize areas like Downtowns, contaminated industrial tracts, or blighted neighborhoods, the redevelopment process often yields tangible financial benefits including greater revenues to the municipal government than traditional taxes would have generated from the same development, and contributions from redevelopers for public purposes such as open space, community facilities, public art projects, commuter shuttles, or other local improvements and services.

The City has created adopted several redevelopment plan areas since the 1980s, most of which are located in and around the Downtown. All appear to have been implemented.

PARKING REQUIREMENTS

Off-street parking requirements dictate the number of parking spaces a tenant or developer must provide on-site when re-using existing buildings or constructing new ones. Many communities rely on parking requirements that predate changes in technology that have dramatically altered peoples' shopping, dining, working, and commuting habits. Whereas it used to be necessary to drive to access most services in suburban New Jersey, mobile technology and high-speed internet enable consumers to shop, manage finances, work, and carry out other regular tasks from anywhere in the world, reducing the need for parking at places like banks, malls, offices, and even downtowns¹. Services that became popularized during the COVID-19 pandemic like curbside pick-up at retailers and restaurants mean that more parking spaces at businesses providing these services have higher turnover rates than if shoppers spent time walking the sales floor.

Advances in technology such as AI and robotics also reduce the amount of parking needed for employees of manufacturing or warehousing sites, and even supermarkets. Remote working technology allows many jobs to be conducted from home or in co-working environments like WeWorks, resulting in many businesses operating remotely full- or part-time and reducing parking demand at office buildings, educational institutions, and other work-places where in-person work is not required full-time.

While parking is necessary in North American cities due to its extreme auto-mobile dependence, compared to other developed parts of the world, excess parking often does more harm than good. Because parking surfaces are impervious to water, rainwater that lands on parking lots rush to lower lying areas, often neighboring properties or streets, which can cause flooding and property damage. Parking surfaces are often covered in harmful chemicals from motor vehicles, which are carried in that rainwater runoff and find their way to other properties or even rivers, streams, and lakes.

¹ According to the Federal Reserve Bank of St. Louis, e-commerce sales as a percentage of all retail sales nearly tripled from 6.4% in 2014 to 15.3% in 2023.



Outdoor parking surfaces absorb heat, increasing the temperature of the ground and the ambient temperatures of air around them, making parking lots and surrounding areas dangerously hot in the summer compared to areas with more trees, grass, and landscaping. Excess parking entices people to drive, resulting in traffic congestion. Parking is also expensive to build and to maintain, but often generates little to no revenue, leading developers and property owners to pass the cost of parking to renters and making the cost of housing and commercial space more expensive².

Cities around the world are reducing, and even eliminating, off-street parking requirements or even putting in place maximum parking requirements to reduce the impacts on urban heat and flooding, and to combat the global housing affordability crises and reduce financial burdens upon businesses and housing developers that would otherwise be required to provide more parking than there are cars to be parked.

Englewood's parking ratios at Article XII of Chapter 250, Part 4 of its City Code are in many cases more modern than their more suburban counterparts in Bergen County. However, there are areas for improvement.

SHARED PARKING

Section 250-81.B(3) requires the a mixed-use development to provide the cumulative required number of parking spaces for all uses on the site. In reality, different uses have different periods of parking demand. As an example, office parking demand is highest during daytime hours Monday through Friday when residential parking demand is lowest. Similarly, retail parking demand is lowest in the late evening and overnight, when residential parking demand is highest. The parking ordinance provides for land use boards to allow developers to deviate from off-street parking

requirements on a case by case basis based on the availability of off-site parking and transit access.

A more efficient approach is to allow developers to reduce their parking requirement based upon a shared parking calculation model such as those published by the Urban Land Institute and Institute of Traffic Engineers, which identifies the peak parking requirement based on when peak parking demand for each use on a site overlap.

Land Use	Time Period					
	Weekdays			Saturday & Sunday		
	8am-5pm	6pm-Midnight	Midnight-8am	8am-6pm	6pm-Midnight	Midnight-8am
Education	100%	20%	5%	10%	10%	5%
Entertainment	40%	100%	10%	80%	100%	50%
Hotel	80%	100%	100%	80%	100%	100%
Institutional	100%	20%	5%	10%	10%	5%
Office	100%	20%	5%	10%	10%	5%
Theater	40%	80%	10%	80%	100%	10%
Religious	20%	40%	5%	100%	50%	5%
Residential	60%	100%	100%	80%	100%	100%
Restaurant	70%	100%	10%	70%	100%	20%
Retail/Commercial	90%	80%	5%	100%	70%	5%

Figure 12. Example of a shared parking schedule based upon typical patterns of parking activity for general land use categories.

PARKING RATIOS

Although the City's ordinance provides required parking ratios for residential uses, all local residential parking ratios are superseded by the Residential Site Improvement Standards (RSIS) at N.J.A.C. 5:21-1.1 et seq. The RSIS allows Planning and Zoning Boards to grant case by case exceptions or waivers from the residential parking standards depending upon the severity of the parking deficiency.

The Site Improvement Advisory Board can also designate Special Areas where RSIS standards do not

² *How Much Parking Is Enough*, a research publication of Rutgers Center for Real Estate (RCRE), states that the average parking space costs \$27,900 to build, and that cost of complying with the parking ratios in New Jersey's Residential Site Improvement Standards at N.J.A.C. 5:21-1 et seq. costs the average residential renter an extra \$80 per month (\$960/year).

apply or are superseded by local standards. For example, the City of Hoboken was granted Special Area designation in 1998 which allowed the City to enforce special parking requirements to help to preserve the character of the City and respect its existing development patterns.

Special Area standards must:

1. Be consistent with the intent of the Site Improvement Standards Act;
2. Be reasonable and not unduly burdensome;
3. Meet the needs of public health and safety; and
4. Take into account existing infrastructure and surrounding development possibility.

STATE PLANNING AND POLICY CONTEXTS

New Jersey is a “home rule” state, meaning that the State grants municipal governments broad authority to enact ordinances and regulations to provide for public welfare and order. However, much of local land use is affected by higher order governments and their agencies, including the State of New Jersey, Bergen County, and the Federal government.

The New Jersey State Planning Act of 1985 established a process by which a State Planning Commission would periodically adopt a statewide plan "designed for use as a tool for assessing suitable locations for infrastructure, housing, economic growth, and conservation." The last effective State Development and Redevelopment Plan (SDRP) was adopted in 2001, and a much-overdue update is in progress as of this writing. The State Plan has limited influence on local decision making - local Redevelopment Plans and Master Plan Updates are required to acknowledge consistency of their contents with the intents and purposes of the State Plan. Additionally, the State Plan influences the allocation of affordable housing obligations between municipalities and is intended to influence allocations of State funding and grants to direct investments to the areas prioritized for growth.

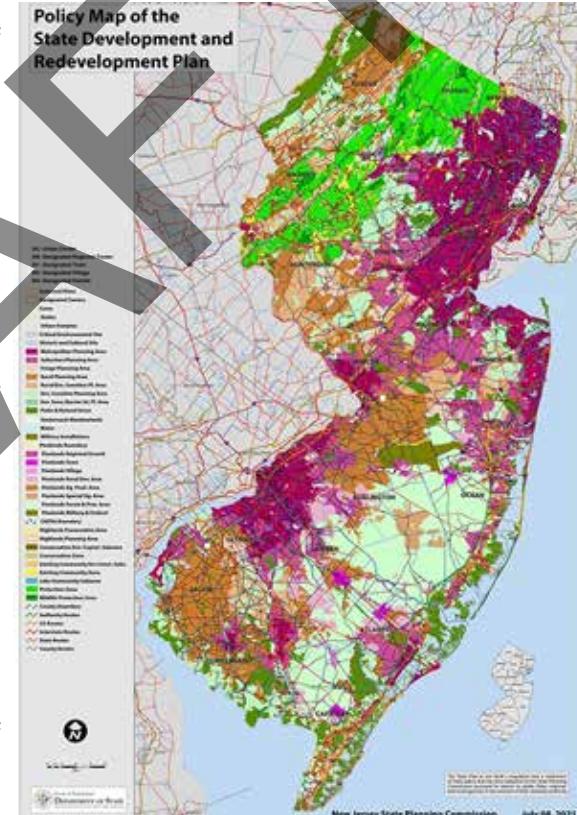


Figure 13. State Development and Redevelopment Plan Policy Map

With the exception of a small tract of land containing Overpeck Golf Course, the entire City of Englewood is located in Planning Area 1 (PA1) of the 2001 SDRP, also known as the Metropolitan Planning Area. The SDRP envisions PA1 as the highest priority area for public and private investment to leverage existing infrastructure and resources already in place. It envisions growth as being achieved in this area through redevelopment and infill of underutilized properties or obsolescent uses. The SDRP also encourages the creation of regional programs and sharing of services between municipalities to manage issues like traffic that cross political boundaries and the minimize duplication of services like schools and emergency management.

From an affordable housing perspective, Englewood is located in Housing Region 1, which includes Bergen, Hudson, Passaic, and Sussex Counties. Affordable housing regions are used to calculate and allocate affordable housing obligations across municipalities. Additionally, managers of affordable housing units are typically required to be prioritize applications from families living in the Region in which the units are located, and may not prioritize residents of town in which the housing units are built.

Under the New Jersey Fair Housing Act, adopted in 1985 and last amended in 2024, a State entity is required every 10 years to calculate affordable housing obligations at a regional level and to allocate to every municipality a portion of the projected affordable housing need in their region based upon local economic conditions and available land. Those municipalities are required to adopt and implement 10-year plans to address their allocated housing need by zoning or spending public funds to target sites or districts for growth to accommodate housing need.

Residential development, including multi-family, must comply with a number of state laws and regulations including the Residential Site Improvement Standards ("RSIS" at N.J.A.C. 5:21), which dictate, among other things, the number of parking spaces required for each new housing unit. Waivers or exceptions can be granted under special conditions; for example, parking ratios can be relaxed where new housing is near transit.

Other regulations and laws also affect where and what building may occur, such as environmental regulations relating to water bodies, wetlands, and floodplains, or laws authorizing uses like cannabis dispensaries or in-home commercial kitchens known as cottage food operators.

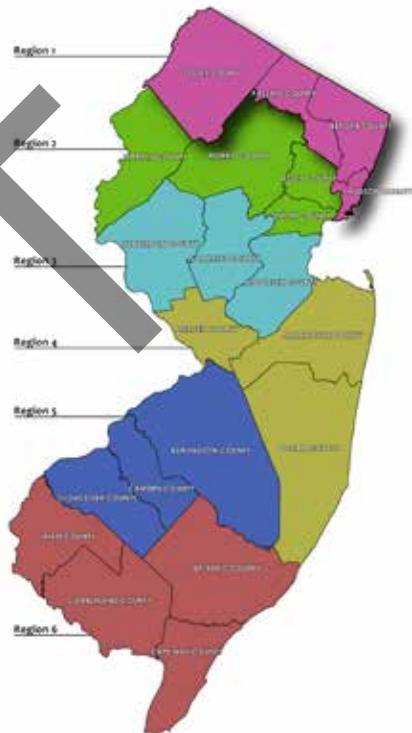


Figure 14. Affordable Housing Region Map

CLIMATE CHANGE-RELATED HAZARD VULNERABILITY ASSESSMENT

The New Jersey Municipal Land Use Law at N.J.S.A. 40:55D-28(b)(2)(h) requires any new Master Plan Land Use Element to include a climate-change vulnerability assessment that examines the impact of current and future climate hazards on existing and future development within a community. The City of Englewood has experienced the effects of climate change and can expect to continue to experience those effects as time goes on, possibly at an accelerating pace. New Jersey has experienced two storms in the past 15 years that met or exceeded 100-year storm levels, and global data shows that Category 4 and 5 hurricanes - the most dangerous and rare - have been occurring more and more frequently, increasing threats to lives and property. Flooding in Englewood, according to mapping from the Federal Emergency Management Agency, occurs in the areas around Overpeck Creek, Metzler Brook, and Flat Rock Brook.



Figure 15. Flooding at Shop Rite in Palisade Court during Hurricane Ida. Source: North Jersey.com



Rising Temperatures – New Jersey is warming faster than the rest of the Northeast region and the world on average. Heatwaves are expected to impact larger areas, with more frequency and longer duration by 2050;



Increasing Precipitation – Annual precipitation in New Jersey is expected to increase by 4% to 11% by 2050. The intensity and frequency of precipitation events is anticipated to increase due to climate change;



Decreased Water Quality – Surface and groundwater quality will be impaired as increased rain runoff carry nutrients and contaminants into water sources. Freshwater intakes and aquifer recharge areas may also be threatened if sea level rise pushes salt water further upriver;



Extreme Weather – Tropical storms are expected to increase in intensity due to the warmer atmosphere and warmer oceans that will occur with climate change. Over the last 50 years, in New Jersey, storms that resulted in extreme rain increased in occurrence by 71% which is a faster rate than anywhere else in the United States;



Drought – Droughts may occur more frequently due to decreases in summer precipitation. It is anticipated that droughts lasting three to six months or longer may slightly increase in frequency in the Northeastern United States under a low emissions scenario and will significantly increase under a high greenhouse-gas emissions scenario;



Decreased Air Quality – New Jersey's air quality will be impacted due to changes in the meteorological conditions, often referred to as the ozone climate penalty, which is “the deterioration of air quality due to a warming climate.” This phenomenon will be most impactful in urban environments, and can result in or exacerbate health problems for their inhabitants.

In addition to flooding, the more urbanized parts of Englewood are at risk from extreme heat, which is only expected to get worse as the 10 hottest years on record have taken place in the last decade. Heat is felt most in urban environments that lack tree canopy cover for shade and experience greater emission or re-emission of heat from mechanical equipment, cars, buildings, and man-made structures and surfaces. Extreme heat places a health strain on people with underlying health conditions, financial strain on families who struggle with air conditioning costs, and environmental strain on plants and animals that are not adapted or adaptable to the changing climate, including crops and animals that humans rely upon for food. Extreme heat also places a strain on business productivity and commerce, as it exhausts machinery, workers, and consumers/customers.

Climate change combined with the global nature of our economies also means that diseases and pests that may have been foreign in the past are now part of our day to day experience. An example is the invasion of the Spotted Lanternfly, which is native to Asia and is believed to be a threat to agriculture and plant life in the United States.

Planning for a changing climate now ensures a more prosperous tomorrow.

ASSETS

The Hazard Vulnerability Assessment must consider what the community's "assets" are and how they might be affected by different types of hazards. The NJ DEP's guidance for identifying the assets to be evaluated include:

- ▶ Are the assets critical for continuity of daily operations?
- ▶ Are the assets central to economic functioning and vitality?
- ▶ Are the assets integral for social services?



GOVERNMENT SERVICES		City Halls	Municipal Buildings
		Court Houses	Police Departments
		Fire Departments	Post Offices/Delivery
		Department of Public Works	Office of Emergency Management
INFRASTRUCTURE		Bridges	Power Plants
		Bike Share Stations	Prisons
		Brownfields	Rail
		Bus Stops & Routes	Recycling Centers
		Contaminated Sites	Roads
		Culverts	Superfund Sites
		Drainage Systems	Trails and Paths
		Evacuations Routes	Utilities/Cell & Internet
		Flood Control Structures	Water Towers
ECONOMIC		Banks/Financial	Individual Businesses
		Business Districts	Industrial Structures
		Commercial Structures	Large Employers
NATURAL		Beaches	Open Space
		Ecosystems	Parks
HEALTH		Animal Shelter	Hospitals
		Assisted Living Facilities	Mental Health Facilities
		Dentist Offices	Nursing Homes
		Doctors' Offices	Drug Treatment Services
		Farmers Markets	Recreation Centers
		Food Assistance	Urgent Care Facilities
SOCIAL & CULTURAL		Art Studios	Libraries
		Boardwalks	Marinas
		Festivals	Parades
		Community Centers	Places of Worship
		Shuttle Services	Schools
		Fairs	Social Networks
HOUSING		Apartments	Shelters
		Single Family Homes	Townhouses/Rowhomes
		Duplexes	Trailer Parks
		Multiplexes	Repetitive Loss (RL) and Severe Repetitive Loss (SRL) Properties
		Identification of Buildings with NFIP Policies	

Figure 16. NJDEP's Asset Category Grid

- Are the assets critical for life and safety?
- Are the assets irreplaceable if damaged or destroyed?
- Are the assets an integral part of community cohesiveness?
- Do the assets have a history of damage from natural hazards?
- Are the assets essential to the community's future vision?

FEMA also identifies seven **Community Lifelines** - Safety & Security; Food, Water, & Shelter; Health & Medical; Energy; Communications; Transportation; and Hazardous Materials - and their components, for consideration in Hazard Mitigation Planning.



Figure 17. FEMA's Community Lifelines

Assets to the City of Englewood include:

- Government - decision making and services;
- Law enforcement, fire service, and emergency response;
- Assisted living, nursing homes, affordable housing, and senior housing;
- Water and electric service;
- Englewood Health Hospital
- Flat Rock Nature Center and public open space
- Downtown
- **Englewood South** industrial area
- Schools
- Houses of worship
- Historic buildings and landmarks
- BergenPAC
- The Four Wards

For the purpose of analyzing hazard vulnerability of these assets, they should be assessed on their

vulnerability, sensitivity, and adaptive capacity in relation to the hazards affecting or projected to affect the community.

- ▶ **Adaptive Capacity** is defined as “the social and technical skills and strategies of individuals and groups that are directed toward responding to environmental change.”
- ▶ **Sensitivity** is defined as “The extent that people, places, or systems are, or could be, affected by a given climate hazard. Sensitivity relates to the ability to withstand exposure to a hazard.”
- ▶ **Vulnerability** is defined as “a function of environmental exposure sensitivity and adaptive capacity.”

HAZARD TYPES

The guidance provided by NJ DEP and the not-for-profit group New Jersey Future identifies a number of climate related hazards for communities to consider in their Hazard Vulnerability Assessments, including and beyond those required by the MLUL. As an inland, urbanized community, Englewood has different exposures than, for example, coastal communities, such as those related to ocean proximity. This analysis considers the following hazards in relation to Englewood:

- ▶ Increased and extreme temperatures;
- ▶ Drought;
- ▶ Flooding;
- ▶ Severe weather;
- ▶ Mudslides and landslides;
- ▶ Wildfires;
- ▶ Vector-borne diseases;
- ▶ Ecological diseases.

FLOOD PLAINS AND SEA LEVEL RISE

The Overpeck Creek, a tributary to the Hackensack River, enters Englewood at its southwest most corner and branches out into smaller streams including Metzler Brook and Flat Rock Brook, while Overpeck Creek continues north towards Tenafly. Overpeck Creek and its tributaries are subject to flooding during storms and are also predicted to be impacted by sea level rise.

The Federal Emergency Management Agency (FEMA) has several defined “floodplain” areas - flood zone X which is an 0.2% (500 year flood plain) annual flood chance or the A, AE, AO, or VE which is 1% (100 year flood plain) annual flood chance (also known as the Special Flood Hazard Area).

There is also a “floodway”, which is the main path that water flows during a flood.

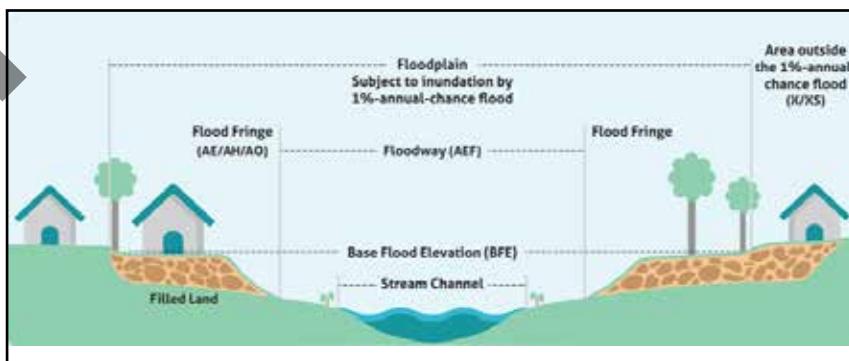
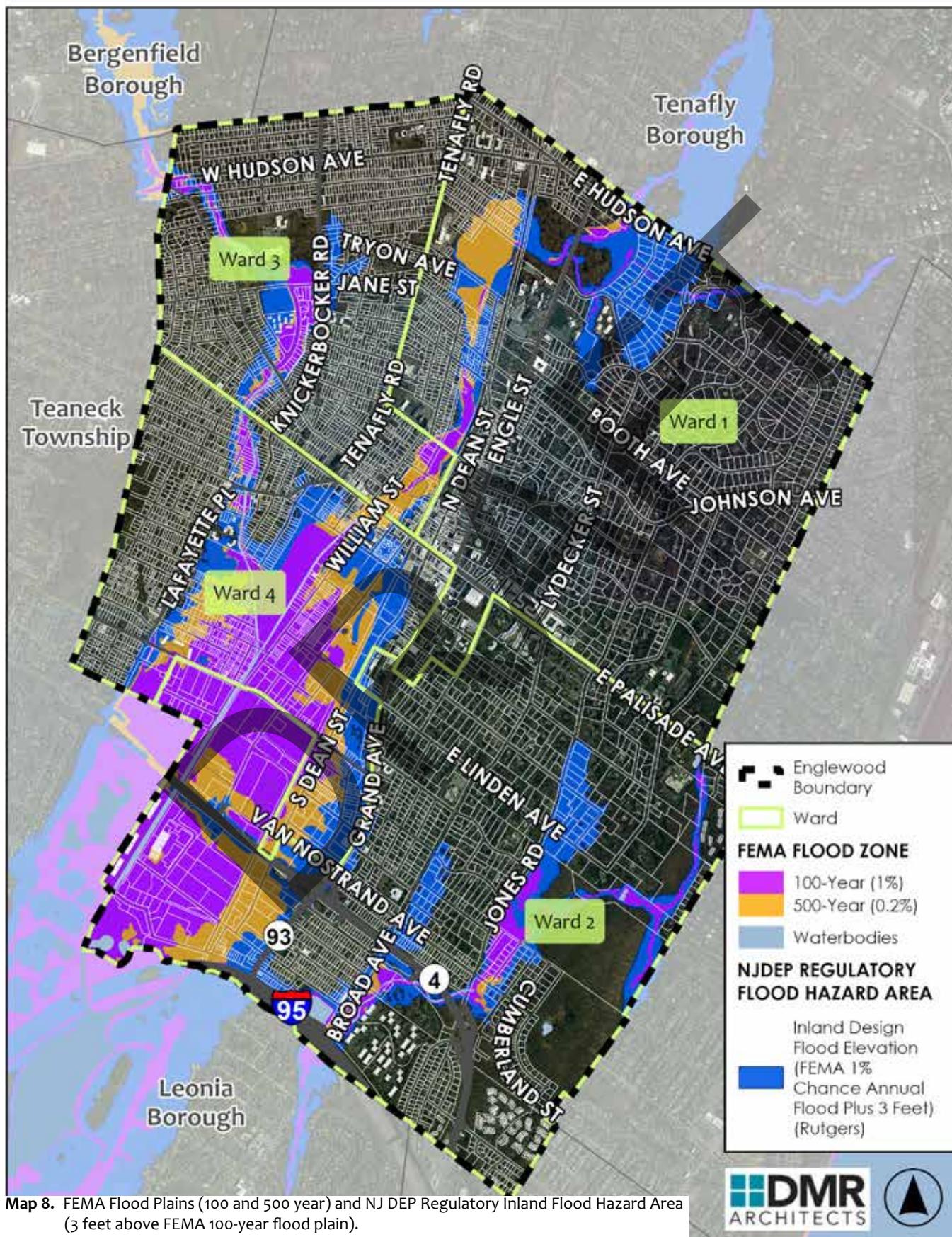
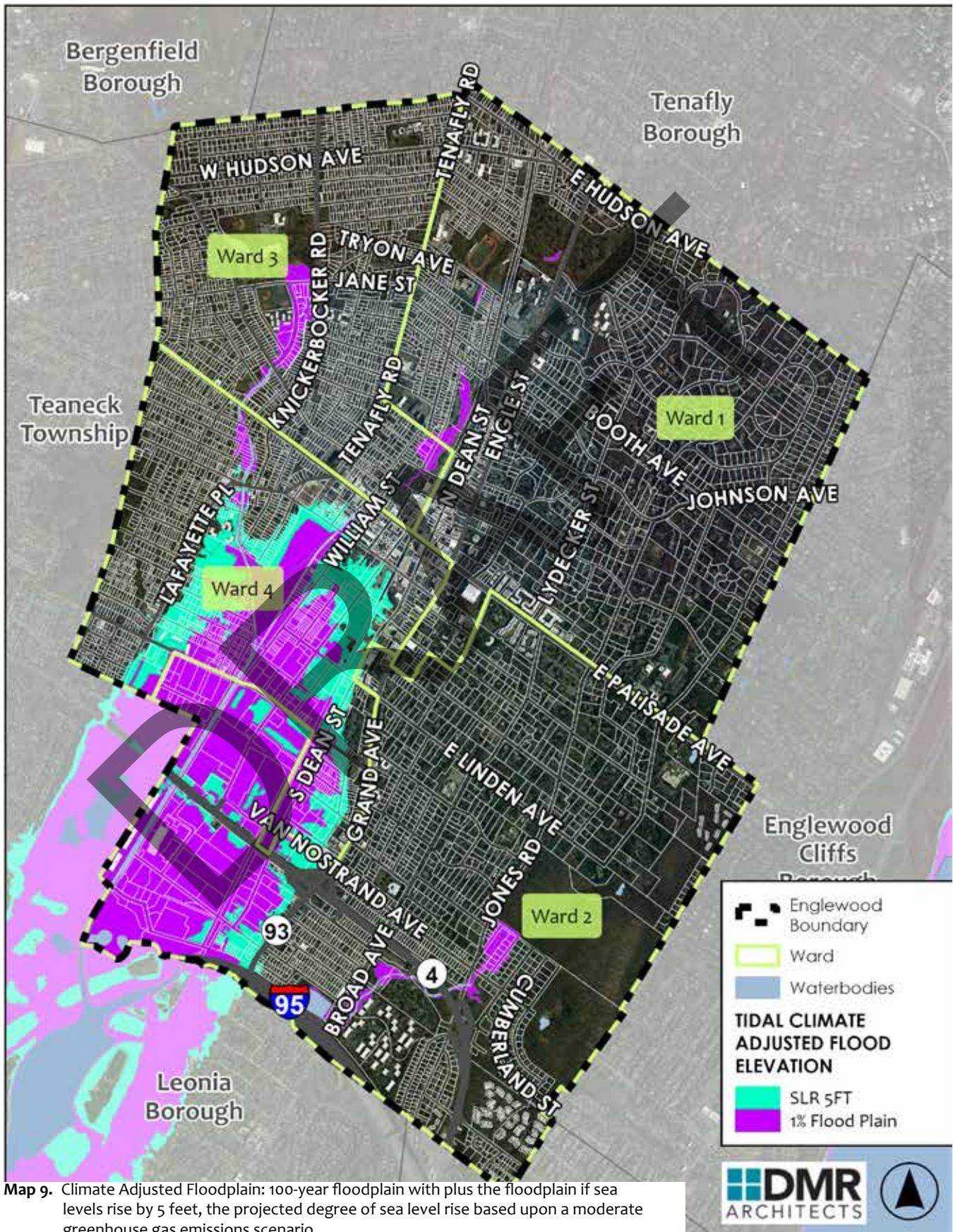


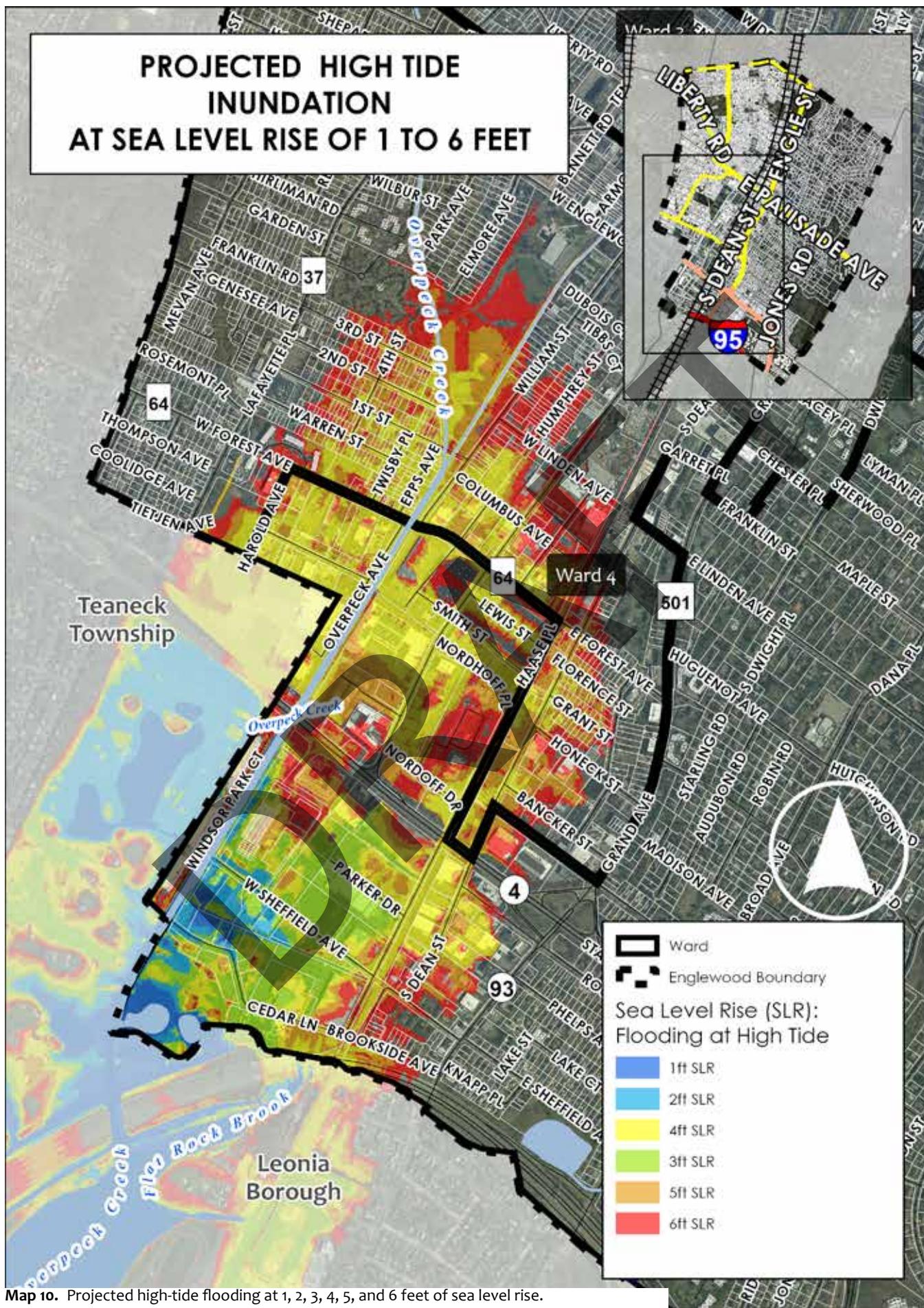
Figure 18. Riverine Flood Plain Illustration, obtained from Honolulu Planning Department.

FEMA FLOOD PLAINS VS. NJ DEP REGULATORY FLOOD HAZARD AREA

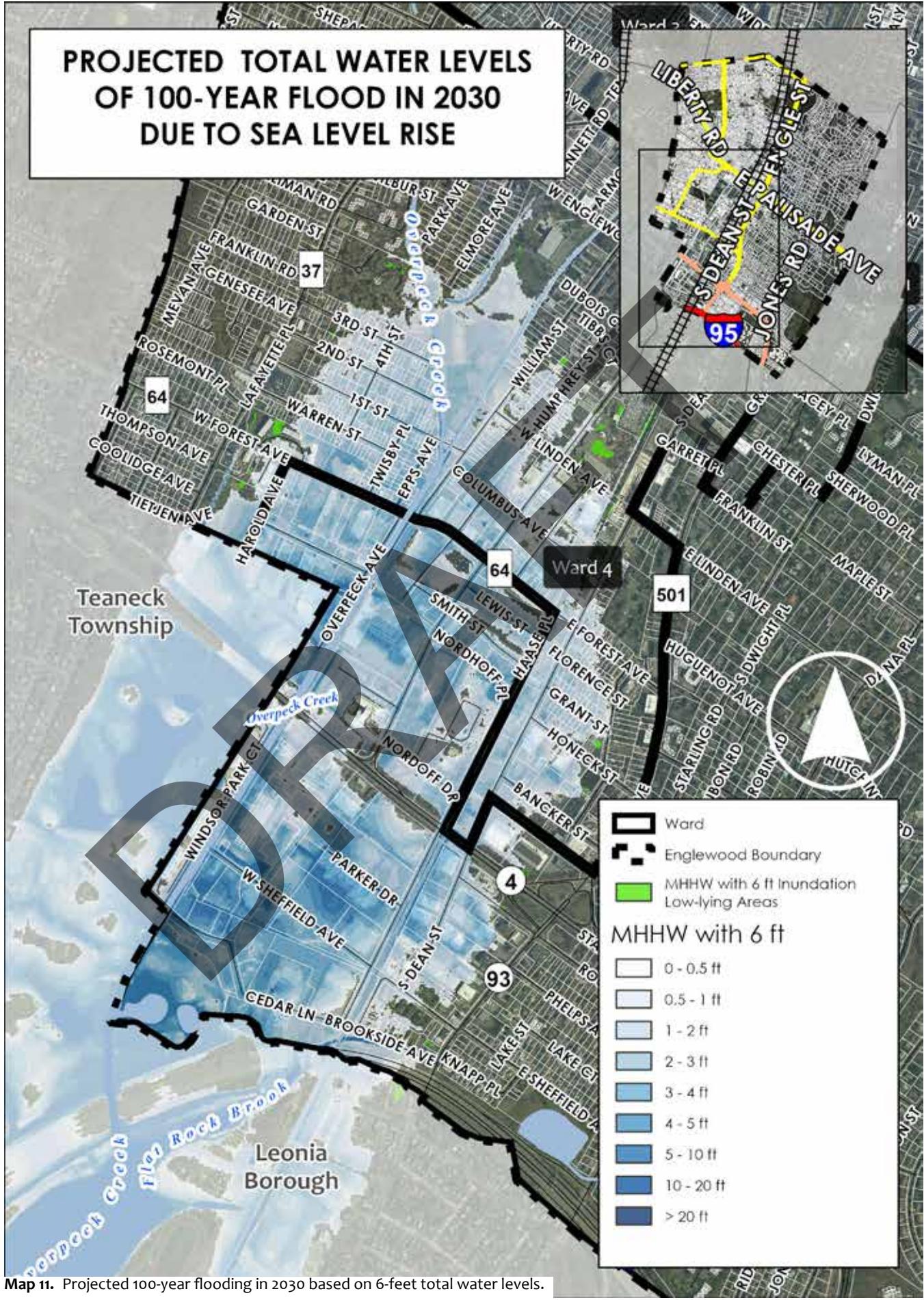


PROPOSED NJ REAL TIDAL CLIMATE ADJUSTED FLOOD ELEVATION BASED ON 5-FT SEA LEVEL RISE

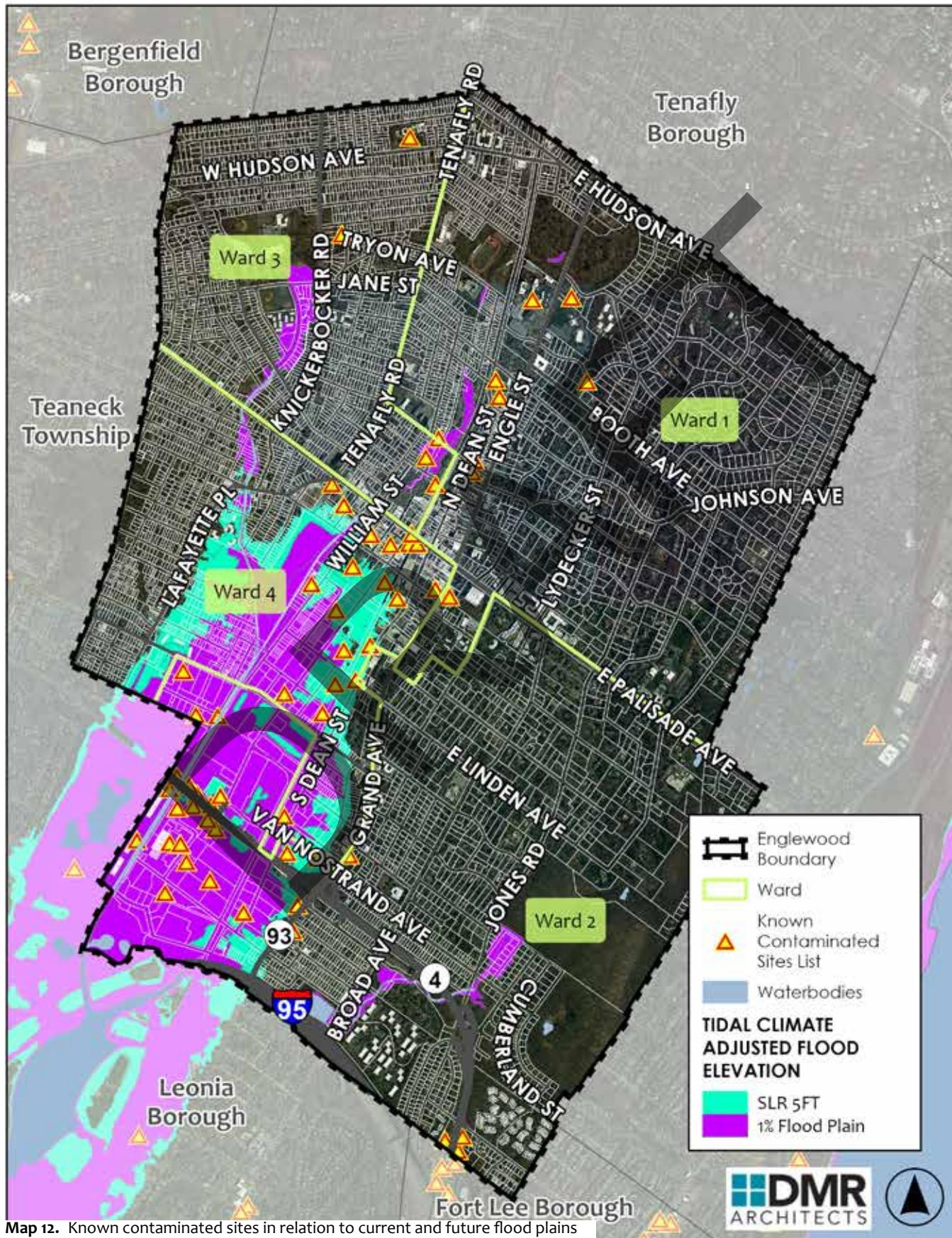




2 • LAND USE ELEMENT



CONTAMINATED SITES IN CURRENT AND PROJECTED (5-FOOT SEA LEVE RISE) 100-YEAR FLOOD PLAINS



moderate greenhouse gas emissions scenario. In the worst case scenario, sea levels are projected to rise 2.6 feet by 2050 and 8.8 feet by 2100.

One consequence of sea level rise is that areas that are currently not affected by high-tide on a typical day have a greater chance of being flooded on a regular basis during high-tide. Even more significant, however, is higher water levels can exacerbate the severity and reach of storms. According to the Total Water Level tool on NJfloodmapper.com, total water levels - the combined height of water during a storm from factors such as high tide, sea level rise, and storm severity- has a chance of reaching 6 feet during a 100-year storm in 2030 if sea levels were to rise 0.8 feet (see [Figure 19 on page 58](#), as well as [Map 11 on page 56](#)). In this scenario the 100-year flood area would meet or exceed the current reach of the 500-year flood plain in parts of [Englewood South](#). Total water levels could be up to 10 feet if instead of a 100-year flood the City was hit by a storm matching the severity of Superstorm Sandy, which hit the northeast in 2012.

Chance SLR Exceeds		New Jersey Sea-Level Rise above the year 2000 (1991-2009 average) baseline (ft)*										
		2030		2050		2070		2100		2150		
						Emissions						
Low End	> 95% chance	0.3	0.7	0.9	1	1.1	1.0	1.3	1.5	1.3	2.1	2.9
Likely Range	> 83% chance	0.5	0.9	1.3	1.4	1.5	1.7	2.0	2.3	2.4	3.1	3.8
	~50 % chance	0.8	1.4	1.9	2.2	2.4	2.8	3.3	3.9	4.2	5.2	6.2
	<17% chance	1.1	2.1	2.7	3.1	3.5	3.9	5.1	6.3	6.3	8.3	10.3
	High End	< 5% chance	1.3	2.6	3.2	3.8	4.4	5.0	6.9	8.8	8.0	13.8

*2010 (2001-2019 average) Observed = 0.2 ft

[Figure 19.](#) Projected Sea Level Rise based upon research by Kopp et al., 2019. Source: Rutgers / NJ ADAPT

According to data assembled by Rutgers University's New Jersey Climate Change Resource Center and published on their NJAdapt website, approximately 356 persons living below the poverty level in Englewood live in FEMA's 100-year floodplain and another 566 live in the 500-year floodplain. Seniors aged 65 and older and minors younger than 18 years old, and persons with disabilities are also highly exposed to flood risk in the City ([Figure 20 on page 58](#)). Persons experiencing poverty and those with disabilities are likely to have greater difficulty preparing for, relocating from, and bouncing back from flooding due to limited resources.

According to NJAdapt, the City's Police and Fire facilities are within the 500-year floodplain, as are four (4) child care centers and one (1) school. Not depicted in the NJAdapt data is that several

Variable	Population			# Exposed in ...		
	Within Variable	% of Total	1% Annual Chance Flood	0.2% Annual Chance Flood	Regulatory Floodway	
Aged 65 or Over	5,001	17.17%	514	818	66	
Aged 17 or Younger	6,138	21.07%	632	1,005	82	
Civilian with a Disability	2,437	8.37%	250	399	32	

[Figure 20.](#) Vulnerable populations residing within 100- and 500-year floodplains. Source: Rutgers / NJ ADAPT

low-income housing sites, including Section-8 subsidized senior housing operated by the Englewood Housing Authority, are also in the 100-year and 500-year flood plains.

According to NJAdapt there are 16 bridges located in a 100-year floodplain of which 13 cross over a regulatory floodway, meaning they are at most risk of direct damage or inundation from flood waters.

There are also 28 known contaminated sites in the 500-year floodplain (including 20 in a 100-year floodplain) as well as two (2) EPA Superfund sites. When these sites get flooded, there is a risk of their contaminants being carried to surrounding properties or into freshwater or drinking water sources ([Map 12 on page 57](#)).

FEMA's National Risk Index Map rates riverine flooding risk in **Englewood South** as "Relatively High" with a score of 96 out of 100, where 100 equals the highest cumulative risk factors. The score is based on expected annual loss of economic value and loss of life from riverine flooding, and the "relatively moderate" social vulnerability and community resilience scores, which consider the demographics of at-risk areas. The Census Tracts to the north and northwest of the City's industrial area, which includes the City's Downtown and neighborhoods surrounding Englewood Avenue and West Palisade Avenue, are considered at "relatively moderate" risk due to low expected annual losses even with high social vulnerability scores. These three Census Tracts are also the most at risk areas in the City from hurricanes and coastal flooding.

Development in flood plains not only places people and property in harms way but also exacerbates flooding outside of the natural extent of a floodplain by eliminating surfaces and natural features like wetlands and woodlands that can absorb and slow flooding more effectively than man-made structures and surfaces like roads and walls.

Planning, policy, and investments in these affected areas should aim to achieve the following:

- ▶ Provide options for flood-impacted residents to relocate out of the floodplain;
- ▶ Limit new development in flood prone areas that are not designed to withstand storms and flooding for the next 30 or more years;
- ▶ Provide improvements to protect existing life and property in the area in the short term.

HEAT

A warming climate will increase the number of days each year that are hotter than 90 degrees and even 95 degrees, putting the lives and health of Englewood residents, workers, and visitors at risk. NJAdapt data projects that there could be 5 to 10 more days each year exceeding 95 degrees in Englewood by the year 2030, compared to that number in 2010.

Figure 3. Temperature Change in the Northeast between 1895-2018. Source: The Washington Post

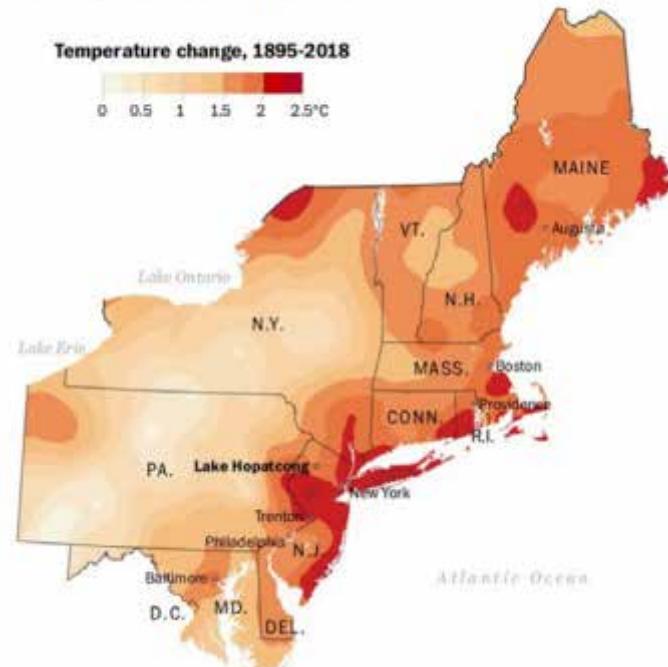
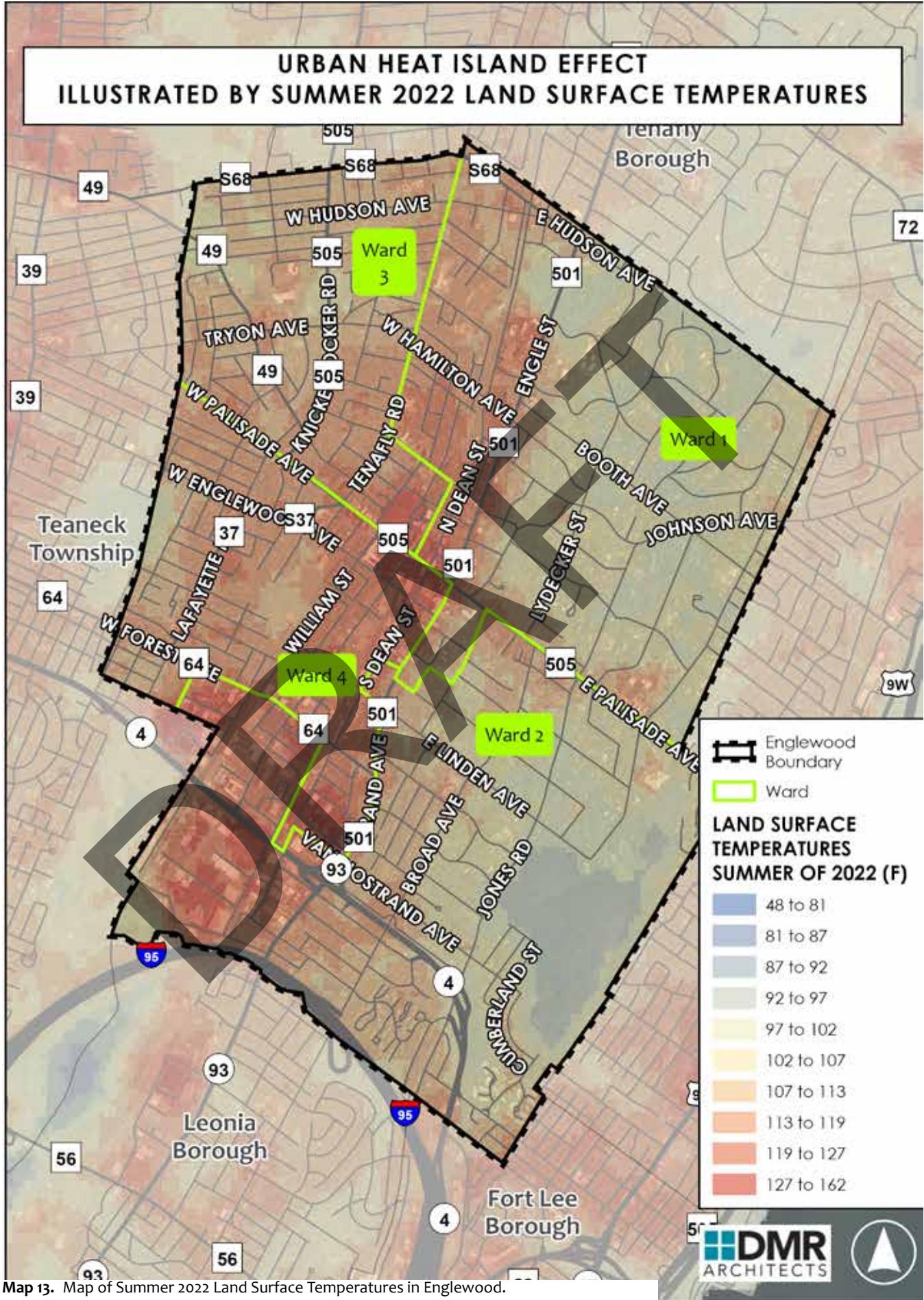
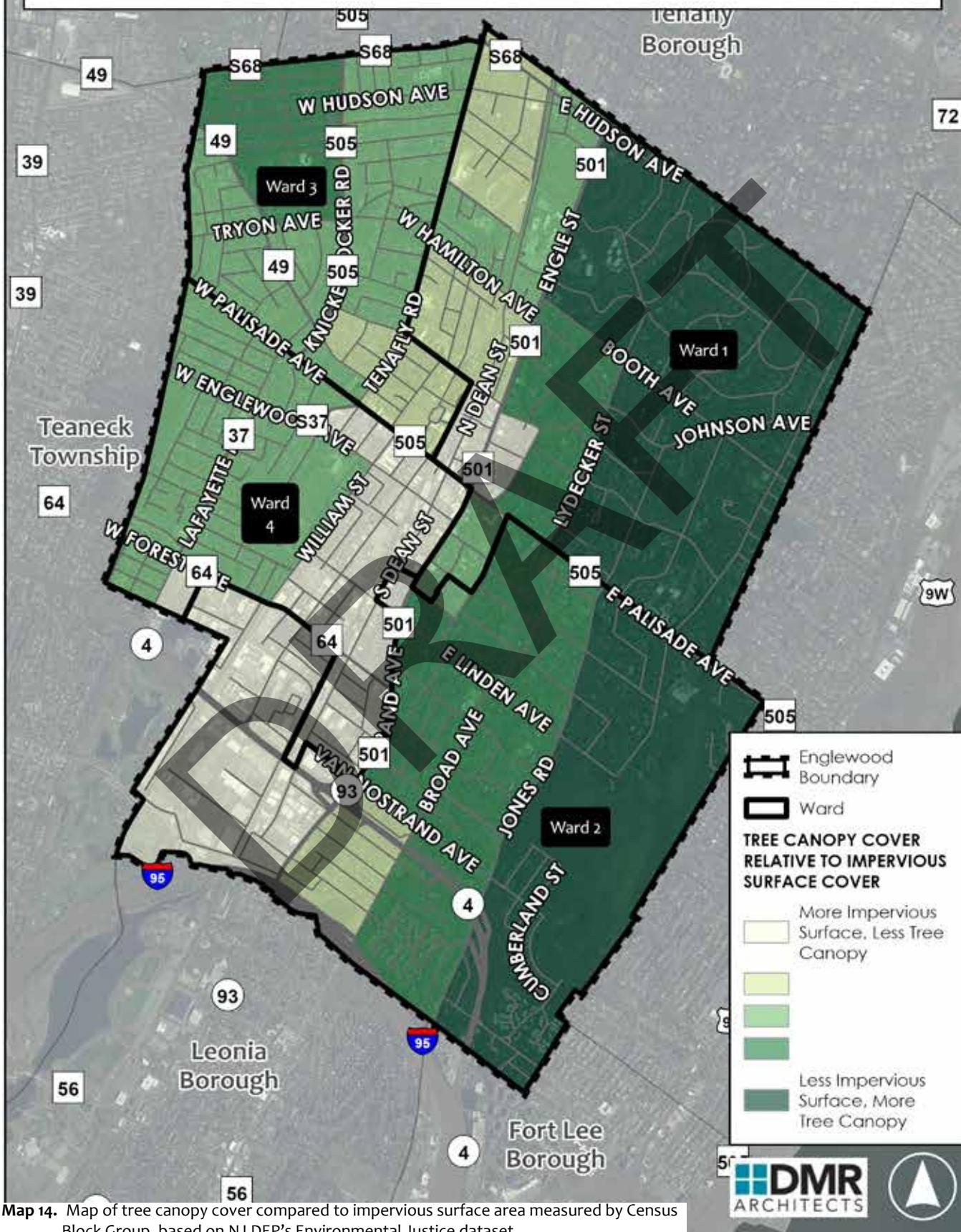


Figure 21. Regional temperature change map, obtained from the NJ DEP New Jersey Extreme Heat Resilience Action Plan.

2 • LAND USE ELEMENT



URBAN HEAT ISLAND EFFECT TREE CANOPY COVER COMPARED TO IMPERVIOUS SURFACE



Map 14. Map of tree canopy cover compared to impervious surface area measured by Census Block Group, based on NJ DEP's Environmental Justice dataset.

2 • LAND USE ELEMENT

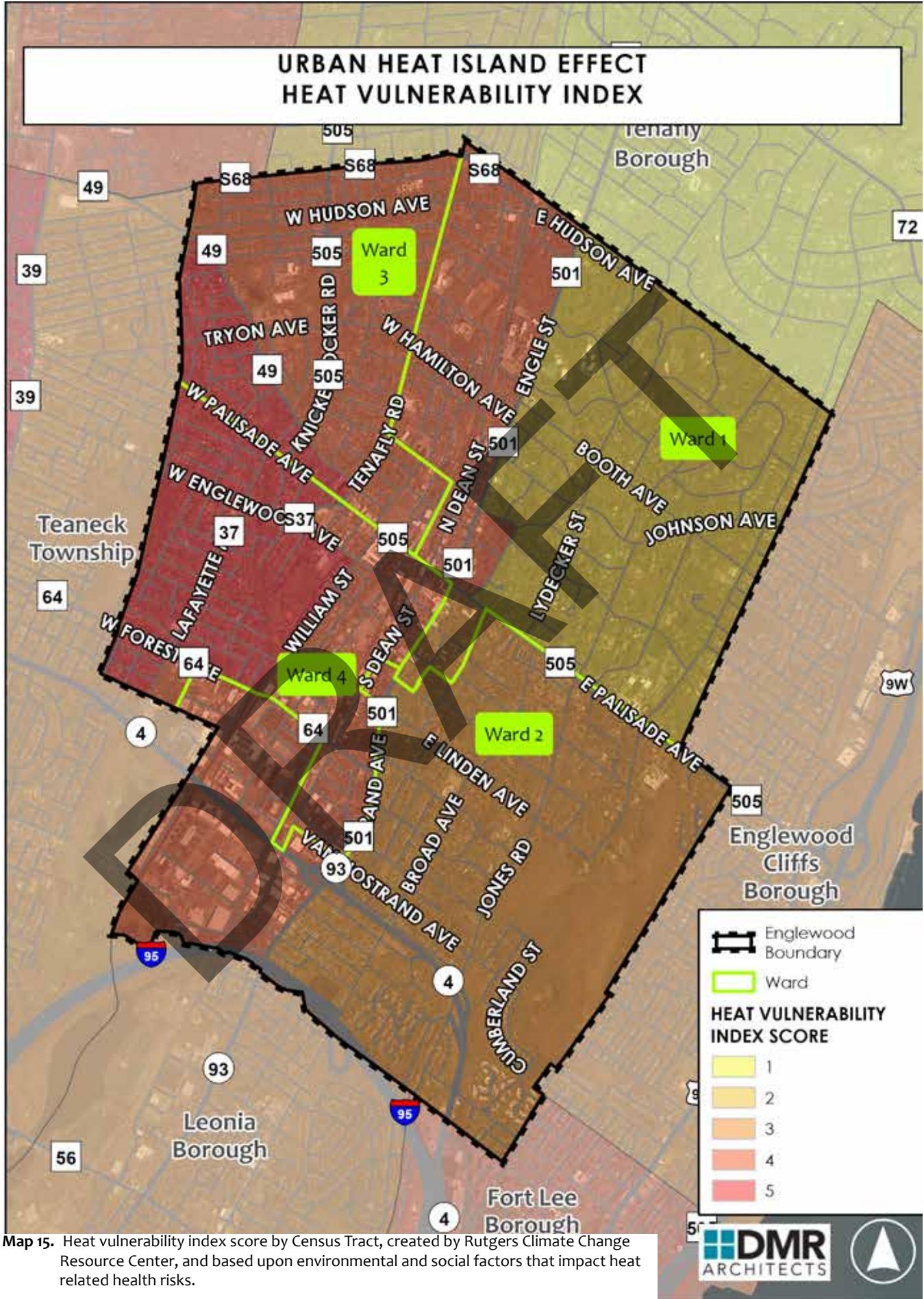


Figure 3. NJDEP FLOOD HAZARD AND STORMWATER REGULATIONS

The NJ Department of Environmental Protection regulates development and activity that takes place in a flood hazard area. In 2023, the DEP updated its rules to require development and other regulated activities to anticipate 100-year flood elevations that are three (3) feet higher than what is mapped by FEMA for inland and fluvial flooding (meaning flooding from lakes, rivers, or streams not influenced by coastal and tidal water).

Higher flood elevations mean that the DEP regulates activities beyond the flood plain mapped by FEMA and requires builders to design for flooding that is higher than what FEMA's mapping and models predict for the 100 year flood. The lowest floor of a new building in a flood plain must be at least one (1) foot above the regulatory flood elevation, and means of egress from a site - including driveways - must be designed to not be obstructed by flooding.

The regulations also require developers to account for projected rainfall rather than historic rainfall when designing stormwater mitigation systems. These systems are required to ensure that stormwater runoff is no worse after development or redevelopment. Stormwater management systems are encouraged to utilize "green infrastructure" to reduce runoff quantity and contamination levels. Green infrastructure includes bioswales, permeable pavement, green or blue roofs, water recycling, and other systems to prevent development from affecting surrounding roads and properties.

These factors make it more expensive and complicated for developers to design buildings in flood prone areas.

As of this writing the NJ DEP has also published proposed NJ REAL (Resilient Environments and Landscapes) rules, which will require developers to consider how 5-foot sea level rise will affect their properties both in terms of daily high-tide and storm related flooding. See [Map 9 on page 54](#)

While all parts of the City are likely to get hotter, the areas most susceptible to high heat are those with the least tree cover and the most building and pavement cover (See [Map 14 on page 61](#)). Based on surface temperature data from the summer of 2022, the neighborhoods on the east side of the City, which have the most tree cover and the least paved surface and number of buildings due to larger lot sizes, were much cooler than the south and west sides of the City, which have less tree canopy and more building and pavement cover due to a combination of smaller lots and presence of industrial or commercial districts with limited landscaped areas (See [Map 13 on page 60](#)).

The areas most susceptible to high heat also are home to some of the City's lowest income populations and highest concentration of non-white persons. The Heat Vulnerability Index, which examines the intersection between heat and populations most vulnerable to the detrimental impacts of heat - including age, health factors, and language barriers - indicates that these areas, which are home to 11,565 of the City's residents, of which 22.46% are low-income and 58.93% are "minorities" according to the State's Environmental Justice data (See [Map 15 on page 62](#)). The National Risk Index ranks every part of the City except for the 1st Ward as at "relatively moderate" risk from heat waves.

WILDFIRE

Another possible risk of extreme heat is wildfires. The New Jersey Wildfire Risk Explorer rates burn probability in Flat Brook Nature Center at 3 out of 10, or "low". The Wildfire Hazard Potential - which rates the possible difficulty of suppressing a wildfire - is 3 out of 8.

Planning, policy, and investments related to heat should place and emphasize on protecting and

increasing tree canopy coverage and green space in more densely developed neighborhoods, providing services and spaces to keep vulnerable residents cool during extreme heat, and increasing the use of cool-building design features in new or renovated buildings. Wildfire risks should continue to be monitored.

PRECIPITATION

Precipitation is expected to increase in frequency and intensity over the coming years across the region. The NJ Extreme Precipitation Projection Tool, created and managed by NJ DEP, anticipates that the median 100-year rain storm in Englewood could drop 8.88 inches of rain in Englewood over a 24 hour period between the years 2020 and 2069 under a moderate emissions projection, compared to an average of 8.15 in 2000. The median precipitation depth is just 8.63 inches under a high-emissions projections; however, the least and most severe 100-year precipitation scenarios become more extreme (worst case storm is 10.51 inches under moderate-emissions scenario and 10.75 inches under high-emissions scenario), reflecting the fact that weather becomes more unpredictable as climate changes. Less severe, more frequent storms will also bring more rain than stormwater systems have been built to accommodate, causing various problems such as roadway flooding and other travel disruptions, and even rainwater intrusion into buildings and basements.

The City's zoning ordinance does little to restrict impervious coverage - the portion of a property improved with buildings, structures, or paved or compacted surfaces that are not easily permeated by water. Rainwater that lands on man-made surfaces like driveways, patios, walkways, parking lots, and even buildings, flow towards the nearest low point, which can be streets, storm drains, or other properties. Limiting impervious coverage requires developers and property owners to maintain lawns or landscaped areas that are effective at absorbing rain so that it does not impact surrounding areas or overwhelm storm sewer systems. The areas of the City with the most impervious cover are also the lowest lying areas and lowest income areas, including the Downtown, industrial areas, and the neighborhoods surrounding Overpeck Creek.

Not to be overlooked is Crystal Lake, in the southeast part of the City. Flooding from the Lake, which is located in Crystal Lake Park at the corner of Broad Avenue and E. Sheffield Avenue, just north of I-95, is influenced not only by the Flat Rock Brook but also by stormwater runoff directed to the lake from Leonia via a pipe or culvert running under I-95. Leonia and Englewood have limited ability to mitigate the situation without involvement from the New Jersey DOT, which is needed to authorized and coordinate work involving the I-95 right-of-way.

LANDSLIDES/MUDSLIDES

According to FEMA's National Risk Index Mapping tool, the neighborhoods east of Grand Avenue

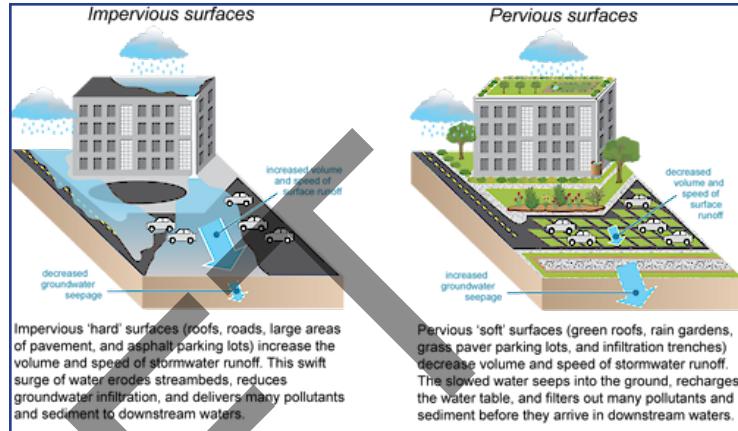


Figure 22. Impervious Surface vs. Pervious Surface: Created by Jane Hawkey, University of Maryland Center for Environmental Science.

and Engle Street are at “Relatively Low” risk of landslide and mudslide when considering “expected annual loss” of life or economic value due to landslide or mudslide events.

VECTOR BORNE AND ECOLOGICAL DISEASES

A vector borne disease is a disease transmitted from one organism (primarily insects) to other animals or humans. Day to day examples include tick-borne illnesses like Lyme Disease and mosquito borne illnesses like Zika or Malaria. A warming climate has the potential to increase the prevalence, in cooler climates like the northeast of the United States, of diseases most common in warmer environments closer to the equator, as insects carrying diseases from other parts of the world are better able to survive further north. It is can also increase the prevalence of diseases already common in those cooler regions, like Lyme disease, as warmer winters allow more disease-carrying insects to and their eggs to survive into the next warm season, and to continue to spread diseases in seasons that typically have low or no disease transmission.

As an urban municipality, Englewood is less impacted by agricultural and ecological diseases that threaten the environs and economies of more rural communities. However, invasive species and diseases may harm plant and arboreal life in the Cities parks and streets, which can be mitigated by regularly monitoring for and removing or treating diseased trees.

DROUGHT

At the time of this writing, Northeast New Jersey, which includes Bergen, Passaic, Essex, and Hudson Counties, is experiencing severe to extreme drought due to prolonged periods with abnormally low precipitation and delayed snowfall. Since the year 2000, Bergen County has only seen its entire land area in a severe drought condition three times: in 2002, 2017, 2022, and 2024, according to the U.S. Drought Monitor.

CRITICAL INFRASTRUCTURE

Englewood is not host to any power plants, sewer treatment plants, or water treatment or production facilities. The nearest regional electrical power plants are in Ridgefield Borough, to the south, and Haworth Borough to the north, although there are solar / photovoltaic energy sites in neighboring towns which may partially supply the electrical grid. Sewer treatment is provided by the Bergen County Utilities Authority, which has treatment facilities in Little Ferry Borough and Edgewater Borough.

Above-ground power lines, which are vulnerable to high winds and flood damage during storms, can be found all throughout Englewood, including its most flood prone areas. Damage to this infrastructure during a storm can result in loss of power for prolonged periods, particularly if flood waters around the effected equipment are not quick to recede.

The Englewood Public Works site on South Van Brunt Street is partially within FEMA’s 100-year flood plain, wholly within the 500-year flood plain, and mostly within NJDEP’s regulatory plus-three-foot flood hazard area. Flooding of this property could limit the DPW’s ability to provide regular services for days or weeks following a flood event.

Multiple childcare facilities are located in the 500-year flood plain and the NJDEP Regulatory Flood Hazard Area. They are also located in the areas of the City with the highest recorded summer surface temperatures and the least tree canopy cover relative to impervious cover, meaning those facilities

Chart 5. Asset Vulnerability and Adaptability Assessment Chart

ASSET NAME	INCREASED / EXTREME TEMP	DROUGHT	FLOODING	SEVERE WEATHER	WILDFIRE	VECTOR BORNE DISEASE	ECOLOGICAL DISEASE	
Government & Administration	3	1	4	3	1	1	1	
Police and fire services	2	2	4	2	1	1	1	
Senior and low-income housing	4	1	4	4		1		
Water and electric service	3	2	3	1	1	1	1	
Englewood Health	3	1	2	2		3		
Flat Rock Nature Center	2	2	3	2	2	3	3	
Downtown	4	1	3	4		2	1	
Industrial District	4	1	5	4	1	1	1	
Schools	2	1	2	2	1	1		
Houses of Worship	2	1	3	2	1			
Historic buildings and districts	2	1	3	3	1		1	
Bergen PAC	2	1	3	2				
First Ward Residents	1	1	2	2	2	1	2	
Second Ward Residents	2	1	2	3	2	2	2	
Third Ward Residents	3	2	3	3		3	1	
Fourth Ward Residents	4	2	5	3		3	1	
City Parks	3	2	4	3	2	2	2	
Road Network	3		3	3				

VULNERABILITY (HIGH, MEDIUM, LOW)	ADAPTABILITY (HIGH, MEDIUM, LOW)	DESCRIPTION OF IMPACTS
14	High	Exposure to flooding at City Hall & Public Works site, and location in urban hot zone.
13	Moderate	Located in current/future flood plain and heat island.
14	Moderate	Facilities are largely in flood prone areas as well as being located in some of Englewood's hottest neighborhoods, putting both the facilities and their occupants at risk.
12	High	Supply plants are located elsewhere
11	High	Increasing and extreme temperatures, increase in hard-to-treat vector borne diseases exacerbated by climate change are prime vulnerabilities
17	Moderate	Low-moderate risk of wildfires, ecological diseases exacerbated by warming climate. Vector-borne disease may affect visitors
15	High	Partially within current and projected future floodplains with high impervious coverage relative to natural or landscaped areas. Pavement and building coverage exacerbate stormwater runoff - which increases risk of property damage - and urban heat island effect - which puts a strain on people and infrastructure. Spread of new vector-borne diseases may affect pedestrian activity.
17	Moderate	Largely within current and future floodplains with high impervious coverage relative to natural or landscaped areas. Pavement and building coverage exacerbate stormwater runoff - which increases risk of property damage - and urban heat island effect - which puts a strain on people and infrastructure.
9	High	Generally outside of flood prone areas. Extreme heat could affect student health and performance.
9	Moderate	Several facilities located in current/future flood prone areas and/or urban heat islands, putting property and congregant health at risk.
11	Moderate	Some historic properties or districts are located within flood plains or areas with underperforming stormwater infrastructure.
8	Moderate	Within flood-prone areas with high impervious cover. Heat island effect and emerging vector-borne diseases can affect operations and patrons' health.
11	High	Low risk of wildfires, flooding. Some flooding due to topography and outdated home design.
14	Moderate	Moderate exposure to flooding, wildfire risk.
15	Moderate	Exposure to flooding from Metzler Brook, higher heat and stormwater runoff from impervious coverage.
18	Low	Largely within current/future floodplains, high impervious cover, exposure to vector-borne disease due to density and socio-demographic characteristics. Lower income population likely to face greater challenges to adapting, recovering from severe event.
18	Moderate	Increase in extreme temperatures and vector borne disease risks may affect park usage. Flooding, drought, wildfire, ecological diseases, and severe rains and winds could impact facilities, equipment, and vegetation.
9	Moderate	High temperatures and stormwater runoff can damage and overwhelm pavement, requiring frequent and significant repair. Flooding threatens to make roads unsafe for travel.

are also susceptible to higher heats. Loss or impairment of childcare services due to flood damage or inability to cool during extreme heat forces working parents to miss work. For parents paid hourly, this can result in lost wages.

Interstate 95/80 is classified by the State as a hurricane evacuation route. Local roads like Palisade Avenue, Dean Street, and Engle Street may also provide routes out of Englewood towards areas less impacted by flooding; particularly Tenafly (north), Englewood Cliffs (east), and Teaneck (west).

BUILD OUT ANALYSIS

The Land Use Element must include a build-out analysis that projects the amount of new housing or non-residential space can be created in hazard prone areas based upon the City's existing zoning and land use regulations. Englewood is largely built-out, meaning growth will generally take place in the form of redevelopment - the replacement or expansion of existing buildings and uses on previously improved land.

The City has limited data on the number of residential units and or amount of non-residential floor area exists on a property-by-property basis. To complete this build-out analysis, DMR used available public data including data from the City to understand what exists on vulnerable properties, and used existing zoning to project what could be developed on those properties.

PROCESS

1. Zoning is analyzed to determine permitted development intensity: DMR reviewed the existing zoning in order to determine the largest sized building that can be built on a particular lot, as well as the number of stories, square feet of functional space, and number of housing units (apartments, townhouses, other attached forms of housing) that the building could contain. Towns typically regulate building size through these common standards: building height (including number of stories and height in feet) building coverage (the percentage of a lot that can be covered by buildings), unit densities (how many housing units are permitted per acre of lot area), or floor area ratios (the maximum combined ratio of floor area of all floors/stories relative to the lot area, also known as FAR). In single-family zones, density is limited by a minimum lot size.

In most of Englewood's mixed-use zones, particularly its RIM and Downtown zones, maximum building heights are provided, but the zones do not use building coverage, FAR, or density to limit building size or the intensity of uses in those buildings, which are the most useful standards for estimating potential build-out over large areas. Rather, Englewood's zoning ordinance uses setbacks or yard depth (minimum distance between buildings and property lines) and maximum heights to limit building dimensions. This is not useful in a large scale build-out analysis as a 5-foot yard occupies a larger percentage of a 5,000 square-foot lot than it does a 20,000 square-foot lot, whereas a building coverage standard or open space standard is represented as a percentage that can easily be applied to a large set of properties.

Where the zoning did not provide coverage, density, or floor area ratio standards, DMR's analysis relied on a series of assumptions that are detailed in the following paragraphs. Zoning data is assigned to tax parcels (also known as properties).

2. Select Properties: Properties were selected for analysis if they are at least partly within NJ DEP's regulator flood hazard area (FEMA 100-year flood plain plus 3 feet).

- 3. Existing units and floor areas are assigned to each property:** DMR used a combination of tax assessment data, building footprint data, and visual assessment to estimate the number of existing housing units and square feet of non-residential space on each property in the City.
- 4. Zoning data or assumptions are used to estimate how much development could take place on hazard-exposed properties in a full build-out scenario:** DMR made assumptions regarding building coverage and apartment density in order to project build-out in selected properties based upon existing development patterns or typical site design, for properties in non-residential districts or mixed-use districts where such standards were not available in the zoning. For example, DMR applied a presumptive building coverage of 50% to lots in the RIM and LI zones based upon average coverages of existing buildings.

If the zoning did not state a maximum FAR, DMR assumed an FAR based upon the maximum permitted height multiplied by the presumptive building coverage. If the zoning did not provide a maximum density for multi-family dwellings, DMR estimated the potential number of units by multiplying the FAR by the lot area and dividing the result by 1,000 square feet to estimate the potential number of apartments, which is based upon a presumed average apartment size of 800 feet plus 200 feet of common space (hallways, lobbies, amenities) per apartment. In non-residential zones, the presumptive FARs for residential uses were based upon one fewer story than permitted by zoning to account for ground-stories being used for parking and commercial uses. In the RIM zone, where lots are larger, residential densities are based upon a two-story smaller FAR to account for the unique needs to design around window access for residential units.

In zones like the RIM zone that only expressed permitted building heights in the number of feet, the analysis assumed that every 10 to 12 feet of building height is equal to one story, based upon typical building design.

Single-family properties only contributed to the build-out if their lot sizes could be subdivided into two or more compliant lots. For example, a 7,000 s.f. lot in a zone with a 5,000 s.f. minimum lot size would be excluded from the analysis, but a 15,000 s.f. lot with a single dwelling in a 5,000 s.f. lot zone would be included as it could theoretically accommodate two more homes.

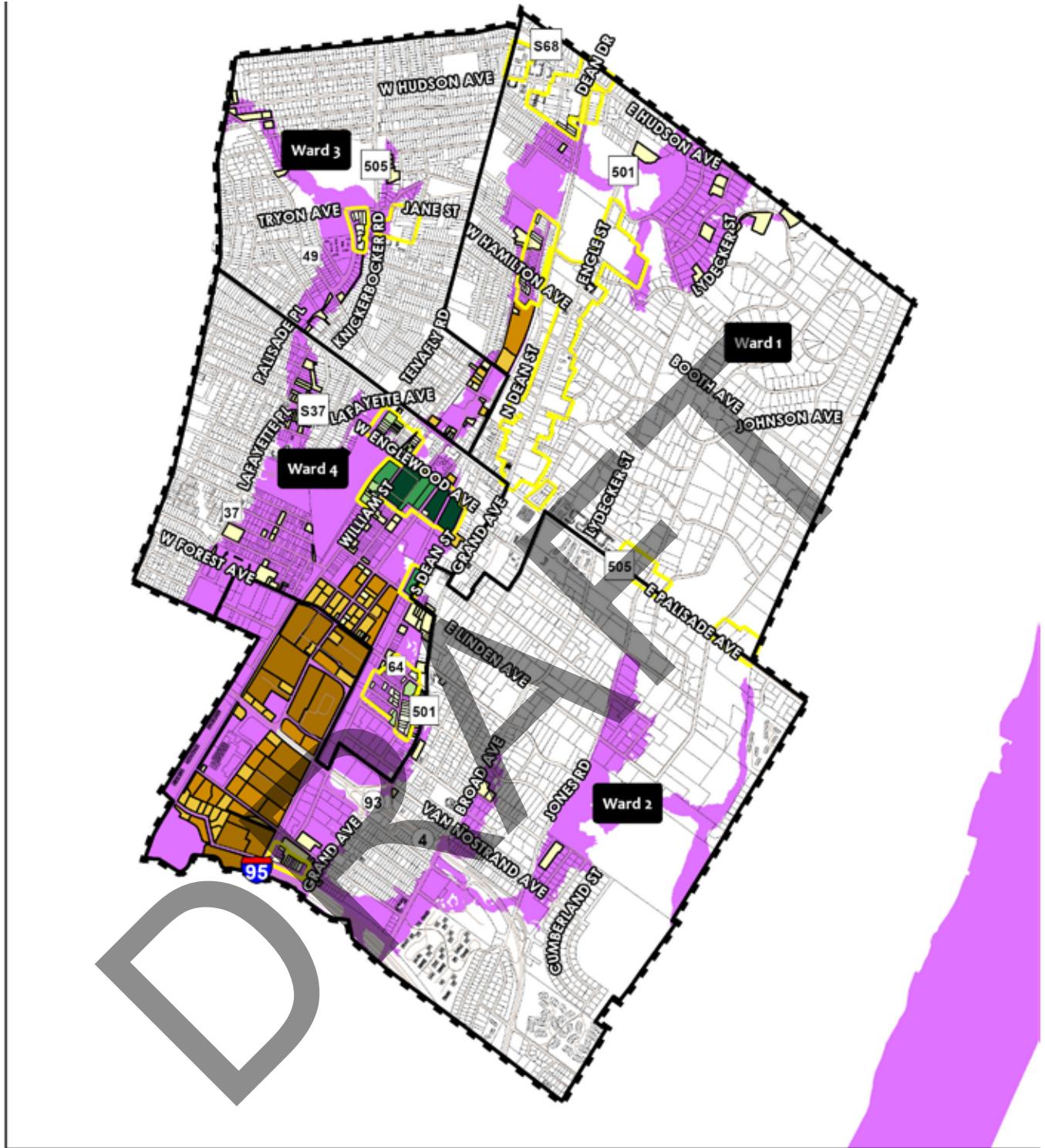
- 5. The analysis excluded certain properties:** The analysis excluded sites that were redeveloped in recent years with large mixed-use or multi-family buildings under the PUD-1, Downtown Redevelopment plan area, or other downtown zoning, as these are not likely to be redeveloped over the next 10 years.

RESULTS

The analysis estimates that the existing zoning could permit more than 12,000 new housing units and more than 15 million square feet of non-residential space in properties at least partially within New Jersey's required flood hazard area if those properties were developed to their maximum potential under the zoning. The vast majority of that potential development is also on properties projected to be at least partially within the area projected to be impacted by a 100-year flood in 2030 based upon sea level rise projections.

The largest contributors to potential development in this buildout would be senior and assisted living apartments (as opposed to houses or townhouses) as well as vertically oriented commercial/industrial uses (like offices or research facilities) permitted in the RIM and LI zones in the City's south side. The

2 • LAND USE ELEMENT



RESIDENTIAL BUILDOUT POTENTIAL IN THE NJ DEP FLOOD HAZARD AREA

- Ward
- 2023 Affordable Housing Overlays
- NJ Flood Hazard Area

AHO BUILDOUT (UNITS)

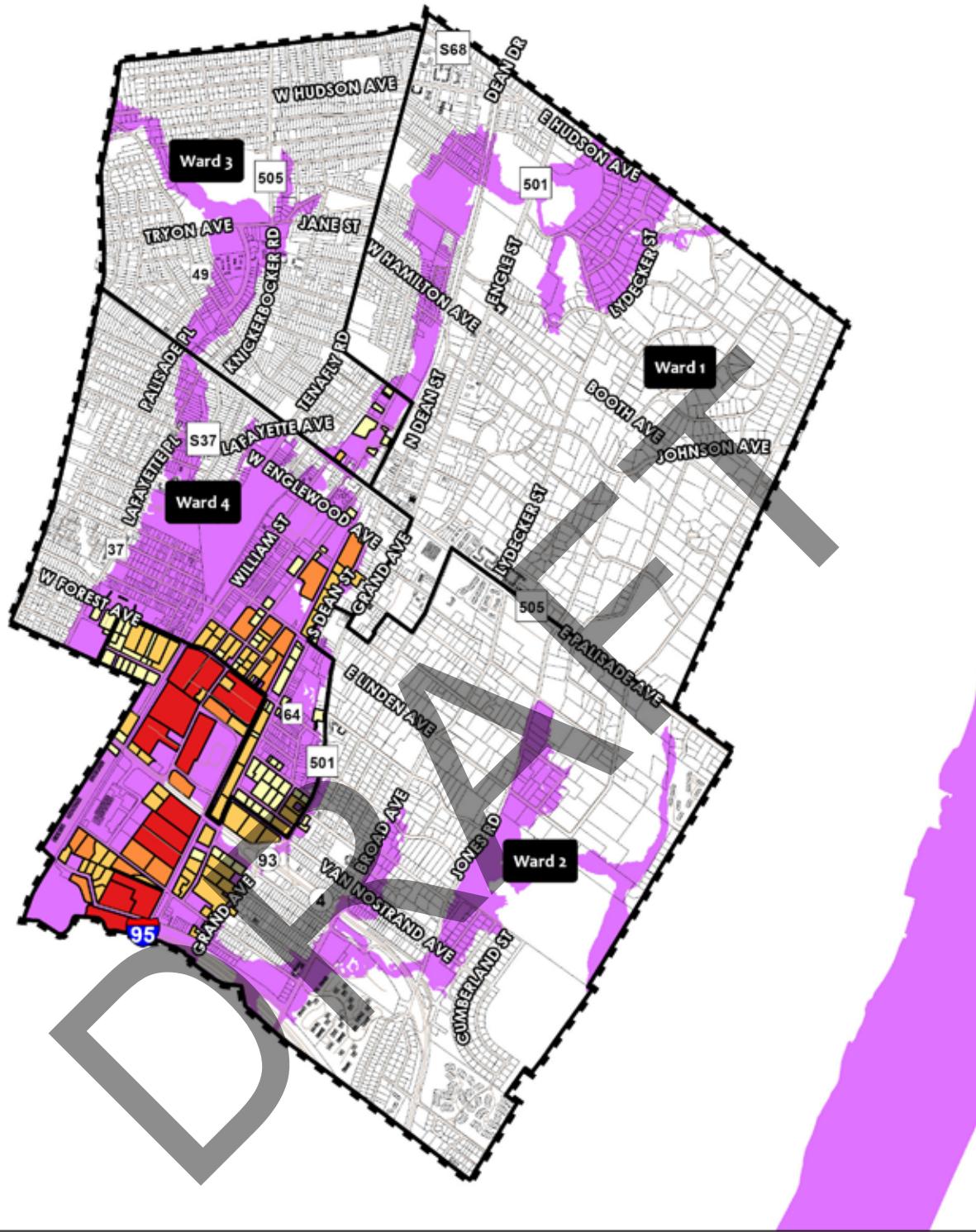
- 1 - 7
- 8 - 27
- 28 - 50
- 51 - 124

UNDERLYING ZONE BUILDOUT (UNITS)

- 0 - 28
- 29 - 104
- 105 - 274
- 275 - 690



Map 16. Buildout Analysis results, reflecting potential for additional residential units (apartments, townhouses) by lot based upon existing zoning in the New Jersey DEP's Design Flood Hazard Area



NON-RESIDENTIAL BUILDOUT POTENTIAL IN THE NJ DEP FLOOD HAZARD AREA

■ Ward
■ NJ Flood Hazard Area

UNDERLYING ZONE BUILDOUT ('000S SQUARE FEET)

- 0.1 - 36.6
- 36.7 - 138.3
- 138.4 - 317.7
- 317.8 - 862.2

Map 17. Buildout Analysis results, reflecting potential for additional gross square feet of non-residential space by lot based upon existing zoning in the New Jersey DEP's Design Flood Hazard Area



DMR
ARCHITECTS

zone permits these and similar uses in buildings as tall as 75 feet, or approximately 6 stories. For non-residential uses the build-out in square feet equals the horizontal area of the building multiplied by the number of stories. In other words, an office building with six stories will have more floor area than a warehouse or distribution centers with one or two stories over the same horizontal footprint.

For properties in the NJDEP Flood Hazard Area that are in the City's affordable housing overlay zones, the overlay zones have the potential to create new 803 housing units compared to 330 units from the underlying zoning.

As has been discussed in the Land Use Element, the DEP's flood hazard rules have become increasingly restrictive with respect to development in flood plains, and may become even more restrictive in the coming years, particularly with housing. Notwithstanding, the City should revisit the policy of permitting or encouraging any form of housing, including assisted living and nursing homes, in an area of Englewood that is not only flood prone but distant from Englewood's cultural offerings and services in the Downtown.

BERGEN COUNTY HAZARD MITIGATION PLAN 2021

The County of Bergen adopted its last Hazard Mitigation Plan in 2021, with the next update scheduled for 2026. The Plan identifies hazards and their associated costs for the County as a whole and for its component municipalities, and provides recommendations for mitigating exposure to their respective hazards.

The two highest priority actions recommended

Englewood, City of	15-06	Acquire, Elevate, or Floodproof Structures in Flood-prone Areas, with a Focus on Repetitive Loss (RL) and Severe Repetitive Loss (SRL) Properties	New	Mitigation - Risk Reduction	High
Englewood, City of	15-07	Elevate or Relocate Critical Facilities (DPW, Yeshiva School of Englewood, Lincoln School, Mackay Field, Post Office) Out of the SFHA	New	Mitigation - Risk Reduction	High
Englewood, City of	15-02	Increase Electrical Wiring in Shelters for the Installment of Generators	Ongoing	Maintenance / Response / Recovery	Low
Englewood, City of	15-04	Construct Fold Down Signs at Intersections	Ongoing	Maintenance / Response / Recovery	Low
Englewood, City of	15-05	Improve Stormwater Drainage at Forest Ave./Dean St./Florence St.	Ongoing	Maintenance / Response / Recovery	Low
Englewood, City of	15-08	Map and Assess Vulnerability to Landslides and Wildfires	New	Administrative	Low
Englewood, City of	15-09	Reestablish Eligibility in the NFIP's CRS Program	New	Administrative	Low
Englewood, City of	15-01	Purchase and Install Generator Upgrade for 911 and Communications Operation at Borough Hall	Completed		
Englewood, City of	15-03	Purchase and Install Generators for Seven Designated Shelters	Completed		

Figure 23. Hazard Mitigation Actions for Englewood, from Bergen County's 2021 Hazard Mitigation Plan

in the HMP for Englewood involve acquiring, elevating, relocating, or flood-proofing structures in the flood hazard area (See [Figure 23 on page 72](#)). The HMP identifies the responsible parties for action 15-06 as the homeowners and the City's Office of Emergency Management, and estimate that action would take more than 5 years, although a longer timeline is more realistic due to funding and legal hurdles. The Plan identifies FEMA's Hazard Mitigation Assistance grant program as a likely source of funding to advance this goal. Similar obstacles limit the City's ability to achieve 15-07, particularly with respect to properties identified in the HMP that are not City owned (i.e. the Yeshiva, Post Office). Zoning and policy actions, including requirements for rebuilt structures to adhere to flood design standards, or a "transfer of development rights" program that allows property owners to sell their rebuilding rights after a severe flood, may help the City achieve this action.

Another recommended action worth noting in the County's HMP is participation in the National Flood Insurance Program's Community Rating System, which involves taking actions which simultaneously make communities more resilient while also reducing flood insurance rates for insured property owners in the City. In 2021 there were in excess of 400 flood insurance policy holders.

DRAFT

HOUSING

A 1975 New Jersey Supreme Court ruling in *Southern Burlington County N.A.A.C.P. v. Mount Laurel Township*, also known as *Mount Laurel I*, determined that every community in New Jersey is constitutionally required to provide a “realistic opportunity” for quality low- and moderate-income housing. The history of affordable housing at the State and City level are detailed in the City’s 2023 *Third Round Housing Element and Fair Share Plan*; however, the City, like most communities in the State, is required to create opportunities for affordable housing through zoning or expenditure of public funds.

At the same time that the City must plan to create housing opportunities for low- and moderate-income households to comply with its constitutional obligation, it should also ensure that its market rate housing can adapt to changing household demographics, as young families have fewer or no children to fill large single-family dwellings, and as older childless residents struggle with the costs of owning homes that now exceed their needs.

AFFORDABLE HOUSING

The City of Englewood adopted its Third Round Affordable Housing Element and Fair Share Plan (HEFSP) in 2023 in order to comply with a Court-approved Settlement Agreement entered between the City and Fair Share Housing Center, an affordable housing advocacy group with special status granted by the NJ Supreme Court in the determination and satisfaction of municipal affordable housing obligations for the period from July 1, 1999 to June 30, 2025.

The Settlement Agreement determined that based upon the fact Englewood is largely developed and had an existing inventory of affordable housing units, it had to provide a plan to create 648 out of the 1,103 affordable housing units it was required to provide for during the period of 1987 to 2025. It was also required to provide funding to rehabilitate between 228 and 380 substandard homes in Englewood occupied by low- and moderate-income households. Due to limited available land and limited capacity to subsidize new housing, the Settlement Agreement required the City to create overlay zones as the primary means of creating an opportunity for those 648 affordable housing units at densities between 12 and 35-units per acre, where 20% of all units constructed must be restricted to income-qualified households. The overlay zones were largely laid in or near the City’s commercial corridors, as well as on and adjacent to existing garden apartment sites in the Third and First Wards.

New Jersey Governor Phil Murphy signed a bill on March 20, 2024 that established a new process by which municipal affordable housing obligations will be determined and satisfied for the Fourth Round, which begins on July 1, 2025. That Bill gives the New Jersey Department of Community Affairs (DCA) until October 20, 2024 to determine those municipal housing obligations, and gives the City and other municipalities until June 30, 2025 to adopt Fourth Round HEFSP’s, which are considered Elements of a Master Plan. The Fourth Round plan will be required to demonstrate that it has zoning or built projects in place that address the obligations accumulated in the first, second, and third housing rounds as well as zoning or planned projects to meet the new round. It will also be required to dedicate funding for the rehabilitation of existing substandard housing occupied by income-qualified households, and to further assist income-qualified households to afford costs like security deposits.

WHO IS LOW- AND MODERATE-INCOME IN ENGLEWOOD?

In the New Jersey affordable housing system, the State is broken up into six “Regions” based on counties that “significant social, economic, and income similarities and which constitute to the greatest extent practicable the primary metropolitan statistical areas” (quotation from the Fair Housing Act). Englewood is in Region 1, consisting of Bergen, Hudson, Passaic, and Sussex Counties.

Chart 6 - “2024 Region 1 Income Limits” summarizes the maximum qualifying incomes for very-low, low, and moderate income households in Region 1 by household size as published for the year 2024 by the Affordable Housing Professionals of New Jersey (AHPNJ).

Chart 6. 2024 Region 1 Income Limits

HOUSEHOLD INCOME CATEGORY	1-PERSON	2-PERSON	3-PERSON	4-PERSON	5-PERSON
MODERATE	\$67,431	\$77,064	\$86,697	\$96,329	\$104,036
LOW	\$42,144	\$48,165	\$54,185	\$60,206	\$65,022
VERY-LOW	\$25,286	\$28,899	\$32,511	\$36,124	\$39,013

Source: *Affordable Housing Professionals of NJ/FSHC 2024 Affordable Housing Regional Income Limits*

Based on the Uniform Housing Affordability Controls (UHAC) at N.J.A.C. 5:80-26.3, the “gross” rent for affordable units, which means the rents and any utilities and services (i.e. trash) included therein, cannot exceed 30% of incomes at the 30% of regional median income level for very-low income units, 50% of regional median income level for low-income units, or 60% of regional median income for moderate income units. The maximum “net” rent is the permissible rent where no utilities/services are included, which is obtained by subtracting the U.S. Department of Housing and Urban Development’s (HUD) utility allowances. **Chart 7 - “2024 Region 1 Gross Rent Limits”** shows the maximum permitted gross rents in Region 1, which assume that all utilities are included in the rent.

Chart 7. 2024 Region 1 Gross Rent Limits

HOUSEHOLD INCOME CATEGORY	1-BEDROOM (1.5-PERSON H.H.)	2-BEDROOM (3-PERSON H.H.)	3-BEDROOM (4.5-PERSON H.H.)
MODERATE (60% RMI)	\$1,355	\$1,626	\$1,878
LOW	\$1,129	\$1,355	\$1,565
VERY-LOW	\$677	\$813	\$939

Source: *Affordable Housing Professionals of NJ/FSHC 2024 Rent Calculator*

The UHAC limits the highest affordable-unit sales price to that which is affordable to moderate income households earning 70% of regional median income. Affordability of for-sales units are more variable than rental units as they depend upon current mortgage rates, homeowner insurance rates, and homeowner association or condominium fees, but are not affected by utilities. The maximum affordable purchase prices shown in **Chart 8 - “2024 Region 1 Sale Limits”** assume no homeowners insurance or condominium/ HOA fees and therefore are higher than what actual sales prices will

Chart 8. 2024 Region 1 Sale Limits

HOUSEHOLD INCOME CATEGORY	1-BEDROOM (1.5-PERSON H.H.)	2-BEDROOM (3-PERSON H.H.)	3-BEDROOM (4.5-PERSON H.H.)
MODERATE (70% RMI)	\$170,322	\$204,386	\$236,180
LOW	\$121,659	\$145,990	\$168,700
VERY-LOW	\$72,995	\$87,594	\$101,220

Source: *Affordable Housing Professionals of NJ/FSHC 2024 Sales Calculator*

be after factoring for those monthly costs, as the added cost of homeowners insurance policies or condominium/HOA fees to monthly household housing expenses would reduce the price that a household can afford at 28% of gross income.

According to the 2022 ACS data, at least 30.8% of Englewood's households earn incomes that would qualify them for affordable housing.

HOW TO MEET THE OBLIGATION AND CREATE DIVERSE AND AFFORDABLE HOUSING IN ENGLEWOOD

Historically, affordable housing is created the following ways:

- ▶ Use of public funds and outside subsidies, in partnership with non-profit organizations or housing authorities, to house only low- and moderate-income households;
- ▶ Using public funds to acquire market-rate houses or apartments and rent or sell them at affordable prices;
- ▶ Zoning or adopting redevelopment plans to allow multi-family or townhouse development, or multi-lot subdivisions where a portion of the total number of apartments or homes are affordable, also referred to as "inclusionary zoning";
- ▶ Authorizing, through the land use approval process, creation of special needs or "supportive" housing, such as group homes for developmentally disabled adults, where some or all of the population is income restricted;
- ▶ Through zoning or land use approvals, creating an opportunity for senior housing, including assisted living, with some or all beds or apartments restricted to low- and moderate-income seniors and their families, as allowable by law; and
- ▶ Other limited options.

Communities like Englewood are permitted to collect money into an "Affordable Housing Trust Fund" through fees charged on new construction or expansion of existing buildings, in order to limit the burden of affordable housing compliance on taxpayers. These funds can be used to help to create affordable housing, expand infrastructure to create affordable housing, rehabilitate substandard homes occupied by income qualified renters and owners, or to pay the City's professional consultants associated with the affordable housing process.

VACANT LAND ADJUSTMENT

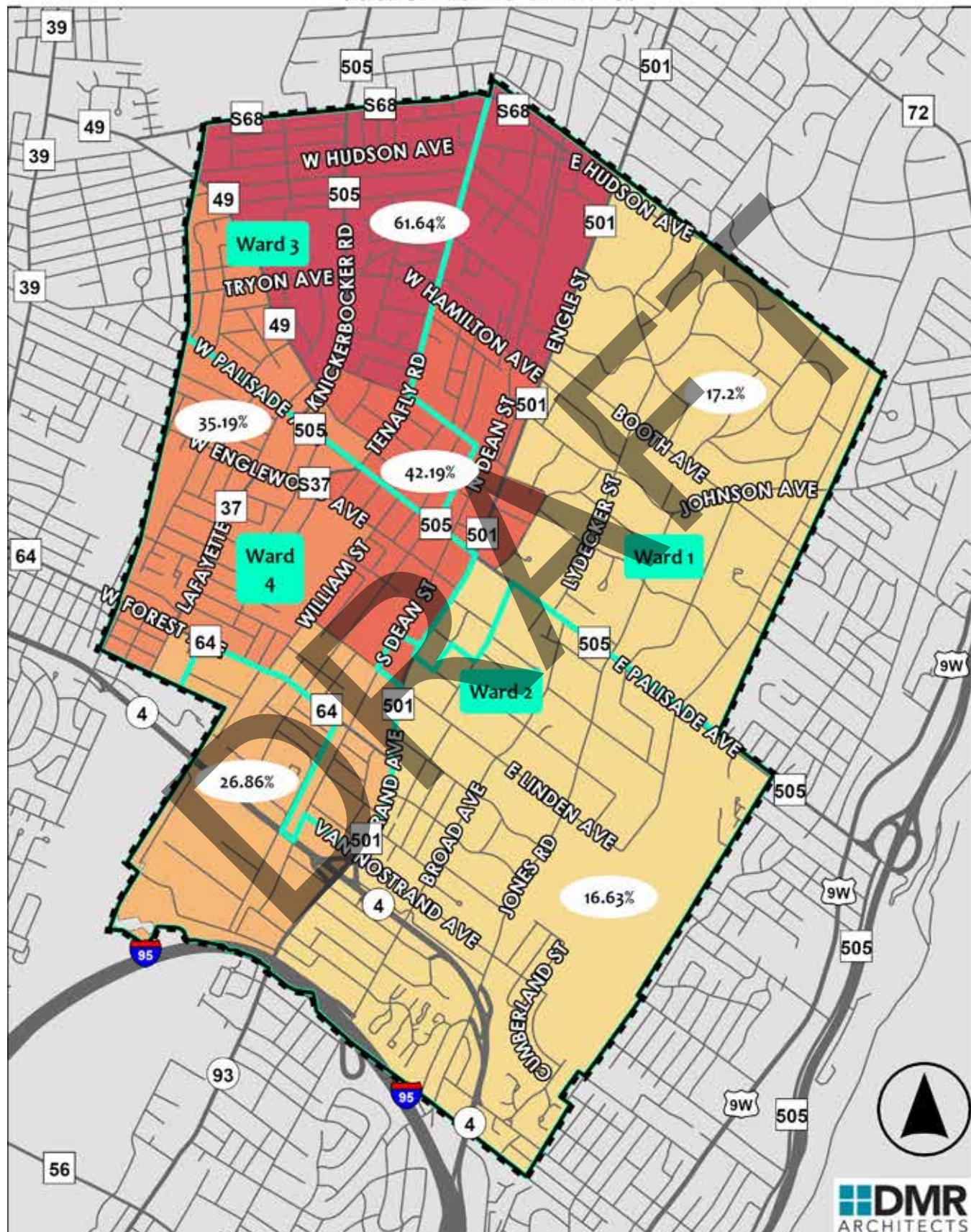
Built out municipalities like Englewood are able to "adjust" their new-construction housing obligation to acknowledge the fact that affordable housing will need to be created through redevelopment or substantial expenditure of public funds.

BONUSES

Affordable housing rules have historically allowed municipalities to count a percentage of affordable housing rental units as two units in order to incentivize the creation of rental housing over for-sale housing. The Fourth Round rules, instead, give bonuses based upon where housing is created and how it is created. Bonus are now granted for affordable units created:

- ▶ Within 1/2 mile of a transit stop (including bus or light-rail);
- ▶ Through redevelopment of former commercial land/buildings;
- ▶ In partnership with a non-profit housing developer;

HOUSEHOLDS SPENDING MORE THAN 50% OF THEIR INCOME ON RENT IN 2022
(30% IS CONSIDERED AFFORDABLE)
SOURCE: 2022 5-YEAR ACS



- With at least 10% funding or land contribution from the municipality'

Bonuses are also granted for special needs housing units, excess very-low income units or three-bedroom affordable units above the regulatory minimums, extending controls on existing affordable units, purchasing market-rate homes and selling/renting them at an affordable rate, and for up to 10% of age-restricted affordable units.

THE STATE OF HOUSING IN ENGLEWOOD

The predominant housing type in Englewood, like most communities in New Jersey, is single-family housing - where one household or family unit occupies a building in which its members share common facilities. In 2022, 41.9% of housing units were detached single-family houses (2022 ACS). The current zoning scheme supports this condition, with the majority of the City's land area being zoned with single-family housing is the primary intended land use.

Another 38.1% of housing units reported in the 2022 American Community Survey were in buildings with five (5) or more units, which is commonly what is considered "multi-family". These are largely found in the City's downtown zones, the Planned Urban Development zone in **Englewood South**, and the RM and ATH zones scattered around the City. Just over one-in-five housing units in Englewood in 2022 were in townhouses, duplexes or two-families, tri-plexes and quad-plexes (two, three, or four apartments or condominium units in a building, respectively).

The result of this zoning pattern is that there is a mismatch between household sizes - which are trending downward - and house sizes - which are larger, reflecting the values and demographics that stimulated homebuilding in the early and mid 20th century. ACS 2022 data shows a surplus of housing with two or more bedrooms - ideal for two unrelated individuals or families with one child - but a deficit of one-bedroom and studio housing - ideal for childless couples or individuals living on their own (See [Chart 9](#)). This forces smaller households that want to live in Englewood to purchase or rent homes that are larger and therefore more expensive than what they need, or to share larger homes or apartments with other individuals or couples, sometimes resulting in overcrowding. It also makes it challenging for empty-nester seniors, who are on limited incomes mismatched with the costs of owning larger houses, to remain in their Englewood neighborhoods or "age-in-place". In 2022, just 15.8% of households in Englewood were made up of married or unmarried couples with children younger than 18; however, the majority of the City's housing is built for that demographic.

More than half of Englewood's renter households and more than a third of homeowner households were cost burdened in 2022, meaning they were paying more than 30% of their before-tax income on housing expenses, with a majority of senior renters being cost burdened (2022 ACS).

[Map 18 on page 77](#) shows the percentage of renter households in 2022 spending more than 50% of their income on rent- considered by the U.S. Department of Housing and Urban Development to be severely cost burdened - by Census Tract. City-wide, 24.3% of households were severely cost burdened in 2022. During the information collection stage of the Master Plan process, Englewood's staff and elected officials expressed that the City has an illegal apartments and overcrowding issue,

Chart 9. Ratio of Right-Sized Homes per Household by Household Size (2022 ACS)

	1-PERSON	2-PERSON	3-PERSON	4+PEOPLE
HOUSEHOLDS	2,829	4,382	1,648	2,458
RIGHT-SIZE HOMES	1,995	4,382	1,648	2,458
RATIO	0.71	0.40	2.74	2.35

which is likely influenced not just by the presence of undocumented immigrants, -- something also identified during information-gathering interviews -- but by the lack of "affordable" housing.

Chart 10. Housing Units in Englewood by Renter vs. Owner and by Monthly Cost of Housing as a Percent of Household Income in 2022

MONTHLY COST AS % OF INCOME	OWNER	PERCENT	RENTER	PERCENT	ALL OCCUPIED	PERCENT
LESS THAN 20%	2,587	42.2%	1,124	22.5%	3,711	33.4%
20 TO 24.9%	581	9.5%	387	7.8%	968	8.7%
25 TO 29.9%	685	11.2%	614	12.3%	1,299	11.7%
30 TO 34.9%	405	6.6%	328	6.6%	733	6.6%
35% OR MORE	1,873	30.5%	2,533	50.8%	4,406	39.6%
TOTAL H.H. COST BURDENED	2,278	37.2%	2,861	57.4%	5,139	46.2%

Source: 2022 American Community Survey - 5 year estimate (DP04, B25063)

Single-family zoning induces higher housing costs by creating artificial housing scarcity compared to zoning that permits more diverse housing types and densities. In a town like Englewood, where two-thirds of land area is zoned for single-family use, land owners in the approximately one-eighth of the City zoned for higher density housing are more likely to have an incentive to sell to luxury apartment developers due to lack of competition. The result is that new market-rate housing is much more expensive and - in Englewood's case - may attract a wealthier demographic than the existing residents in the adjacent legacy neighborhoods.



Figure 24. Missing Middle Housing illustration, obtained from Missingmiddlehousing.com, created by Opticos Design Inc., representing the range of housing types that support transition between dense downtowns and sprawling single-family neighborhoods, and which are prohibited by most zoning.

EXPANDING HOUSING OPTIONS WHILE PRESERVING NEIGHBORHOOD CHARACTER

"Missing Middle" housing is considered to be a necessary but missing component in the national housing stock as local officials and planners lean on zoning schemes that concentrate high density housing in downtowns or even remote areas in order to preserve low density single-family housing neighborhoods. It is a strategy that attempts to blend in higher-density housing options into traditionally single-family neighborhoods without damaging the character of the existing neighborhood, in order to create more low- and middle-income housing options that are made economically infeasible by the typically strategy of focusing density in limited locations. However, a small majority of participants (mostly from Wards 1 and 2) in the 2024 Master Plan public survey and public outreach meetings

were not in favor of zoning for missing middle housing. Meanwhile, 67.46% of respondents and a fair share of participants in public outreach meetings were favorable of the idea of accessory dwelling units.

The City and its residents have expressed a desire that future townhouse and multi-family housing development necessary to satisfy the City's affordable housing obligation and meet the City's housing demand should be limited to the Downtown and surrounding areas and not encroach into single-family neighborhoods.

A solution gaining popularity around the United States to preserve low income neighborhoods and affordable housing is the formation of land trusts operated by non-profit entities which take ownership of the land beneath existing homes and rent or sell the physical house to an income qualified household based only upon the value of the building, as the land continues to be owned and controlled by the Trust.

ENGLEWOOD HOUSING AUTHORITY

Englewood Housing Authority was founded in 1976 and has constructed and operated four (4) sites over nearly 50 years with a combined total of 229 federally funded and Section 8 funded affordable housing units. The most recent Housing Authority project was a 9-unit project constructed in 2001 at 115 Humphrey Street primarily for Section 8 qualified seniors/disabled persons.

The City has also historically had other affordable housing project, including publicly funded projects on William Street that have existed since the 1970s.

These publicly assisted housing units face significant obstacles to their longevity. Most of them are in buildings that are nearly fifty years old, and in current and future flood plains. The 152-

unit Vincent K. Tibbs senior housing site at 111 West Street was substantially damaged by Hurricane Ida and was deemed uninhabitable. It is undergoing a redesign for flood-proofing funded by FEMA. Westmoor Gardens, a flood-prone 65-unit Housing Authority site affected by Ida just north of Tibbs, received repairs but no flood-proofing improvements. A 40-unit Section 8 apartment complex at 68 William Street, known as Englewood II is also at least partly in the 100-year floodplain.



Figure 25. Vincent K. Tibbs Senior Citizen apartments.

COOPERATIVE SOBER LIVING RESIDENCES

Under the NJ DCA's 2018-updated regulations and the Fair Housing Act's prohibition on discrimination against people with disabilities - which include substance addiction, municipalities are required to permit Cooperative Sober Living Residences (CSLRs) in zones that permit single-family dwellings. Communities throughout the State have adopted ordinances establishing conditions for the creation of CSLRs, including requiring 250 to 300 feet between them, as well as distances from uses like schools. CSLRs, which are residences typically in detached houses with up to 10 (legally) unrelated individuals who are recovering from substance addictions. They are categorized as either Oxford House models

or Non-Oxford House models. Oxford houses are cooperatively operated by residents who set their own rules and keep each other accountable, and are defined by the DCA as a single housekeeping unit. They are required to be certified by the Oxford House Organization to identify themselves as Oxford House CSLRs. Non-Oxford house models are typically owned and operated by a separate landlord who selects the tenants, sets the rules, and maintains the building. Oxford House facilities do not include staff or addiction treatment/therapy services whereas a Non-Oxford House facility may provide such services. CSLR ordinances adopted in New Jersey treat Oxford House CSLRs no differently from single-family dwellings, while establishing conditions for non-Oxford CSLRs.

DRAFT

ECONOMIC CENTERS

DOWNTOWN

The City's Downtown area is a regional destination for dining, shopping, and entertainment. Over the last two decades, the Downtown has experienced redevelopment bringing low- and mid-rise apartments and new commercial space to Palisade Avenue and its intersecting streets.

The Downtown consists of 491 businesses and government offices with 4,022 employees (Source: ESRI Community Analyst) and is also home to the Bergen Performing Arts Center (BergenPAC) - a regional venue for live entertainment - and to several City facilities including City Hall and the Public Library. Just outside of the Downtown are MacKay Park and the MacKay / John T. Wright Ice Rink and the City's Courthouse and police and fire headquarters. Also just south of the Downtown are older garden apartment and townhouse communities along William Street.

The Downtown is supported by public parking lots, a public parking deck, and metered street parking. Notwithstanding, it is a common perception that the Downtown has a parking shortage exacerbated by employees of local businesses occupying street parking spaces all day (despite time limits on parking) and by a lack of dedicated parking for the 1,367 seat Bergen PAC.

There are two public parks at the edges of the Downtown - Veterans' Memorial Park / Depot Square and MacKay Park - but no spaces for assembly or events in the core of the Downtown that can support or be supported by businesses.

The tallest buildings in the Downtown are 4 to 5 stories, but the majority of buildings are 1 to 3 stories despite there being zoning in place that allows buildings to go up to 4 to 6 stories. One possible obstacle to properties being fully built out to the zoning allowance is the lack of space to satisfy parking requirements. Similarly, properties along Bennett Road, Armory Street, and William Street between West Palisade Avenue and Englewood Avenue are zoned to allow for townhouse and apartment development but are generally occupied by one- to four-family houses. In 2023 the City adopted overlay zoning to allow these properties to be developed at a higher density in order to comply with their affordable housing obligation. The increased density allowance may attract multi-family housing that would support the Downtown and bring more activity to MacKay Park.

A large part of the Downtown is occupied by an outdoor mall known as Palisades Court, consisting of a Shop Rite, several restaurants, retailers, and other services. Palisades Court is supported by two large parking lots that are restricted to use for Palisades Court businesses and their customers.

ADAPTIVITY TO CHANGING TRENDS

The landscape of downtown commercial uses is evolving in response to changing technology and trends. Consumer research continues to show that Millennials and Gen Z prefer to spend money on



Figure 26. Storefronts on Palisade Avenue. Source: North-Jersey.com, credit to Kevin R. Wexler.

experiences rather than “things”. In many downtowns, this has translated into the growth of indoor recreation uses such as wine-and-paint studios, hatchet throwing, “barcades” (video-arcades where alcohol is served), and escape rooms. In shopping malls, spaces once occupied by retail anchors are being filled with family oriented activity spaces like children’s play places and other interactive spaces.

That is not to say that brick-and-mortar retail is dead; research also suggests that a majority of Gen-Z view physical stores, malls, and downtowns as fun places to gather and shop with friends as a break from their largely digital lives, particularly if those venues have ample, programmable space for activities, art, and entertainment.

The Downtown zoning does not permit indoor recreational or experiential uses, nor does it permit drinking establishments. The ordinance also limits the creation of small theater spaces along Engle Street, Dean Street, or Englewood Avenue, where they would be well suited.

TOWN CENTRE SITE

The Town Centre mixed-use development at 20 West Palisade Avenue between South Van Brunt Street and Humphrey Street, was created as the result of the MURR Mixed Use Residential/Retail overlay zone, which was repealed in 2014 as part of a sweep of zoning amendments to implement the 2014 Master Plan, rezoning the site to D-1(b). Restoring or replacing the overlay zone would allow the City to permit uses which are suitable for Town Centre’s unique building and site type but which may not be suitable or desirable in the lower-rise development that characterizes Palisade Avenue in the Downtown. This would also be consistent with the original designation of the site as an area in need of redevelopment, which grants the City authority to adopt special zoning (Redevelopment Plans) for the site.

PROGRAMMING AND PLACEMAKING

While MacKay Park and Veterans Memorial Park are located at the north and south edges of the Downtown, the core of the Downtown lacks public, flexible, programmable spaces that help to activate businesses and create a stronger sense of community. Downtowns across the country have adopted a variety of techniques to create public, pedestrian friendly spaces, including:

- ▶ Closing off parts of streets to traffic and creating permanent or temporary pedestrian malls;
- ▶ Permanently or temporarily converting parking spaces to programmable, flexible parklets with seating, performance spaces, and activities;
- ▶ Working with redevelopers to create public plazas as part of larger projects.

The Englewood Special Improvement District (SID), a quasi-public corporation that provides services to



Figure 27. Pearl Street Pedestrian Mall in Boulder, CO, with shops, seating, and climbable boulders for children’s recreation.



Figure 28. Parklet in Vancouver, Canada, occupying curb parking spaces. Imaged obtained from ArchDaily.com

businesses in the Downtown and is primarily funded by a fee levied on Downtown businesses, is the ideal partner for programming and furnishing public spaces in the Downtown to provide residents with a gathering place that supports and is supported by surrounding businesses.

SOUTH SIDE INDUSTRIAL DISTRICT

The City's LI and RIM industrial zoning districts on the south side of the City enjoy direct access and proximity to NJ Highway 4 and Interstate Highway 95/80. This proximity is economically advantageous in that it reduces traffic conflicts and congestion between trucks and personal vehicles on local roads by getting trucks onto highways quicker to deliver goods to distant destinations.

RESIDENTIAL ENCROACHMENT

In recent decades, rezoning of the industrial areas - including the creation of the PUD-1 zone and the RIM zone - has allowed the encroachment of multi-family residential and hotel uses into the industrial district. The RIM zone, created in 2014 for the areas immediately surrounding Route 4, allows senior housing, including age-restricted housing, nursing facilities, assisted living, and continuing-care communities among a wide range of commercial and industrial uses, despite the fact that other parts of the City are richer with amenities and services that contribute to high quality of life and access to services for seniors.

WAREHOUSES

Industrial areas of New Jersey have added over 40 million square feet of warehouse and distribution centers since COVID-19, according to data from the NJ DCA³. The COVID-19 pandemic increased online shopping activity around the country from 12% to 16% of all retail transactions according to a report by the U.S. Census Bureau on May 17, 2024, boosting demand for warehouse and distribution center development and development of what are sometimes referred to as fulfillment centers to deliver online orders faster and more efficiently to online shoppers. Despite a general return to normalcy, online shopping rates have generally remained steady.

The New Jersey Office of Planning Advocacy, observing a surge in development of warehouses, published a document in September of 2022 guiding municipalities and other entities on how best to welcome warehouses without harming local and regional traffic and quality of life. Warehouses come with a number of negative externalities, including noise, air, and light pollution, and traffic from trucks. The document suggests that municipalities place limits on the category, size, or number of truck bays on warehouses based upon existing road infrastructure, traffic conditions, and the types of neighboring uses.

INCUBATORS

The 2014 Master Plan placed an emphasis on the attraction of "incubators" to the City's industrial areas. Incubators are spaces where small businesses in their early stages of development can share space, equipment, and ideas with other nascent businesses, and often receive mentoring and guidance from experienced professionals in the same field. Incubators typically have one or more institutional sponsors or hosts; often universities, major corporations, hospitals, or - in some cases -

³ (<https://www.njspotlightnews.org/2024/04/data-suggests-possible-new-jersey-warehouse-development-slow-down/>)

government. There is often a benefit to the sponsor/host in that they may be the first investors in any promising concepts or products originating in their incubator.

The City's two major institutions - Englewood Hospital and the Bergen PAC - are the most likely entities to fulfill the City's vision of **Englewood South** as an incubator center, for medical or creative technologies and ideas.

CANNABIS

Cannabis retail, manufacturing, distribution, wholesale, and direct-to-consumer delivery businesses could thrive in **Englewood South**. While some towns - such as Montclair - have welcomed cannabis businesses to their downtowns, others have allowed them in industrial areas or highway-fronting districts where they are seen as having less of a potential impact on downtown character or neighborhood safety.

The State of New Jersey legalized recreational marijuana in 2021, creating a state-level licensing and regulatory structure for authorizing and overseeing a cannabis industry in New Jersey. The law created six different categories of cannabis businesses - brick-and-mortar retail, delivery retail, cultivation, manufacturing, distribution, and wholesale - and required municipalities to adopt ordinances either prohibiting or permitting cannabis businesses within their border, recognizing that residents of a prohibition town could still consume cannabis obtained from a permitting town. Many communities, including Englewood, opted to prohibit cannabis businesses to allow time to observe the development of the cannabis landscape in New Jersey. The State law established a scheme by which municipalities that permit licensed cannabis businesses will receive 2% of cannabis revenues on top of property taxes.

To date, several surrounding towns including Hackensack and Fort Lee, have permitted cannabis retail businesses. Others, like nearby Ridgefield, have permitted supporting-uses such as cannabis manufacture and wholesale in their industrial districts.

The City's residents voted 70.55% in favor of permitting cannabis in 2020 on the Statewide public question on legalization.

OTHER USES

Other uses that commonly fill in vacant or underutilized spaces in industrial districts and office parks include breweries/brewpubs, indoor recreation uses (such as children's play places), child care centers, and outlet-style retailers or regional retail uses (such as club retailers). These are not currently permitted in the non-residential zones comprising **Englewood South**.



Figure 29. Urban Air indoor recreation in South Hackensack, NJ

NEIGHBORHOOD COMMERCIAL CENTERS

The City has three (3) neighborhood commercial clusters: one along the junction of Englewood Avenue and Lafayette Place, one at West Hudson Avenue along the intersections with Dean Street and Orchard Street, and one on East Forest Avenue along Grand Avenue and South Dean Street. The purpose of these districts is to provide convenient retail and services close to residential

neighborhoods. In 2014, per the Master Plan recommendations, the Neighborhood Center zone was created to distinguish these clusters from the Service Business District by allowing upper-story apartments that would bring life and activity to these clusters. Buildings in the NC district are limited to a height of 25 feet or 2 stories, even while buildings in surrounding zones can be built to 30 to 35 feet, or 2.5 to 3 stories. Mixed-use buildings typically require three (3) stories for financial feasibility.

ENGLEWOOD HOSPITAL

The Englewood Hospital complex is zoned R-D, a single-family residential zone designation that does not permit hospitals. Consequently, any improvement of a Hospital building or that can be perceived as an expansion of the use would require a substantial, time consuming, and costly review process before the Zoning Board for D(2) variance relief. Despite these extra steps, the Englewood Health has been able to expand and improve its facilities and services through the Zoning Board process for decades.

The 2014 Master Plan recommended the creation of a Hospital Zone; a recommendation that this Master Plan recommends that the City continue to explore in conversations with the Hospital. Creating a Hospital Zone would allow the City and the Hospital to develop a unified and consistent vision for the present and future use of the hospital which not only advances the City's goals and objectives for economic development and quality of life, but also allows the Hospital to continue to improve its ability to be competitive and provide quality services and facilities.

SMART GROWTH AND SUSTAINABILITY STRATEGY

The Municipal Land Use Law requires the Land Use Element to include a statement of strategy concerning smart growth, future locations of EV charging stations, storm resiliency, and environmental sustainability:

SMART GROWTH

The recommendations contained in this Master Plan advance Smart Growth principals through sustainable land use policies and practices that direct future growth and redevelopment toward neighborhoods with existing infrastructure and services and away from lands which are environmentally sensitive or unsuitable for habitation. The Master Plan recognizes that growth is inevitable in Englewood due to factors such as market forces and the State's affordable housing doctrine, and that such growth should be directed towards Englewood's Downtown and its adjacent business and multi-family zones as well as towards transit-served commercial corridors and commercial nodes outside of the downtown.

ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

Electric vehicles have surged in availability and popularity in recent years particularly as the Federal Government, New Jersey state agencies, and New Jersey Utilities have offered incentives to consumers and businesses to purchase and lease EVs and install electric vehicle charging infrastructure. The Municipal Land Use Law requires this Land Use Element to address how the City will facilitate the transition from internal-combustion propelled vehicles to electric vehicles over the coming decade.

All new construction in the City is required to provide electric vehicle charging spaces at ratios established in the Municipal Land Use Law as of 2021, in order to reduce "range anxiety" - the concern among car-buyers that they will not be able to keep their EV charged - as an obstacle to electric vehicle adoption.

The City installed, in partnership with PSE&G, several EV charging stations in its Dean Street parking deck, and the Special Improvement District is exploring options to equip parking spaces in the downtown for EV charging. There are a number of grant, loan, and tax incentives available to the City as well as to private property owners to install electric vehicle charging infrastructure available to the public.

Electric vehicle policy is further explored in the Sustainability Element of this Master Plan.

ENVIRONMENTAL SUSTAINABILITY AND RESILIENCE

This Master Plan and its several Elements promote planning and policy actions that would restore simultaneously restore natural systems and reduce infrastructure and social vulnerabilities to climate change.

RELATION TO OTHER ELEMENTS

The Municipal Land Use Law requires the Land Use Element to establish its relationship and consistency with other elements in the Master Plan.

- ▶ **Circulation:** The Land Use and Circulation Elements promote zoning, policy, and investments that aim to increase transit utilization, increase opportunities for daily tasks to be accomplished by foot or bicycle in compact environments, and provide adequate parking while reducing the undesired consequences of off-street parking requirements;
- ▶ **Sustainability:** The Land Use and Sustainability Elements collaboratively encourage sustainable urban design which restores natural systems, reduces flooding, encourages non-motorized travel, and facilitates the proliferation of renewable energy generation and the transition from internal combustion to electric motor-vehicles;
- ▶ **Open Space:** The Land Use and Open Space and Recreation Elements emphasize the creation of public spaces in the Downtown to foster a sense of place, and the restoration of flood-prone lands to a natural state for stormwater and recreational purposes;
- ▶ **Community Facilities:** The Community Facilities Element provides recommendations to expand or relocate municipal facilities which are consistent with the Land Use Element's theme of targeting future development in and around Englewood's Downtown;
- ▶ **Historic Preservation:** The Historic Preservation Element restates several of the recommendations of the 2014 Master Plan with respect to promoting the preservation of historic buildings, and also encourages adoption of design standards for new buildings to complement historic neighborhood character and/or retain portions of historic buildings. The Element complements the recommendations of the Land Use Element and other elements;
- ▶ **Recycling:** The Recycling Element generally restates the recommendations of the 2014 Master Plan with respect to increasing recycling rates within the City. It does not compete with or contradict the Land Use Element.

LAND USE RECOMMENDATIONS

GOAL 1. FOLLOW SMART GROWTH PRINCIPALS FOR FUTURE DEVELOPMENT

The City is largely developed; however, redevelopment is an inevitable necessity as the economy evolves and market trends change, as public facilities need to be expanded or replaced, and as the City of Englewood - like most communities around the State - strives to meet its affordable housing obligation. Furthermore, worsening natural disasters and changes in day to day weather patterns may cause some parts of the City to be unsafe for habitation, difficult to develop, or costly to insure.

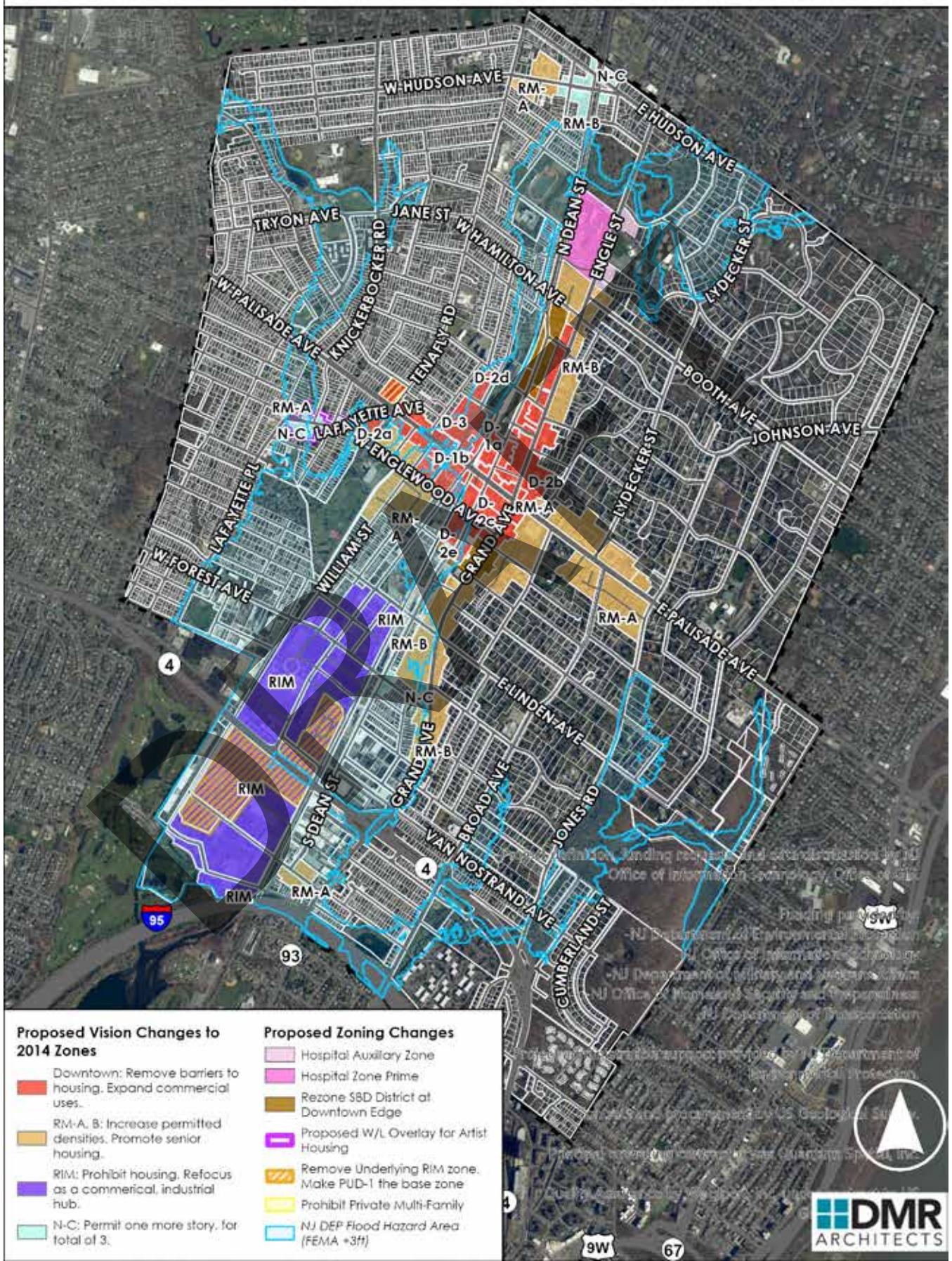
- LU1. Focus Future Growth Near Services:** Zoning should concentrate future growth of housing in the Downtown, commercial cores and corridors, adjacent subordinate commercial districts, and existing multi-family zones near the downtown and commercial nodes, where there are existing services, infrastructure, and amenities. New multi-family development should be avoided in the **Englewood South** industrial area or single-family neighborhoods.
- LU2. Renature Flood-Prone Areas Over Time:** The long-term goal for the City should be - through buy-outs and other techniques like transfer of development rights that help burdened property owners relocate - to restore lands around Overpeck Creek and other water bodies to a more natural state so the City can more effectively weather storms, improve access to open space, and keep surrounding neighborhoods cooler in a warming world. This should occur in concert with engineering activities to improve the flood capacity of the City's waterways and the promotion of building and site design standards that provide green and gray flood storage.
- LU3. Off-Tract Improvement:** Adopt an off-tract improvement ordinance that compels developers to pay for any substantial infrastructure improvements that are required for the operations or success of their projects. **Such an ordinance should include substantial stormwater and drainage infrastructure improvements offsetting the impacts of a proposed development on stormwater runoff and storm-sewer system capacity. Any waivers or variances from the ordinance should be conditioned upon the developer making a financial contribution to other stormwater, flood mitigation, or drainage projects in the City, to be identified in the ordinance and updated periodically.**

GOAL 2. ADOPT FLOOD CONSCIOUS ZONING AND POLICY

- LU4. Establish New Zoning for Flood-Prone Neighborhoods:**
 - A. Limit Impervious Coverages:** Consider adopting a floating overlay zone, the boundaries of which would track the FEMA or NJDEP flood hazard areas, which would restrict the impervious cover of new development or additions to existing development within the boundary area. Consider a similar approach to uphill properties to reduce downhill runoff.
 - B. Set Stormwater Design Standards for Swimming Pools and Paved Surfaces on Uphill Properties:** Establish enhanced stormwater control standards for swimming pools, athletic courts, and other accessory uses that increase paved surfaces on uphill properties. Ensure that such improvements use green design, including pervious pavement, and other techniques to prevent them from accelerating downhill sheet-flow onto neighboring properties.
 - C. Account for Elevated Buildings:** If new building must occur in a flood zone, the building

2 • LAND USE ELEMENT

CONSIDERATION OF FUTURE ZONE CREATION OR REMOVAL AND CHANGES TO THE VISION OF EXISTING ZONES



height standards of the previously proposed floating overlay zone should permit increased building heights to account for elevating the first floors of buildings above NJ DEP's regulatory base flood elevation (three feet above the FEMA's base flood elevation, or as may be changed in the future). Relaxed setback standards may also be required to allow for longer stairs, ramps, or other features necessary to access elevated buildings.

- D. Have a Long Outlook:** Any new buildings constructed in the flood plain should be designed with the intention of continuing to be habitable in 2100, when sea levels could increase by five (5) feet according to NJ DEP.
- E. Anticipate NJREAL Adoption and Increasingly Stringent Rules:** NJ DEP has adopted increasingly strict rules for development in floodplains and environmentally sensitive areas. Anticipate that the NJREAL rules will be adopted in 2025 and that increasingly strict rules will be adopted will be adopted over the subsequent decades as the Department learns lessons from the successes and failures of its rules.

LU5. Explore Transfer of Development Rights:

While TDR programs are typically used to preserve farmland, natural lands, or historic properties from development, TDR may also be an option to incentivize developers to spend their own funds to preserve the land beneath flood-prone homes in exchange for higher densities in areas more suitable for development (See [Figure 30 on page 91](#)).

For example, TDR can be structured such that a property owner in a flood plain voluntarily sells their right to rebuild if or when their property is destroyed by a flood, to a developer in the Downtown or of a contaminated, defunct industrial site to build additional units where there is existing infrastructure and less flood risk. It can also be used to transfer impervious coverage rights and other development rights as enabled by local legislation. Such a program could be used to help satisfy the City's affordable housing obligation by serving as a density bonus on existing zones that permit multi-family development.

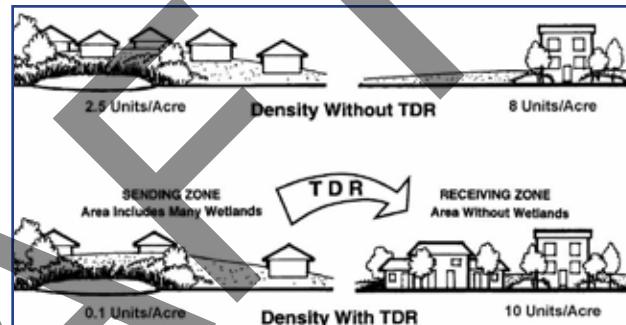


Figure 30. Example diagram explaining TDRs, from Madison-Morgan Conservancy

LU6. Buy-Out Repeat Claim Properties:

Use Blue Acres, FEMA, and other fund sources to buy-out repeatedly flooded properties and restrict future development on those properties.

LU7. Acquire Easements for Stormwater Retention on Uphill Properties:

Reduce downhill flooding by acquiring easements on uphill properties, particularly those in Wards 1 and 2, to create



Figure 31. NJ Blue Acres Program Buy-Out Process Pamphlet

stormwater retention and detention facilities and green infrastructure.

- LU8. **Partner with Flat Rock Brook Nature Center:** Work with the Nature Center to examine options to reduce flooding from the brook that impacts downhill residents without impairing existing habitats.
- LU9. **Mitigate Crystal Lake Flooding:** Work with Leonia and the NJ DOT to mitigate the impact on flooding in and around Crystal Lake from stormwater directed into Lake from Leonia.

GOAL 3. MAKE THE LAND USE PROCESS LESS CONFUSING, MORE OPEN

Administrative actions refer to land use related actions that are primarily for the purpose of clarity and ease of using and interpreting land use and zoning rules.

- LU10. **Remove RIM zoning underlying the PUD Overlay Zone:** The PUD Overlay zone has been all but fully developed in accordance with the PUD Overlay standards. The City should consider removing the RIM zoning from the lands in the PUD Overlay area so that properties in the PUD Overlay are subject to the PUD standards only.
- LU11. **Update Official Zoning Map:** Ensure the zoning map depicts all effective Redevelopment Areas as well as affordable housing overlay zones created for Third Round and upcoming Fourth Round affordable housing compliance.
- LU12. **Development Application Signage:** Erect signage at sites of development applications to notify neighbors of proposed changes to the site and dates when the applications will be heard.
- LU13. **Clarify Child Care Home Occupation Standards:** Provide specific standards for child care as a home occupation.
- LU14. **Define Land Use Terminology:** Ensure that land uses are clearly and comprehensively defined in the ordinance to improve enforceability. Update permitted land use terminology as needed to ensure that uses or sub-categories thereof are permitted in the desired locations.

GOAL 4. ENSURE AN ADEQUATE SUPPLY OF PARKING THROUGH ZONING AND AN EFFECTIVE PUBLIC PARKING SYSTEM

- LU15. **Adopt Shared Parking Standards:** Allow mixed-use developments to reduce their parking requirement with a shared parking strategy that accounts for time-of-day demand for each use on site based upon accepted standards such as those promulgated by the Urban Land Institute or the Institute of Traffic Engineers.
- LU16. **Provide Incentives for Public Parking Allocation and Employee Parking:** Offer downtown developers density bonuses or reduced fees in exchange for allocating a portion of new parking for public usage, municipal purposes, and/or dedicated employee parking in order to reduce the burden on the Downtown parking supply.
- LU17. **Adopt a Payment In-Lieu of Parking Option:** Some properties in the Downtown are too small to accommodate parking that meets both the parking ratios required by the Residential Site Improvement Standards and the local ordinance, even with a shared parking discount. Allowing developers to pay into a fund for parking they are not able to provide on site will stimulate redevelopment of low-rise buildings in the Downtown by removing the burden of designing for unrealistic parking standards, while providing the City with funds that can be dedicated toward the creation of public parking sites.

- LU18. Conditionally Permit Privately Operated Parking Garages:** The City can allow privately operated parking garages to help meet the Downtown's parking needs subject to conditions regarding design and operations.
- LU19. Conditionally Permit Car Rentals and Car Shares:** Permit car rental businesses and carshare services within the Downtown and SBD zones. These services may help to reduce residential parking demand in the Downtown by making it easier for downtown residents to own/lease fewer or no cars.

GOAL 5. PROVIDE ADEQUATE, QUALITY HOUSING FOR HOUSEHOLDS OF ALL INCOME AND COMPOSITIONS, AT ALL STAGES OF LIFE

- LU20. Prioritize Inclusionary Housing to the Downtown:** Future housing should be directed to the Downtown and its surrounding business and multi-family zones, to avoid flood prone areas, existing single-family neighborhoods, or industrial districts. The recommendations below are intended to eliminate obstacles to the creation of housing in the Downtown:
 - A. Increase Downtown Residential Height Limits to Account for Enhanced Flood Rules:** The City should consider increasing permitted building heights (in feet; not necessarily stories) in parts of the Downtown that fall within NJ DEP's regulatory flood hazard area, and adjust standards concerning ground-floor uses, to make mixed-use and multi-family projects more financially feasible in light of the construction costs associated with enhanced flood design.
 - B. Permit Housing unconditionally in more Downtown Subzones:** Consider permitting townhouses in all downtown zones except the D-1a, D-1b, and D-3 zones. Permit full multi-family buildings in all downtown zones except the D-1a and D-1b zones provided that the ground floor uses are limited to resident amenities, professional/medical offices, and parking, and that they meet LEED ND design standards for neighborhood walkability.
 - C. Establish Appropriate Densities:** Establish appropriate densities for new housing in the Downtown, so that zoning can better control the impact on traffic. Create different standards for townhouses, apartment buildings, and senior housing.
- LU21. Increase RM Zone Densities:** In addition to increasing the potential for housing development in the Downtown to address affordable housing, **the City should consider** increasing permitted densities in RM-A and -B zones, **with the exception of the properties fronting on East Palisade Avenue between Hillside Avenue / Dwight Place and Brayton Street / Jones Road, may** to help to satisfy affordable housing obligations **in the Fourth Round and beyond.**
 - A. Provide Senior Housing Near Services:** Amend the RM-A and RM-B zones to permit age-restricted independent and assisted living facilities at higher densities than what are currently permitted for apartments and townhomes in those districts. This will create opportunities for senior housing near the Downtown and Englewood Hospital.
- LU22. Consider Renegotiating Third Round AHO Overlays in the Fourth Round:** During the public outreach process, the public expressed concern over affordable housing overlays required by the City's Settlement with Fair Share Housing Center, particularly residents of the Third Ward. As part of the City's Fourth Round planning process, the City can attempt to negotiate to replace a portion of the Third Round Overlay Zoning with Overlays or other mechanisms

that can realistically meet the Third and Fourth Round obligations.

LU23. Reduce Residential Parking Requirements: Look to Rutgers' residential parking study for guidance to reduce residential parking requirements in redevelopment projects, reducing development costs and consequently the rents required to make development profitable. Explore the possibility of pursuing an exception from the Residential Site Improvement Standards for parking in the Downtown.

LU24. Preserve and Rehabilitate the Housing Stock in Distressed Neighborhoods:

A. Verify Eligibility and Partner with a Non-Profit to Establish a Neighborhood Preservation Program:

The City should verify its eligibility to benefit from the NJ DCA's neighborhood preservation program and identify a non-profit community development organization to oversee a program in eligible census tracts. The non-profit partner can compete for funds from the State to assist residents and businesses. NPP funds can be used to rehabilitate the exteriors of homes, and may even be able to help to bring homes up to code.

B. Community Land Trusts: Explore the formation of a community land trust as an option to reduce barriers to homeownership and limit displacement of residents in low-income neighborhoods as land values grow.



Figure 32. NPP Eligible Census Tracts in Englewood. Source: NJ Community Asset Map

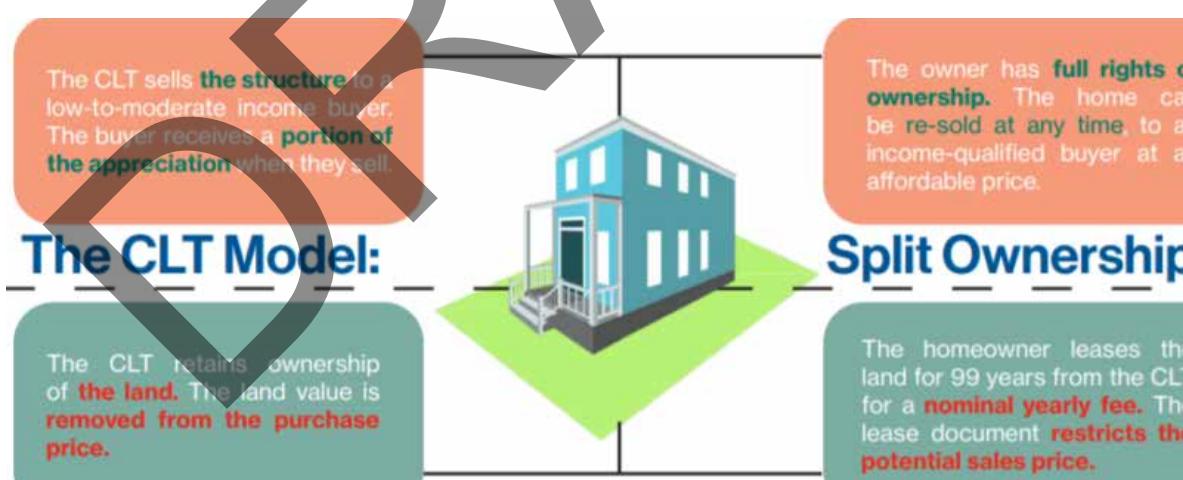


Figure 33. Virginia State Community Land Trust Model

C. Advertise Housing Assistance and Rehabilitation Programs: The City's website must be updated to provide a visible page for information about its affordable housing rehabilitation program that it is required to administer as part of its affordable housing obligation, as well as its required affordability assistance programs. The page should also advertise other housing assistance programs operated by the County, State, or other agencies. Publishing this information through various media will help low/moderate income homeowners, and landlords with low/moderate income renters, access funds to

improve substandard housing.

D. Designate Areas in Need of Rehabilitation: The Council can explore designating areas in need of rehabilitation in order to provide five-year tax abatements for property owners and developers that rehabilitate existing housing or redevelop properties in accordance with a redevelopment plan that aims to protect neighborhood character.

LU25. Leverage Funding To Boost the Affordable Housing Inventory:

A. Fund New Housing with NJ DCA's Smart Move Grant: This program assists in the creation of affordable housing outside of flood prone areas and assists with the relocation of homeowners who received a buy-out of their flood-prone homes through NJ DEP's Blue Acres program. **It will also give the City an opportunity to be an active partner in the creation of housing through the program.**

B. Ensure that Development Fees are Being Collected: The City's finance, construction, and tax assessment staff should meet periodically to ensure that affordable housing development fees are being collected consistently from all new development and deposited into the City's affordable housing trust fund.

C. Support Affordable Housing with a Revolving Loan Fund: Consider creating a revolving, low-interest loan fund, to use to incentivize inclusionary housing developers to provide higher affordable housing set-asides than what the City's affordable housing ordinance requires. Following the model of Montgomery County, MD's Housing Production Fund and similar initiatives around the U.S.

D. Create Artist Housing: Work with the BergenPAC to fund affordable, live-work housing and studio facilities for artists. Seek additional funding from groups like the Monira Foundation, which assisted in the creation of live-work studios in Jersey City.

E. Support Veterans Housing: Leverage trust funds and other funding sources to create housing for injured veterans, which - if administered according to the Uniform Housing Affordability Code - can count as special needs housing toward the City's affordable housing obligation. Work with houses of worship not-for-profits to secure sites and partners for these housing types. Additionally, the City should enter into agreements with developers of affordable and inclusionary developments to give preference to veterans of war or other emergencies , regardless of injury, in the application process for up to 50% of the affordable units in a project/site, as allowed by P.L. 2013 c.6 (amending the NJ Fair Housing Act)..

LU26. Establish Zoning Standards for Cooperative Sober Living Residences:

In response to recently updated NJ DCA regulations, which require sober living homes to be considered single-family dwellings, establish regulations that dictate where cooperative sober living residences are permitted and under what circumstances. Consider minimum distances between such residences and conditioning upon meeting

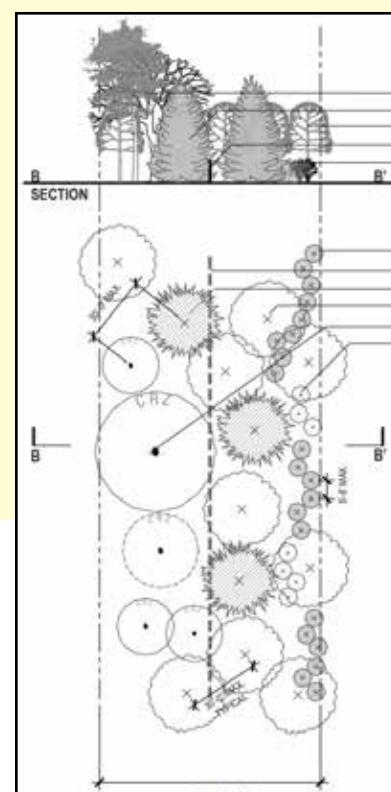


Figure 34. Buffer illustration.
Source: Township of Cary, NC
Community Appearance Manual

residential zone setbacks and parking requirements.

LU27. Incentivize Senior Housing Near Services: The City Council should consider zoning to permit and incentivize senior independent living, assisted living, and similar housing types along the Grand Avenue, Engle Avenue, Dean Street, and Van Brunt Street corridors to increasing opportunities for those housing types near services in the Downtown, other commercial corridors, and at the Hospital.

GOAL 6. PROTECT RESIDENTIAL NEIGHBORHOODS

LU28. Establish Stronger Buffer Standards: Establish buffer standards and building design standards that minimize the visual impact of non-residential development or multi-family development on neighboring dwellings, including taller and denser planting requirements, facade treatments and window design, parking lot shade trees, and other design standards to that protect light, air, and privacy, and visual environment for residents of existing dwellings.

LU29. Strengthen Conditional Use Standards in R Zones: Establish stronger bulk restrictions for conditional uses like schools and houses of worship to minimize impervious cover that exacerbates stormwater runoff and to cap usable floor area so as to limit traffic impact.

GOAL 7. ENSURE THAT ECONOMIC CENTERS KEEP PACE WITH EVOLVING INDUSTRY AND CONSUMER TRENDS WHILE MITIGATING IMPACT ON COMMUNITY

LU30. Recommendations for the Downtown:

A. Consider Future of Palisade Court: The Palisade Court properties are underutilized, being largely comprised of paved surface parking and one-story buildings whereas zoning permits 4 stories. A tract of such size in a Downtown environment could accommodate with a multi-story, multi-use complex consisting of a public-private parking structure, shop-rite, housing, a hotel, and other retail, commercial, and public uses. Any such redevelopment should include innovative and state of the art flood design to prevent development from exacerbating flooding or, if possible, reducing flooding and stormwater issues from current levels. It should also include parking that meets the needs of the PAC, possibly including the PAC as a partner in the redevelopment efforts.

B. Experience Economy in the Downtown: Permit indoor recreational uses in the Downtown to cater to a growing consumer base that is less interested in shopping and alcohol consumption and more interested in experiential uses and activities. Permit theaters and performance spaces in the D2 zones to provide suitable options for live and cinematic entertainment, and instructional studios for uses like dance and martial arts instruction.

C. Expand Uses Permitted in D-2e Zone: Permit apartments, townhouses, and other "downtown" or transitional district uses in the D-2e zone along South Dean Street in order to stimulate redevelopment that would replace and remove existing uses that are not compatible with a vibrant, walkable, livable downtown, such as auto-shops, light-industrial uses, and overflow car dealership parking lots.

D. Allow Medical Offices in the Downtown: Permit medical offices as a ground-floor use outside of the D-1b zone, and permit urgent care and walk-in clinics as a ground-floor use throughout the downtown.

- 1. Create a Town Centre Overlay:** Replace the previously repealed MURR Overlay Zone with a new Town Centre Overlay Zone (TCO) on Block 2401, Lot 1.01, and permit ground-story Medical Group Practices as defined in the Englewood City Code § 250-58.
- B. Prohibit Drive-Through Uses in the Downtown:** Drive through uses are not compatible with walkable downtown districts as they create unsafe and unattractive environments for pedestrians and degrade air quality due to fumes emitted from idling vehicles.
- C. Involve Major Stakeholders:** Encourage the SID to increase engagement of major downtown stakeholders in Downtown enhancement and events.
- D. Pursue Placemaking Technical Assistance, Advice, and Funding:** Create a Downtown Placemaking Plan that identifies activities, events, and permanent or temporary design and infrastructure that will make Downtown Englewood more attractive to residents and visitors alike. Engage the Downtown SID, BergenPAC, and other Downtown Stakeholders in the placemaking planning and implementation process.
- E. Encourage Diverse Representation:** Encourage, through all avenues available, a mix of businesses and services that reflect the diversity of the City in terms of ownership and cultures represented.
- F. Maintain a Clean Environment:** Work with the SID to ensure that the Downtown is consistently clean and well maintained.

LU31. Recommendations for Englewood South's Industrial Districts:

- A. Consider Prohibiting New Housing in Current Industrial Areas:** Cities **commonly** often direct new high-density housing development into their industrial areas in order to protect the “character” of lower-density neighborhoods. A major consequence of this type of land use policy is that it reduces tax ratables and precludes opportunities for non-residential uses that would generate more tax revenue than they would cost the City in new services and school enrollment. In Englewood’s case, the **RIM and LI** industrial zones are predominantly in its current and future flood-prone neighborhoods, making them not just inappropriate for housing but also difficult to develop with housing under new flood hazard design standards. **They are also adjacent to congested highways that emit air pollution that is detrimental to health and human development. The RIM and LI zones should be amended to limit future residential development.**
- B. Welcome Large Warehouses with Caution:** Follow the NJ Office of Planning Advocacy’s 2022 guidance regarding warehouse development, and limit the size and scale of warehouse operations permitted in the LI and RIM zones based upon likely truck routes and both local and regional road capacity. Conditional use standards would give the City greater zoning control over warehouse projects.
- C. New Uses in the LI and RIM zones:** Expand uses that retain the function of the industrial districts as job centers, including indoor recreational uses, breweries and distilleries, childcare, adult day care, specialty retail, commercial kitchens, artisanal uses, and even cannabis uses.
- D. Implement a Floor Area Ratio in the RIM and LI Districts:** This can be used to control intensity of future development which are currently permitted up to 75 feet in the RIM zone (as much as 6 stories) and have no building coverage limitation.

LU32. Take Advantage of State, Federal Programs:

- A. **Pursue Neighborhood Preservation Program Designation:** If eligible in future funding rounds, designate the West Hudson Avenue commercial district and surrounding neighborhoods as an NPP district can bring in state funding for programs improve the appearance of the district and bring services to businesses and residents of the district.
- B. **Explore Options to Take Advantage of New Market Tax Credits:** The Downtown and **Englewood South** are located within a census tract eligible for New Market Tax Credits. The City can explore creating or partnering with a Community Development Entity to use these tax credits to attract businesses and development to the City.

LU33. Transform Neighborhood Commercial Zones:

- A. **Increase Building Heights in the NC zone:** Increase permitted heights by one-story or by up to 12 feet to make mixed-use development or conversion more economically feasible. The current two-story height limits are not conducive to mixed-use.
- B. **Add W-L Overlay to Lafayette/Englewood NC Area:** In order to revitalize the area around Lafayette Place and create an arts district, permit live/work arrangements over the NC zoned properties in that node. **The zoning ordinance implementing this overlay should permit not more than one (1) apartment in the same building as the working space, to be occupied by the artist/crafts-person and their family.**

LU34. Explore a Hospital Zone:

Conduct outreach to Englewood Hospital to assess whether a Hospital Zone District, with rules and limitations that reflect both parties' goals and visions for the Hospital property and the surrounding neighborhoods, are in the best interests of both parties. Consider not only the existing hospital complex but also properties that the Hospital has begun to expand into, across Engle Street. Distinguish the types of medical uses that are permitted in the hospital zone and prohibited elsewhere.

LU35. Regulate the Visual Character of Non-Residential & Mixed Use Districts:

- A. **Establish Uniform District Design Standards:** Partner with the Englewood SID to create and enforce uniform design standards for storefronts, buildings, and signage in the Downtown, adjacent SBD zones, and the **Englewood South** industrial areas to establish and improve visual district character. Consider employing form-based code to better control the physical character of new and converted buildings in these districts.
- B. **Create Standards for Office Conversions:** Establish design standards for conversion of existing industrial buildings to offices or retail uses, as well as conversion of office buildings to residential uses.
- C. **Establish Building Coverage, FAR, and Density Limitations:** Guide the physical size of buildings -- not just the proximity to property boundaries -- through building coverage, floor area ratio, and density standards.

LU36. Review Parking Ratios:

Review required non-residential parking ratios in context of a long-term, comprehensive approach to expanding public Downtown parking capacity, and compare parking requirements in the City's ordinance to parking requirements in similar cities/districts and according to parking ratios recommended by the Institute for Traffic Engineers and other institutions of repute. Amend ratios to better meet the needs of economic districts.

- A. **Standardize Parking Ratio Basis:** Eliminate parking ratios based upon features of uses that

are subject to change, such as parking ratios by number of employees or number of seats. Utilize ratios based upon square feet, number of rooms.

GOAL 8. USE THE REDEVELOPMENT AND REHABILITATION PROCESSES TO RESTORE AND REVITALIZE BLIGHTED AREAS.

- LU37. Use Redevelopment As Needed to Revitalize Obsolescent Properties:** Resort to redevelopment designations to revitalize areas and properties with prolonged vacancies, hazards to public health and safety, or persistent patterns of obsolescence.
- LU38. Consider Rehabilitation Designations:** Residents, officials, and City staff have expressed that the City's storm-sewer infrastructure is deficient and out of date. Areas served by old, inadequate infrastructure may qualify for designation as an area in need of rehabilitation if the City believes that stimulation of rehabilitation and redevelopment of properties in affected areas would help to reverse the infrastructure condition.
- LU39. Set Strong Relocation Language for Redevelopment Projects:** The Local Housing and Redevelopment Law requires Redevelopment Plans to establish the obligation of a Redeveloper to relocate residents displaced by a Redevelopment project. The City should use strong language in future Redevelopment Plans that helps existing residents remain in their communities, including requiring contracting with a relocation agency.

GOAL 9. PROMOTE SUSTAINABILITY

- LU40. Sustainability and Resilience:** Implement the land use recommendations of the Sustainability Element in this Master Plan to create opportunities for renewable energy generation and green building practices.
- LU41. Solar Energy:** Provide clear and reasonable rules for erecting rooftop and ground level solar energy installations. Follow model ordinances and guidance from Sustainable Jersey and other advocacy groups.
- LU42. Encourage Rainwater Harvesting:** Consider requiring rainwater harvesting on larger sites to not only help to reduce flooding from stormwater runoff but to reduce potable water usage for non-drinking/cooking functions.
- LU43. Clean Up Brownfields:** Take advantage of funding and assistance from the NJ DEP, EDA (Economic Development Authority), DCA (Department of Community Affairs) and others to clean up and redevelop contaminated sites for productive public and private uses, including solar energy installations.
- LU44. Update Environmental Resources Inventory:** The Inventory report was last prepared in 2010. An update would provide a basis for understanding local environmental conditions that inform future planning efforts and zoning decisions.
- LU45. Establish Impervious Coverage Limitations:** Reduce paved surfaces that exacerbate the urban heat island effect and flooding, while encouraging developers to utilize structured parking in-lieu of surface parking. The Council should explore ways to condition variances from impervious coverage requirements upon providing green infrastructure for stormwater and heat island mitigation beyond what is required to meet DEP standards, such as green roofs, green walls, increased tree canopy, etc.

DRAFT

2024 CITY OF ENGLEWOOD MASTER PLAN ELEMENT 3

CIRCULATION

EXISTING CONDITIONS

The Englewood's roadway network includes two major regional highways - State Route 4 (NJ-4) and Interstate Highway 80/95 (I-95) - in the City's south-side, and several county roads (including Palisade Avenue, Forest Avenue, and Grand Avenue/ Engel Street) that facilitate inter-city transport to the City's economic centers.

This road network is an asset to the local economy and quality of life - it provides direct connections between businesses and their distant customers and employees and grants commuters access to work destinations across the region by both car and bus.

It also comes with its nuisances - traffic and the noise and air pollution that comes with it, parking shortages, and more. According to New Jersey's Healthy Community Planning project, Englewood residents have a high risk of diseases related to air quality, including cancers, non-cancers, and asthma, much of which is due to pollutants emitted by vehicles on NJ-4 and I-95/I-80.

The City is bisected by a railroad that more than half a century ago was a commuter transit line. Despite the City's historic development around the former train station at Depot Square, the City is not currently served by public commuter railroad service. New Jersey Transit has for several decades proposed the resurrection of commuter rail service along this rail line - however, it has not made substantial progress towards this goal. It is, however, served by several bus lines that provide access to employment, shopping, and housing around the region.

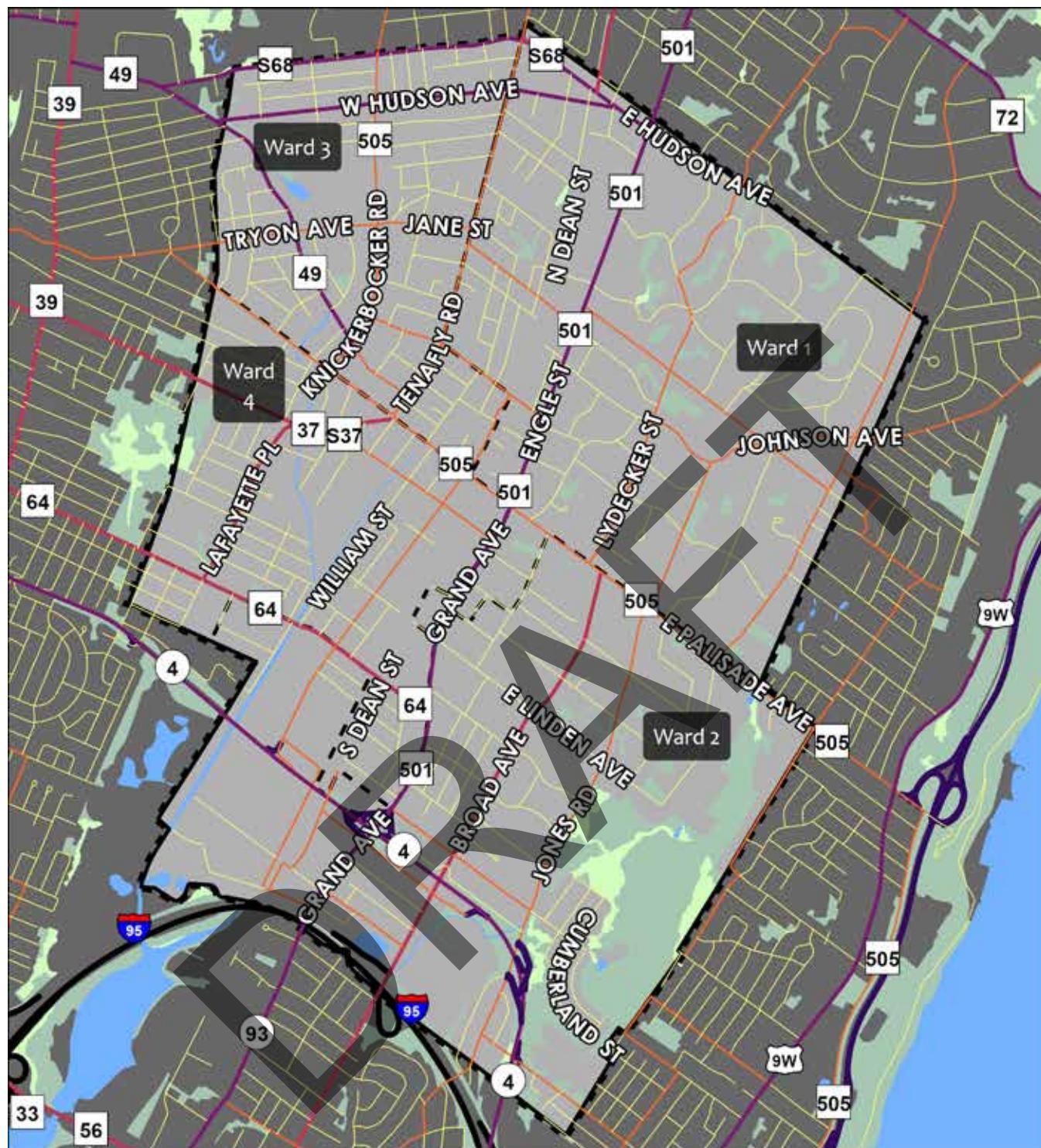
The City's older neighborhoods have a largely comprehensive sidewalk network, making it easy to access services and amenities by foot, particularly on the west side of town. The City's east side is made up of larger blocks, fewer street intersections, and a limited sidewalk network, making it more challenging to traverse by non-motorized modes of transportation. The City also lacks delineated bike routes or even "sharrows" marked to indicate the sharing of roads between drivers and bicyclists.

TRANSIT

Englewood is served by several NJ Transit bus lines including 153, 166, 171, 175, 178, 186, 756, 780 which connect Englewood residents and businesses to population, shopping, and employment centers in New York City, Paterson, Paramus, Passaic, and urban communities in Hudson County and eastern Bergen County. A frequent complaint about bus access in Englewood is that Ward 3 is under served by buses, and that residents often have to travel to other parts of the City to catch the buses that meet their needs. Four (4) bus lines run along West Palisade Avenue, two of which lead to the George Washington Bridge Bus Terminal in Washington Heights, New York City. Only line 166, which is accessible in the Downtown and South of Palisade Avenue, goes directly to Port Authority Bus Terminal in Times Square.

Cities and towns have little influence over the routes taken by State-run transit, although their leaders can petition State transit authorities to modify their routes to better serve local communities. Beyond that, cities like Englewood can attempt to supplement State and County transit with programs like locally run circulator shuttles that connect neighborhoods to resources and transit, on-demand transit, carpool connector boards, and by hosting shared mobility services like van-pools, bike shares, car shares, and providing safe routes for bicyclists and users of other alternative modes of travel.

Englewood previously operated a trolley shuttle for residents that was funded by the New Jersey



Englewood Boundary

Ward

ENVIRONMENTAL FEATURES

- Forest
- Water
- Wetlands

FUNCTIONAL ROAD CLASSIFICATION

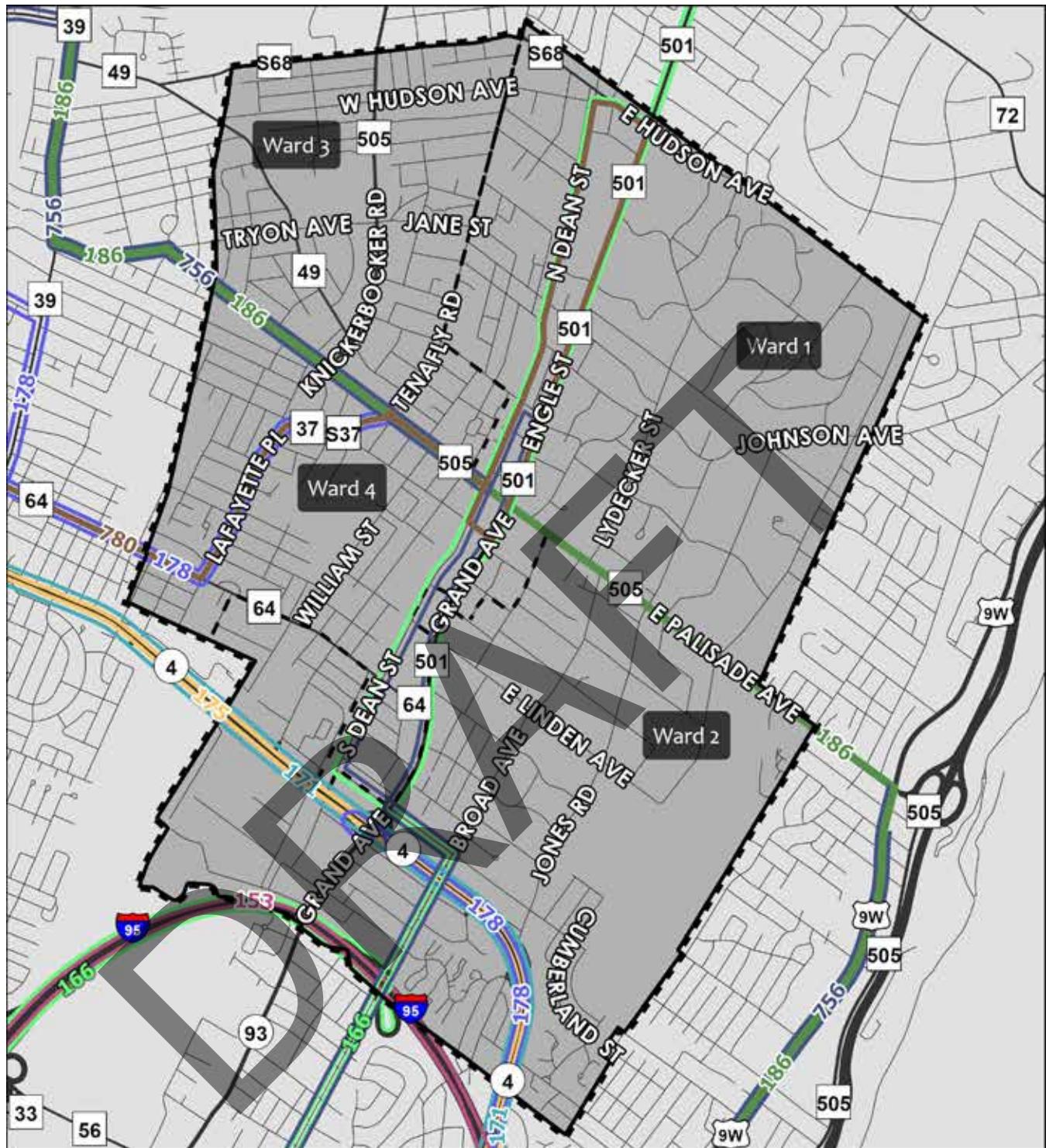
- Interstate
- Other Freeway/Expressway
- Principal Arterial
- Minor Arterial
- Major Collector
- Local

Map 19. Roads in Englewood by NJ DOT functional classification.



DMR
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3 • CIRCULATION ELEMENT



ENGLEWOOD BUS ROUTES

- 153
- 166
- 171
- 175
- 178
- 186
- 256
- 33
- 49
- 501
- 505
- 64
- 72
- 756
- 780

PROPOSED LIGHT RAIL STATIONS

- Englewood Hospital
- Downtown Englewood
- South Englewood

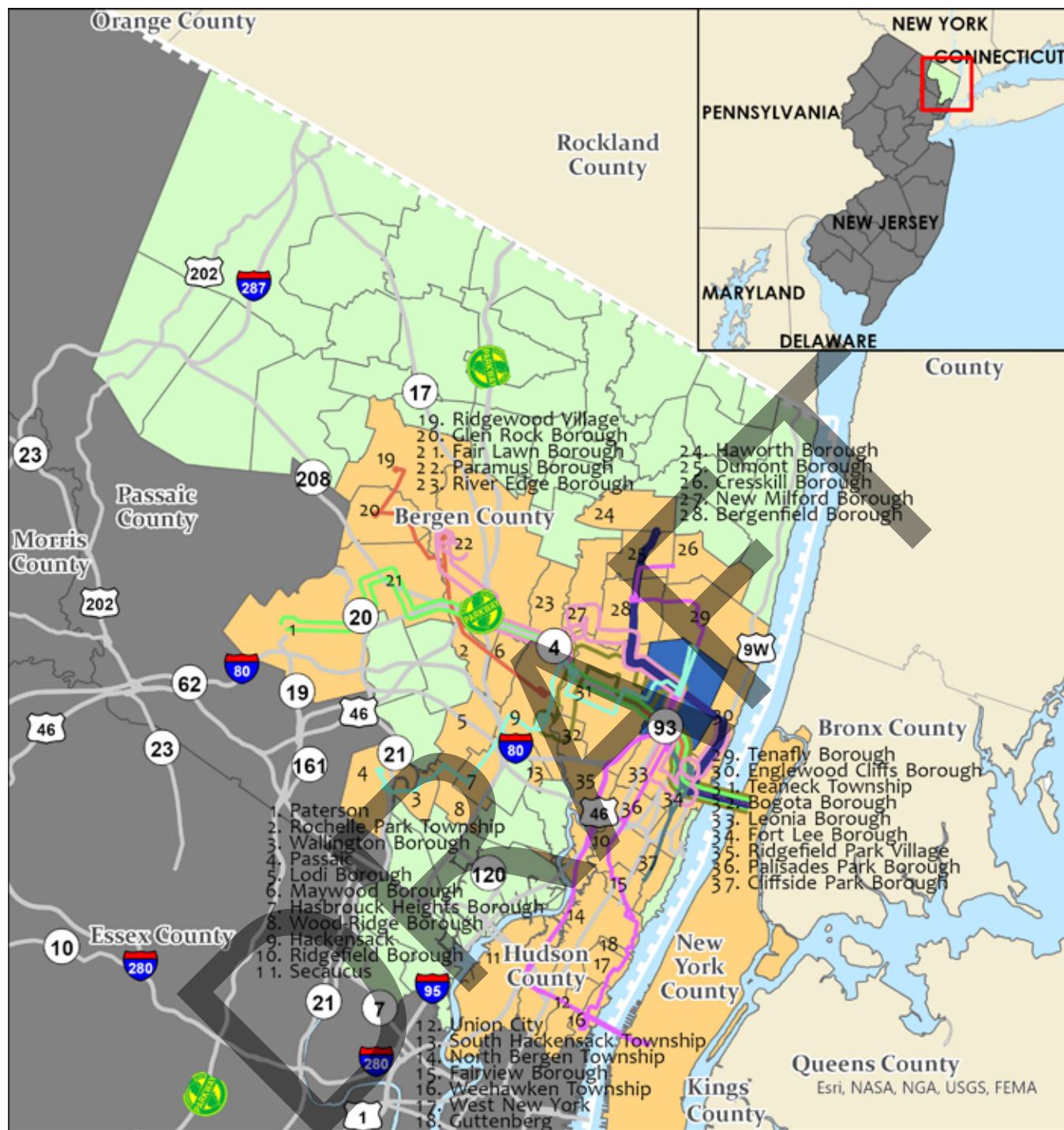
Englewood Boundary

Ward



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Map 20. NJ Transit Bus Routes in Englewood



Department of Transportation. The program was discontinued in 2013 after the funding term expired. Whereas the NJDOT's local transit funding programs have historically been limited to three-to-five year pilot programs due to federal funding rules, the Infrastructure Investment and Jobs Act passed by the federal government in 2021 will enable NJDOT to provide future funding on a continued operational basis. However, a transit program reflecting that new policy has not been implemented at the State level yet.

DOWNTOWN CIRCULATION

PARKING

Parking in and around the Downtown includes both metered and permit-only space in parking lots, decks, and curb-side. The City has a 452-space public parking deck on Dean Street which is fully utilized, and more than 640 marked spaces along curbs and in surface lots in the Downtown. Meters along Palisade Avenue and in the Dean Street Parking Deck accept credit card whereas all other meters are coin operated. Most parking spaces in the area can be paid by phone with the ParkMobile App.

There is a perception that the more than 1,000 metered or permitted spaces in the Downtown area are not enough to serve its needs. The City Manager's office has estimates that the Downtown needs 75 additional spaces based upon demand for permits from downtown businesses and others, while the Englewood Special Improvement District estimates that the Downtown needs 20% to 40% more parking spaces. Residents participating in the public outreach sessions expressed the perception that the Downtown has abundant parking and that the Dean Street deck is underutilized and in need of improvements.

Stakeholders expressed that employees and business owners will park in curb spaces closest to their businesses and feed meters over the course of the day. Another likely contributor to perceived parking shortage is that the BergenPAC, which seats over 1,300 people, lacks its own parking.

As of the writing of this Master Plan, the City is in the process of securing control over a surface parking lot at the corner of William Street and Palisade Avenue, which may increase parking supply by approximately 20 spaces.

REVENUE AND ENFORCEMENT

The Englewood Police Department enforces parking and collects meter revenue and monthly permit fees, which is pooled in with general municipal revenues. The City has collected between \$300,000 and \$500,000 each year from parking meter revenue with the exception of 2020, when it only collected \$241 thousand due to quarantining during the COVID-19 pandemic. In 2023 the City collected nearly \$452 thousand, the second highest revenue in the 10 years since 2014.

The parking rate in the Dean Street garage is \$0.50 for the first hour and \$1.00 for the second, totaling \$1.50 for a



Figure 35. Mobile app enabled parking kiosk in Arlington, VA. Source: Arlnow.com

2-hour period. The digital meter rates on Palisade Avenue are effectively \$0.70 for half an hour and \$0.95 for a full hour (which includes a ParkMobile service fee), with a 1-hour limit. Coin-operated meters on other streets, which also have a mobile pay option through ParkMobile, are \$0.25 for every half hour. Monthly parking permits are \$60 per month for people who work in the downtown and \$85 per month for “commuters”.

Senior Police department officials believe that the City could more effectively collect revenue and enforce parking in two ways:

1. Replacing the meter system in which each parking space has a dedicated meter with a zonal kiosk system, in which parking spaces are grouped into zones with a central kiosk for payments, rather than each space having its own meter. The zonal system also allows for integration with parking apps like ParkMobile. This practice has been adopted by communities of various sizes around the country for active parking areas like downtowns;
2. Contracting with a vendor that is responsible for implementing and managing kiosks and monthly permits.

This system would make enforcement and collection more effective in the communities where it is implemented. These systems also allow for “pay by space” systems, which only require officers to identify which occupied spaces are not paid for, or a pay by license plate number” system that make it more challenging for visitors to abuse street parking by continuing to re-feed meters when time runs out.

COMMUTING TO AND FROM THE DOWNTOWN

According to the U.S. Census Bureau OnTheMap tool, which uses the Longitudinal Employer-Household Dataset (LEHD), 10.3% of workers in the City's Downtown are Englewood residents¹. Another 9.2% are from neighboring Teaneck, Fort Lee, and Bergenfield. Manhattan, NY and North Bergen, NJ - two communities that would be accessible by a new light-rail system - were home to another 5% of workers.

Meanwhile, more than 20% of Downtown residents work in locations like Manhattan, Newark, or Jersey City, which would be more easily accessible by public transit with the return of light-rail to the Downtown. More than 61.3% of Downtown employees are commuting from less than 10 miles away, much of that from Englewood and its immediate neighbors, a commute that could easily be made by bus, an inter-local commuter shuttle, carpool, or vanpool.

Cities with regional roles similar to Englewood - small cities that serve as destinations for work and leisure, such as New Brunswick, Ridgewood, Princeton, and Hackensack- are served by multiple parking decks which are used by local employees, train commuters, shoppers, and others. Englewood differs from those cities, however, in that it lacks a transit hub like a rail station or bus terminal.

CONGESTION

A 2006 Rutgers publication, entitled *Parking Matters*, estimated that upwards of 30% of vehicles driving through urban downtowns at any given time are doing so in search of parking. Parking structures help to reduce congestion by giving drivers specific destinations. However, pricing structures for parking often makes parking lots and garages more expensive than curb spaces, encouraging

¹ Based on estimates for 2021, the latest year of available LEHD data.

drivers to drive around for longer to seek out cheaper, or free, curb parking, making parking lots and structures a last resort.

At the moment the cost to park on the street is only \$0.50 more expensive than the cost to park in the garage, which does not provide adequate incentive for motorists to prefer the garage over street parking.

BIKES, WALKING, AND OTHER TRANSPORTATION ALTERNATIVES

Bicycles, scooters, electric bikes or motorbikes, and other forms of “micromobility”, and infrastructure supporting those form of transportation, should be encouraged to reduce parking demand and car traffic. Micromobility relies on public infrastructure to make alternative transportation feel safe and convenient, including dedicated bike routes or bike lanes that keep users separate from motor vehicles, signage alerting motorists to bikers, and bicycle racks or lockers to provide a convenient place to leave bikes or other micro-vehicles.

Accommodating micromobility is not just about creating safe places for leisure or exercise, it is about supporting a low-cost form of transportation that requires less public infrastructure than cars and other personal motor vehicles and can help to alleviate traffic and parking issues across the City.

Bike infrastructure is in short supply in Englewood. There are no dedicated bike lanes or shared roads indicated by “sharrows” in street rights-of-way, and no bike-racks in the downtown. The Northern New Jersey bicycle routes map published by the New Jersey Department of Transportation (NJ DOT) in 2012 indicates that none of the major thoroughfares in the City are suitable for biking.

Approximately three out of four respondents to the 2024 Master Plan Survey indicated that they “never” get around the City by bike or other small vehicle mode, including two out of three respondents younger than 50 years old. Three-quarters of residents said they walk more than “rarely”. The top concerns among respondents about obstacles to walking and biking around the City included incomplete or inadequate sidewalks, lack of distinct or high quality walking or biking paths, lack of crosswalks, and lack of lighting.

The website WalkScore.com provides maps as shown in **Figure 36 on page 108** that score neighborhoods and communities on their walkability, defined as the ability to complete most daily activities by foot. The green areas on the map are most walkable, and include areas with apartments, shopping, jobs, schools, and services. Red areas, or areas without any color, are not walkable, and are occupy large parts of Wards 1 and 2, especially in single-family neighborhoods with large blocks, winding roads, and challenging topography. Those wards also happen



Figure 36. WalkScore.com Walkability Map of Englewood. Green areas are more walkable .

to be among the oldest in terms of median resident age (over 40 years old) and percentage of persons aged 65 or older (one-in-five residents), who are more likely to have difficulty walking.

COMPLETE STREETS

New Jersey is a leader in the Complete Streets movement, a policy movement that aims to design and operate all new and upgraded roadways to be safe and efficient for all users, including pedestrians, bicyclists, drivers, and transit riders regardless of age or physical ability. New Jersey Department of Transportation has had a Complete Streets Policy since 2009, and as of this writing eight (8) counties and 180 municipalities in New Jersey have an adopted complete streets policy, according to NJ Bicycle and Pedestrian Resource Center. Englewood is not among the 180 municipalities with a Complete Streets Policy.

In recent years, the Complete Streets concept has expanded to include “Green Streets”, meaning that new and upgraded streets should not only be accessible to all modes of travel and ability, but should also include green infrastructure designed to mitigate the impacts of extreme weather such as extreme heat, stormwater runoff, and flooding. Green street practices include installing street trees and sidewalk bioswales which reduce the urban heat island effect and absorb or retain rainwater.

The *Complete and Green Streets for All Model Policy and Guide* developed by the NJ DOT provides model resolution and policy language for communities to adopt in order to optimize implementation and achievement of the Complete and Green Streets policy objectives. The Guide recommends ordinances as preferable to resolutions as a way to guarantee consistent implementation of the Complete Streets policy.



Figure 37. Intersection of a Green and Complete Street



Figure 38. Separated bike lines in Rochester, NY

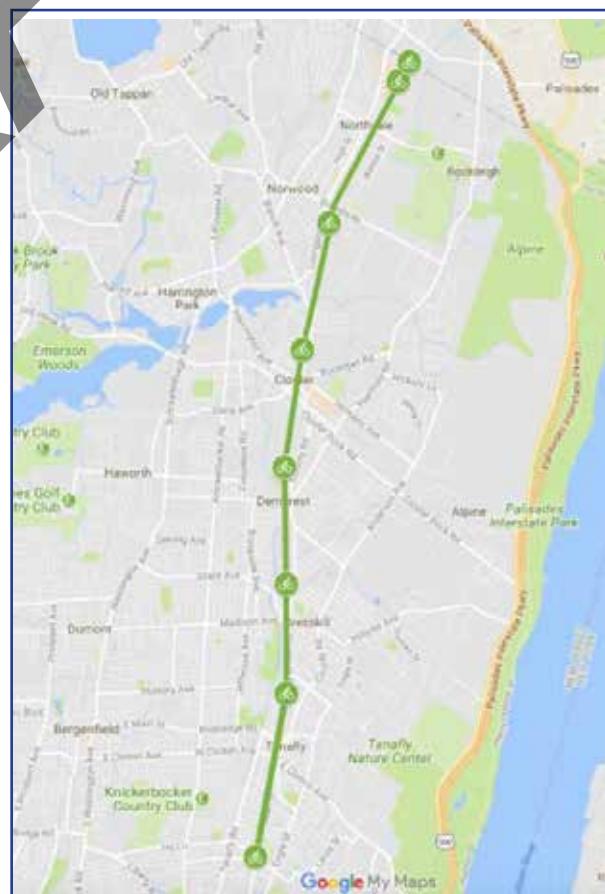


Figure 39. Proposed Northern Valley Greenway Route

REGIONAL BIKE INFRASTRUCTURE

The Northern Valley Greenway Project is a proposal to convert unused rail lines owned by CSX to a multi-modal bicycle and pedestrian trail extending from Northvale to the southern border of Tenafly. The proposal involves obtaining federal approval to remove existing track and develop a path for

recreational users. The City adopted a resolution in 2022² expressing a desire to participate in this project and connect the Greenway to Overpeck Park. However, removing CSX rail infrastructure or encroaching on the railroad right of way in Englewood would undermine NJ Transit's goal of extending Bergen-Hudson light-rail service north from North Bergen Township through Tenafly, or even to the most recently proposed terminus at Englewood Hospital. Furthermore, successful removal of CSX rail in Tenafly would undermine the City's objective of working with Tenafly to accept a light-rail station so that Englewood Hospital is not the end of the line.

RIDESHARING, CARSHARING, AND BIKE SHARING

Ridesharing, car sharing, and other mobility sharing programs can relieve users of the burdens of buying and owning their own vehicles, and the associated costs of insurance and maintenance. Ridesharing apps like Uber, Lyft, and Via, have become popular alternatives to traditional taxis and even public transit over the past decade, particularly in under-served areas. Car sharing services like ZipCar have received less attention as ridesharing has become more popular, but continue to have a role in making rental vehicles accessible in dense urban environments. Bike sharing (like Citi-Bike in New York City) and sharing of other vehicles like scooters and vespas have become popular in cities of varying sizes, with varying degrees of success.

There are some publicly funded examples of these programs in New Jersey, such as the AccessLink service provided by NJ Transit, which provides on demand rides to the disabled. Wholly private programs, however, often price-out lower-income users. Subsidized mobility sharing programs help to increase transportation options for low- and moderate-income users and help to reduce traffic and parking demand. EZRide's Ryde4Life program help users access on-demand rideshare services like Lyft and Uber for as little as \$2.50. In Jersey City, housing-authority residents and SNAP benefit recipients are able to receive discounted subscriptions to the local Citi-Bike program. Jersey City also arranged a low-cost van-pool service with rideshare company Via, with a \$2 fare to get a ride anywhere within Jersey City.

LIGHT RAIL

For several decades, NJ Transit has publicly expressed an interest in extending Bergen-Hudson Light rail service along the tracks that run through Englewood into Tenafly to the north.

The NJ Transit proposal has historically included three stations in Englewood - one just south of Route 4, one at the former station at Depot Square, and one by the Englewood hospital. At the time of the writing of the previous Master Plan, the City had expressed certain objections to NJ Transit's proposal. Of particular concern to Englewood was that NJ Transit's proposal would have removed more than 40 parking spaces in the City's Downtown, and that Tenafly, to the north of the City, was unwilling to be the terminal stop for the rail line out of concern that commuters from adjacent towns would

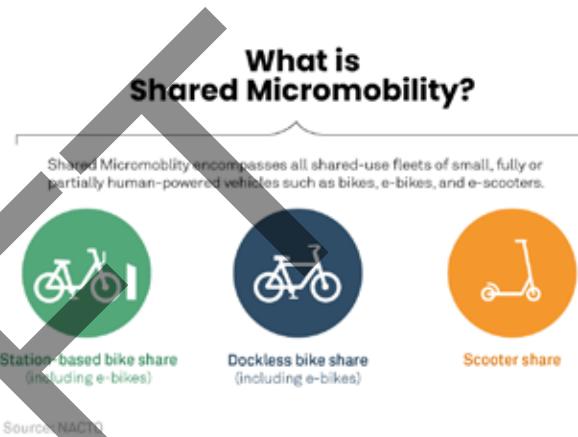


Figure 40. What is Micro-mobility?; Source: National Association of City Transportation Officials

flood Tenafly's downtown with cars. Tenafly's decision to opt out would make Englewood Hospital the line terminal.

Public-private partnerships, inter-agency partnerships, and an effective parking authority can plan for any return of light-rail service to be supported by a parking deck with a shared parking arrangement to permit commuter parking during the weekdays and general public parking all other hours, or even provide off-site parking for multi-family housing. Integration of car-share or car-rental services, bike infrastructure, and other micro-mobility infrastructure can further help to reduce vehicular traffic and parking associated with a light-rail station.

Light-rail service may also help to reduce traffic congestion and parking shortages in the areas surrounding the proposed stations, as it would allow commuters, patrons of downtown businesses or the BergenPAC who live or work near rail service to leave their personal vehicles at home.

More than 50% of respondents to the 2024 Master Plan Public Survey were favorable having one or more light-rail stations in Englewood along the Hudson-Bergen Line Extension, and another 18% were favorable of light rail in town as long as Englewood was not the last stop. Respondents greatest concerns about light rail service in Englewood was the potential for increased traffic. Of least concern was development that would take place around the stations.



Figure 41. Proposed extension of Hudson-Bergen Light Rail Line; Source - NJ Transit

CIRCULATION RECOMMENDATIONS

GOAL 1. MODERNIZE, STREAMLINE, AND ADVANCE PUBLIC PARKING SYSTEMS

CIRC1. Form a Parking Authority or Contract Private Provider: The City should create a dedicated body responsible for the creation, maintenance, improvement, and enforcement of parking, rather than spreading its police department's resources thin by tasking them with parking enforcement. Alternatively, the City can also contract with a private parking management services to upgrade the City's metering system and collect payments and manage parking permits.

CIRC2. Commit Parking Revenues toward Parking Improvements: If a parking authority is not formed, commit all parking revenues to a parking improvement fund to pay for upgrades to existing parking facilities or finance new facilities.

CIRC3. Install Digital Street Parking Metering Stations: Replace meters with zone-based parking stations that allow motorists to pay by mobile application or credit card. Consider license plate based system so the City can better deter users from re-feeding meters after time expires.

CIRC4. Study Parking Needs and Fees: Seek out a parking consultant to evaluate the City's parking supply, metering and permit rates, and public parking policies, and recommend changes that would streamline parking usage, including recommending different rate structures.

CIRC5. Partner with the BergenPAC to Create a New Parking Deck: Pursue a public-private partnership with BergenPAC to create additional parking for use by the PAC and the City based on event schedules.

CIRC6. Update Parking Deck Technology: Install real-time parking management systems that monitor parking space availability and display available space counts on digital signs both as part of on-site signage as well as integrated with downtown wayfinding signage.

CIRC7. Sell Parking Permits by Time of Day: The City can generate additional revenue and alleviate parking constraints by selling permits for residents and businesses to park in public lots on a time-of-day basis. The City could, for example, release permit-parking spaces behind City Hall or on the Veterans Park lot for general use after 6pm and restrict them again at 8am on weekdays to allow residents and shoppers to park overnight and on weekends. The City could also sell business parking permits for daytime hour slots and residential parking permits for overnight hours and weekend slots.

CIRC8. Improve Parking Signage: Update signage at public parking lots so that they clearly reflect the hours of permit-only or general-public parking established by the City's ordinance.



Figure 42. Digital parking wayfinding sign.
Source: Signal-Tech.com

CIRC9. Designate Super-Short-Term Curb Parking Spaces: Designate a limited number of spaces as maximum 10-minute parking spaces reserved for rideshare, delivery, and taxi drivers in the Downtown, to preclude them from double-parking in travel lanes.

GOAL 2. ADVANCE ALTERNATIVE MODES OF TRANSPORTATION THROUGH COMPLETE STREETS, SHARED MOBILITY, AND MICROMOBILITY PROGRAMS.

CIRC10. Complete & Green Streets Policy: Adopt a Complete and Green Streets Policy requiring that all future comprehensive street and road improvements are designed for multi-modal travel and include green infrastructure. Adoption as an ordinance will ensure more consistent enforcement than a resolution. The City should also strive to meet LEED Cities and Communities or LEED Neighborhood Development standards for multi-modal transportation accessibility and green street design.

CIRC11. Make Biking and Use of Other Small Vehicles Safer and More Convenient:

A. Mobility Sharing: Request proposals from mobility sharing providers such as bike, vespa, and scooter shares to facilitate low-cost travel options between the places where residents live, work, and shop. The City should also explore partnerships with neighboring towns to create new or expand existing mobility-share programs across municipal borders for commuters.

B. Invest in Secure Bike Racks and Lockers:

Bike-theft is a common deterrent to biking among lower income riders. Investing in highly secure bike racks or bike lockers in the Downtown, at schools and parks, and in other popular biking destinations, will help to increase bike-usage around the City. Some providers of tech-enabled bike infrastructure - such as Oonee, which has units in Jersey City and New York City - will even insure bikes parked by subscribers.

C. Assess Opportunities to Create Bike Lanes: Contract with a traffic consultant, particularly one that specializes in complete streets and bike-pedestrian planning, to identify options to improve non-motorized circulation and safety in and into the Downtown. Funding for bicycle route studies may be available from NJ DOT and North Jersey Transportation Planning Authority.

D. Provide Designated Delivery Bike Facilities: Work with the SID, DPW, Engineering, and the parking authority recommended earlier in this section to explore the installation of electric bike charging and parking racks for delivery workers who use e-bikes. Manage capacity by selling permits. Consider a location that is central to shopping locations but out of the way from high traffic roads and sidewalks such as on Palisade Avenue.

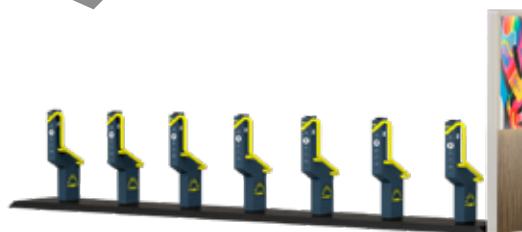


Figure 43. Oonee app-enabled bike storage.
Source: Oonee.us

CIRC12. Make Walking Safer and More Convenient:

- A. Create Walking Paths Through Large Residential Blocks:** The large lots and meandering form of suburban development in Wards 1 and 2 make it more challenging to get from those neighborhoods to the rest of Englewood by foot. Acquiring easements overtime to construct multi-modal paths that bisect large blocks could improve non-motorized transportation for residents in those wards.
- B. Make Crosswalks Senior Friendly:** Increase the number of pedestrian crossing installations that use enhanced audio, sensory, and visual cues to inform hearing and sight impaired persons that they have the right-of-way to cross the street or that they are entering bicycle and vehicle rights of way. Increase the number of flashing pedestrian crossing warning signs on high-speed roads to slow down motorists.
- C. Increase the Frequency and Safety of Crosswalks:** Consistent with LEED-ND standards, strive for an average distance of 600 feet between crosswalks, in mixed-use areas, with new two crosswalks further than 800 feet apart. Make crosswalks safer using design solutions like pedestrian bump-outs and pedestrian refuge islands that help to reduce vehicle speeds and better separate pedestrians from vehicles. Streets needing particular attention include North and South Van Brunt, South Dean Street, and Grand Avenue, which have infrequent designated crossing opportunities.
- D. Provide More Public Seating:** Give seniors and mobility impaired pedestrians more opportunities to rest, allowing them to potentially reach greater distances by foot.
- E. Increase Street Tree and Shade Structure Coverage:** Strive to meet or exceed the LEED standards for the Tree Lined and Shaded Streetscapes credit of its Neighborhood Development rating system, which includes planting trees at intervals of every 50 feet on average along at least 60% of total block length between the sidewalk and cartway, or shade at least 40% of the length of sidewalks with trees or shade structures.
- F. Safe Crosswalks to Schools and Services:** Provide a complete network of painted and signed crosswalks to provide safe pedestrian routes to schools, houses of worship, and other public or quasi-public facilities. Ensure that every intersection on blocks containing schools includes a blinking pedestrian crossing sign. Seek out technical assistance and grants from Safe Routes to School programs.

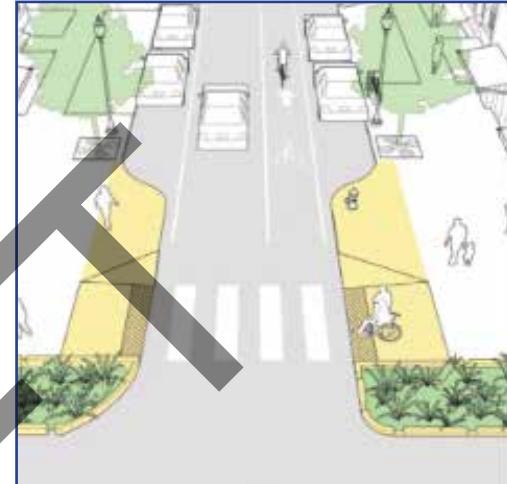
CIRC13. Facilitate Carpooling and Van-Pooling: Increase local awareness of the NJ Rideshare program that helps commuters find carpool and vanpool options, or host a local matching service. The City can also follow Jersey City's example and partner with a rideshare service to provide low-cost rideshare services to low income residents. The Board of Education may also offer monetary rewards to parents who volunteer to transport their children's

Figure 44. Sidewalk bulb/bump out.
Source: Global designing Cities Initiative

classmates to school in a carpool.

CIRC14. Explore Participation with the Northern Valley Greenway: Explore participation in the Northern Valley Greenway, so as to create options for inter-local bike routes, but do so in a manner that does not prevent or preclude revival of rail service on the NJ Transit rail line through Englewood.

GOAL 3. EXPAND TRANSIT OPTIONS THROUGH PARTNERSHIPS WITH AGENCIES, NEIGHBORS, AND BUSINESSES

CIRC15. Bus Service- NJ Transit: The City can advocate to New Jersey Transit to provide bus service that runs through Ward 3, particularly along Knickerbocker Road or Tenafly Road, to provide more convenient access to under-served residents.

CIRC16. Local Circulator Service: Pursue funding and partner with houses of worship, family service, and senior service providers to operate on-demand shuttles for seniors and low- and moderate-income residents to access services or bus stops in town. Extend outreach to neighboring towns to increase the funding capacity and range of the service. Monitor for new funding programs by the NJ Department of Transportation and the North Jersey Transportation Planning Authority for ongoing micro-transit operations funding.

CIRC17. Light Rail Service: The City should resume discussions with New Jersey Transit and Tenafly regarding Bergen-Hudson Light Rail Extension Project. Discussions should include partnerships between the State, City, and local stakeholders like Englewood Health, Englewood SID, and BergenPAC, to build new parking to be shared between commuters and surrounding businesses and housing.

CIRC18. New and Improved Bus Shelters: Partner with NJ Transit, Englewood SID, redevelopers, and other major institutions like Englewood Health and BergenPAC to create attractive, high-quality bus shelters across Englewood, especially in the Downtown and near major employment centers.

CIRC19. Intracity-Transit Options: The Council should explore other options available to provide intracity transit options, including direct service to New York City or to ferry and rail stations in neighboring towns. This may include partnership with redevelopers to share the cost of acquiring and operating shuttles.

GOAL 4. REDESIGN ROADS AND TRAFFIC PATTERNS TO MITIGATE CURRENT AND FUTURE TRAFFIC SAFETY AND EFFICIENCY PROBLEMS

CIRC20. Anticipate Future Traffic: The City should contract a team of traffic engineers and planners to project future traffic patterns resulting from the City's long term plan to satisfy its affordable housing obligation through inclusionary zoning, and provide recommendations regarding road design, infrastructure improvements, and other changes and actions the City can take to mitigate the impact of required development on the City's road infrastructure.

CIRC21. Study Worst Intersections: The City should authorize a study of its most dangerous and most congested intersections, in order to identify technological or design strategies to improve safety and circulation. According to the Englewood Police Department, the worst intersections are:

- ▶ Broad Ave/Lake St
- ▶ Broad Ave/Phelps Ave
- ▶ Broad Ave/Rockwood Pl
- ▶ Grand Ave/Bancker St
- ▶ Grand Ave/Honeck St
- ▶ Grand Ave/E Linden Ave
- ▶ Grand Ave/Palisade Ave
- ▶ S Dean St/Garrett Pl
- ▶ S. Dean St/E Linden Ave
- ▶ Van Nostrand Ave/Jones Rd
- ▶ W Palisade Ave/Knickerbocker Rd
- ▶ Tenafly Rd/W Hudson Ave

CIRC22. Deter Illegal U-Turns on Main Thoroughfares: Use mountable planted islands or plastic, flexible bollards along the centerline of Palisade Avenue and other busy roads to discourage motorists from making illegal and dangerous u-turns without prohibiting emergency vehicles from making necessary maneuvers.

CIRC23. Traffic Calming: Increase use of traffic calming design and devices such as speed bumps, speed tables, speed cushions lane narrowing, and other tools to slow down traffic in shopping areas or along major collector and arterial roads passing through residential neighborhoods.

CIRC24. Improve Lighting, Signage for Safety: Install dark-sky compliant, low-glare street-lighting to deter crime and increase visibility of crossing pedestrians and deer or other animals at night. Consider using motion sensors, and mount fixtures at heights that provide adequate visibility for safety purposes without disturbing nearby residents.

CIRC25. Improve Wayfinding: Improve wayfinding signage directing the public to parking lots and attractions in the Downtown.



Figure 46. Previously proposed Englewood wayfinding signage



Figure 45. Animal-activated warning light in Payson, AZ, triggered when large wildlife are detected near the road. Source: U.S. Department of Transportation, Federal Highway Administration article, *Advances in Wildlife Crossing Technology*, by Mary Gray.

2024 CITY OF ENGLEWOOD MASTER PLAN ELEMENT 4

SUSTAINABILITY

SUSTAINABILITY

SUSTAINABILITY ELEMENT

The Municipal Land Use Law states that the Green Buildings and Sustainability Element shall provide for, encourage, and promote:

- ▶ The efficient use of natural resources;
- ▶ Installation and usage of renewable energy systems;
- ▶ Development of public electric vehicle charging infrastructure in appropriate locations;
- ▶ Managing the impact of buildings on the local, regional, and global environment;
- ▶ Design that allows ecosystems to function naturally;
- ▶ Conservation and reuse of water and on-site treatment of stormwater; and
- ▶ Optimizing climatic conditions through site orientation and design.

VALUE OF SUSTAINABILITY TO ENGLEWOOD

“Sustainability” is a wide ranging and expansive concept primarily concerned with design that results in healthy living and working environments, efficient use of resources, long term financial savings, and productive use of land that preserves or restores natural systems, among other things. While sustainability is often thought of in the context of combating issues like pollution and climate change, sustainable practices also correspond to sound land use, construction, and property management practices and financially sustainable local budgets and economies.

Sustainability also relates to how public spaces like streets and parks are designed. The Land Use Element of this Master Plan identified three significant problems in Englewood that can be addressed through policies and investments that promote sustainability: flooding, stormwater runoff, and extreme summer heat.

GREEN BUILDINGS

The term “Green Buildings” refers to buildings that are designed with a focus on reducing the building’s impact on local and regional environment and infrastructure. They achieve this by using less energy and water than typical construction, using fewer new materials or materials that have been responsibly sourced or manufactured, generating



Figure 47. Green roof in New York City, credit The Nature Conservancy



Figure 48. Diagram on the mechanics of rainwater harvesting; Adobe Stock

less waste in construction and operation, and through other practices.

According to the United States Green Building Council, the organization behind the LEED Certification for buildings, campuses, and communities (Leadership in Energy and Environmental Design) as well as other green design and green building credentials, green buildings may cost 2% more on average to build than “conventional” buildings but can have maintenance and operating costs that are 20% less, saving money over the long term (U.S.G.B.C. article, *Benefits of Green Building*). That is because green buildings use water, materials, and energy more efficiently, and may also be able to demand higher rents or sales prices due to lower operational and maintenance costs to buyers/tenants.

GREEN INFRASTRUCTURE

Green infrastructure is the preferred method for addressing the environmental and quality of life problems plaguing urban environments like Englewood for a variety of reasons. Green infrastructure uses a combination of man made and natural materials as well as design that imitate natural drainage and ecosystem benefits- the absorption of rainwater into the ground and plants and gradual release of water into streams and sewer systems - whereas “gray” infrastructure (think concrete, asphalt) exacerbate flooding from storms and contamination of waterways. They are often more efficient than structural solutions and they improve quality of life by introducing nature into urban environments. Green infrastructure can be implemented in parking lots, on streets, on building roofs, and in parks and open space. NJ DEP’s newest stormwater management regulations require use of green infrastructure in new construction.

STORMWATER UTILITIES

In 2019, the State Legislature authorized municipalities to create Stormwater Utilities - authorities or departments dedicated to the planning, creation, maintenance, and improvement of stormwater management infrastructure. In 2019, stormwater utilities existed in over 1,700 towns and cities around the Country.

Stormwater Utilities are funded by a dedicated fee that can be levied in various ways, but the most equitable way to fund an SU is through a fee levied upon property owners based upon the amount of impervious surface on their property, in order for the fee to reflect the relative impact that property has on stormwater running off into surrounding roads, properties, and water bodies. Fee amounts are determined based upon a feasibility study conducted early in the process, which determines what activities or resources will need to be funded as well as what the impact would be on the community from different fee structures. However, fees must be proportionate to a site’s impact on stormwater.

As of the writing of this Master Plan, two New Jersey cities have created stormwater utilities: New Brunswick and Newark. New Brunswick charges a \$77 annual fee for every 2,102 square feet of impervious cover on a developed property. The City also allows property owners to adjust or receive credit against their assessment if their properties have on-site stormwater management systems or



Figure 49. Examples of small-scale stormwater infrastructure, from NJ DEP’s Resilient Landscapes guidance document.

have green infrastructure.

Stormwater Utilities have a number of advantages. They place the financial burden of stormwater management on properties that most burden stormwater systems. They can generate revenues for stormwater management from improvements and properties that are typically not taxed, including parking lots and tax exempt users like churches. They ensure that there are dedicated funds in every budget year to manage and improve stormwater infrastructure, rather than being subject to fluctuations in tax revenue and changes in political attitudes.

BLUE ACRES AND GREEN ACRES

The NJ DEP's Blue Acres program assists local governments with the acquisition and demolition of flood prone buildings and properties and the restoration of those properties to help neighborhoods better withstand flooding. Green Acres, also a DEP program, assists with the costs of acquiring and developing lands for open space and recreational purposes. Open space can be designed to serve the dual purpose of providing recreational opportunities and reducing flooding on adjacent properties.

COMMUNITY ENERGY PLANNING

In recent years, solar energy has become one of the most affordable sources of energy thanks to a combination of improved efficiency, organizational infrastructure, and a surge in public subsidies. Solar has become an even more important part of the grid's energy mix as more motorists switch to electric cars, putting a greater strain on utility providers to power the grid. Solar energy installations on public buildings help local government save money on utility costs.

As the electric vehicle and renewable energy transition advances, the City should take action to ensure that their benefits reach low- and moderate-income households as well as small businesses and property owners in the City.

COMMUNITY SOLAR

Community solar is an arrangement in which multiple users - which can include households, businesses, and even government entities - subscribe to or even own a share of a large-scale solar energy facility. The New Jersey Board of Public Utilities hosts the Community Solar Energy Program (CSEP), which oversees the development and management of Community Solar projects in New Jersey. Through this program, solar developers construct a solar

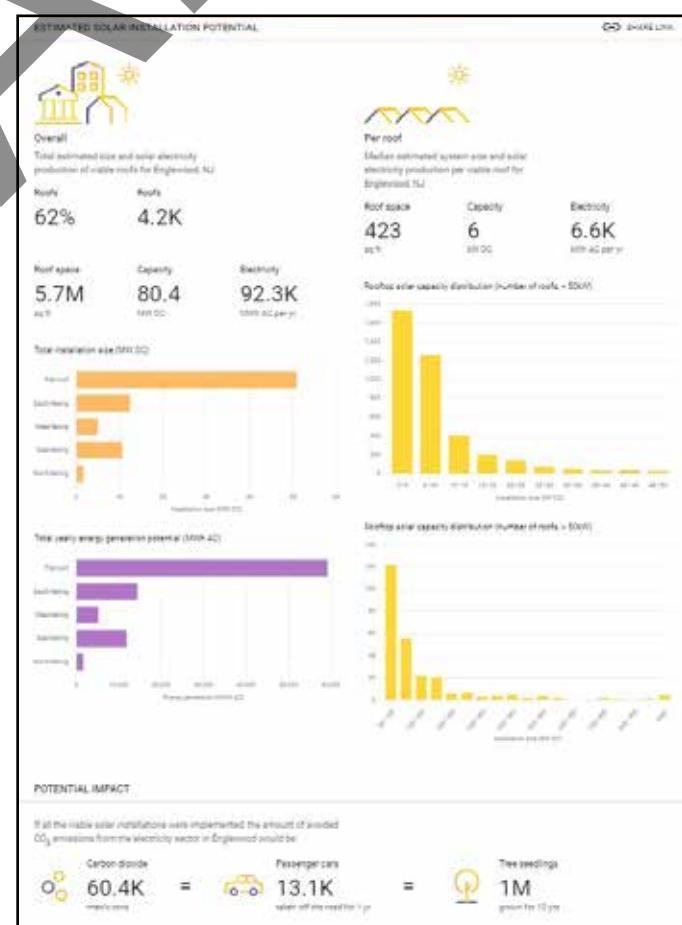


Figure 50. Solar energy generation potential in Englewood, as estimated by Google Project Sunroof.

energy project - typically on a rooftop of a large industrial building, or possibly a contaminated stretch of land unsuitable for other development within a utility provider's territory (such as PSE&G). Customers of that utility provider within a certain distance of that solar energy project can "subscribe" to that project and receive a credit towards their utility bill for their share of the energy generated from that site. The customer receives a set discount on the energy purchased from the solar project, compared to the rate that would have been paid for the same amount of energy from the utility provider. Under the CSEP program, low- and moderate-income households are required to not only have priority for the first 50% of capacity of the solar project, but are also given an even steeper discount on their subscribed energy purchase than higher income households. This makes community solar an effective way to make cheaper energy available to renters or to households that cannot afford to install solar on their homes.

The City can take a number of actions to promote Community Solar projects, including:

- ▶ Ensuring that zoning and land use regulations are in place that remove barriers to large scale solar projects on rooftops, parking lots, and vacant, contaminated sites;
- ▶ Engaging with solar developers to put community solar projects on municipal properties;
- ▶ Connecting owners of buildings with large roof space with solar developers who would lease that roof space for energy production.

ELECTRIC VEHICLES

As electric vehicle technology has improved over the past two decades, EVs have grown in popularity and affordability. According to NJ DEP's Drive Green website, EVs (including both plug-in and battery-only EVs) comprised 2.59% of all registered vehicles in March of 2024 and 11.6% of all new vehicles sold in the first quarter of the calendar year, with battery-only vehicles representing the majority of those registered.

An amendment to the Municipal Land Use Law requires electric vehicle

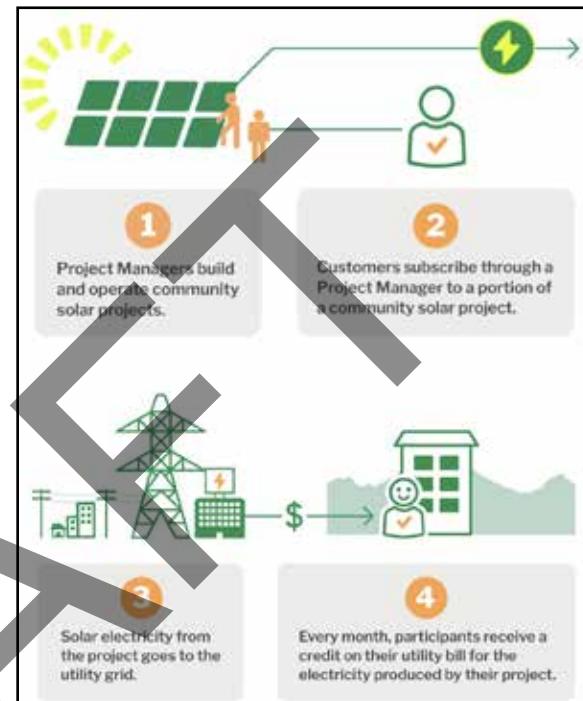


Figure 51. How Community Solar Works; Credit: Neighborhoodpower.com.



Figure 52. CO₂e emissions by vehicle fuel type in New Jersey and Nationally

charging spaces to be provided as part of any new construction or site plan approvals for multi-family housing or non-residential sites that result in an increasing parking. Those who reside in houses with their own driveways or garages can easily install EV charging equipment. However, those who live or work in existing apartment, office, or other non-residential buildings that are not affected by this law and which have not voluntarily installed EV charging equipment have limited opportunity to charge their vehicles.

The NJ Board of Public Utilities, NJ DEP, and utility companies like PSE&G are providing financial incentives for the purchase and installation of EV charging equipment. Additionally, the Federal Inflation Reduction Act provides a tax credit for purchase and installation of EV chargers. The Direct Pay component of the Inflation Reduction Act allows municipalities to receive a payout comparable to the tax credit available to private filers.

While the City cannot force property owners to install EV equipment, it can conduct outreach to large employers and landlords to encourage action. It can also donate equipment to low-income housing sites as a demonstration activity and to help low- and moderate-income households access charging infrastructure.

DRAFT

SUSTAINABILITY RECOMMENDATIONS

GOAL 1. PROMOTE GREEN BUILDING PRACTICES

Zoning and policies can be used to a limited extent to encourage builders to adopt Green Building practices that benefit the community by reducing the toll development takes on, for example, stormwater and water systems, reducing the heat effect from new buildings, or adaptively reusing buildings with desirable historic character.

SUS1. Waive or Reduce Fees, and/or Expedite Review of Projects Achieving LEED or other Green Building Certification: The City can also establish certain LEED scoring criteria that must be met for the project to qualify for fee waiver/reduction or expedited review, such as providing structured parking on-site, reducing stormwater runoff, reusing rainwater and greywater (water that has been used but does not carry pathogens), or other criteria that reduces the strain on local systems or improves quality of life for residents.

SUS2. Provide Density Bonuses or other Incentives: Create incentives through zoning and redevelopment plans to encourage desirable green building practices, such as additional densities, heights, or reduced setbacks in exchange for green roofs, urban-heat reducing building materials, public gardens, and the like. Monitor success of zoning updates in Newark that require green building practices.

SUS3. Enhance Green Building Design Standards: Enhance the Green Building design guidelines already in the City's Land Use Code.

SUS4. Adopt a Green Building Checklist: Require developers to submit with their development applications a checklist that identifies green building practices proposed with any new construction or change of use or renovation projects.

SUS5. Provide Information About Green Building Incentive Programs: Include in all development application packages information about funding available from the NJ BPU, PSE&G, and other sources to assist with green building and energy efficiency practices.

SUS6. Seek LEED for Cities and Communities Designation: Adopt a resolution setting a goal of achieving LEED for Cities and Communities Certification by accomplishing the requirements set forth in the LEED for Cities and Communities guidance document.

SUS7. Pursue Sustainable Jersey Gold Certification: Adopt a resolution setting a goal of achieving Sustainable Jersey's gold rating for municipal sustainability.

GOAL 2. REDUCE HAZARDS FROM STORMWATER AND FLOODING

SUS8. Ally with Watershed Neighbors: Form an inter-local alliance with other municipalities on Overpeck Creek or in the surrounding watershed to collaboratively address flooding and water quality issues, and to save money and time on preparing the City's required Watershed Improvement Plan.

SUS9. Explore the Creation of a Stormwater Utility: Obtain grants and other assistance to fund a stormwater utility feasibility study to determine whether a Stormwater Fee Assessment and dedicated utility will help the fund needed improvements to its stormwater infrastructure and incentivize large property owners to reduce their fee burden with green site design. Monitor the success of programs in New Jersey (New Brunswick and Newark) and elsewhere

across the country.

- SUS10. Adopt-a-Catch Basin Program:** Start a volunteer program to encourage local businesses and institutions to take responsibility for cleaning catch basins and storm drains in exchange for recognition and awards from the City, similar to adopt-a-highway programs.
- SUS11. Real Time Flood Reporting:** Publicize a hot-line to call and report the location of flooding and ponding as it occurs during major storms. Explore mobile and web-enabled tools that allow users to map locations of flooding as it happens.
- SUS12. Stormwater Discharge:** Prohibit and enforce the removal of all drainage pipe or leaders from directly discharging stormwater into the public right-of-way and require any new discharge to be directed to a bioswale (landscape swale) or other landscaped depression at a minimum of 10 feet from any public right-of-way.
- SUS13. Establish Green Streets Policy:** Ensure that all future improvements to streets and sidewalks include green infrastructure and design like permeable pavement, bioswales, and planting of shade trees.
- SUS14. Strengthen Stormwater Management Requirements:** Review stormwater management ordinances and ensure they meet or exceed DEP requirements, with particular consideration to the unique stormwater runoff issues affecting Englewood.

GOAL 3. FACILITATE RENEWABLE ENERGY GENERATION AND THE ELECTRIC VEHICLE TRANSITION

- SUS15. Participate in Sustainable Jersey & NJ BPU's Community Energy Plan Program:** Adopting a Community Energy Plan in future rounds of this program may increase the City's eligibility for implementation grants from the State toward energy and electric vehicle projects.
- SUS16. Ensure that Zoning Clearly Permits Solar:** Review the zoning ordinance to ensure that private and public solar energy projects and installations are permitted by the zoning ordinance and not subject to overly burdensome standards (i.e. Design, aesthetics, setbacks) and that fees related to such projects are easy to determine early in the process.
- SUS17. Establish Standards for Battery Storage:** Ensure that the City's code allows for small scale battery storage for dwellings and individual buildings. Explore enhanced ordinance standards to zone for large-scale, utility-side battery storage projects in industrial zones. Request fire officials' review of proposed ordinances.
- SUS18. Facilitate Community Solar Projects:** Work with community solar developers and large property owners to install community solar projects on rooftops of large public and/or private buildings so that residents can benefit from reduced energy costs, particularly low-



Figure 53. Solar canopies over parking at the Liberty Science Center. Source: LSC.org, “LSC is going green(er)”.

and moderate-income residents.

SUS19. **Designate Discounted Solar Vendors:** The City can use the Request for Proposals process to request proposals to private solar installation companies to provide solar installation services in Englewood at a discounted rate in exchange for the City identifying the vendor as its recommended installer.

SUS20. **Install Public EV Charging Stations:** Use grants and other incentives to fund the installation of EV charging equipment in public parking facilities and even curb parking spaces.

SUS21. **Advocate for Workplace EV Parking:** Encourage the City's largest employers to install EV charging spaces in their parking decks, in order to encourage employees to transition to electric vehicles and to attract and accommodate EV-driving customers.

SUS22. **Assist Car Dealerships with Acquiring EVSE:** Explore partnerships with local car dealerships to assist them in accessing grants and other incentives to install EV charging equipment.

GOAL 4. MITIGATE HEAT AND IMPROVE AIR QUALITY

SUS23. **Review DEP Tree Ordinance:** Ensure that the City's Tree Replacement Ordinance meets or exceeds the standards and intent of the DEP's model ordinance, and comply with all other Tree Replacement requirements.

SUS24. **Maintain Tree Inventories and Plans:** The City should conduct tree inventories and maintain urban forestry plans in order to be eligible for grants and assistance from the NJ DEP's Community Forestry Program, the USDA, and other agencies, to ensure that it has adequate and healthy street trees to provide shade in its shopping districts and residential neighborhoods **and to improve air quality**.

SUS25. **Offer Front Yard Trees:** The City can fund or apply for funding for a program that offers to plant trees in residents' front yards or in the curb strips in front of their properties at no cost in order to increase shade tree canopy cover.

SUS26. **Require Landlords to Install Air Conditioning Units:** Residents in older apartment buildings or rental houses may not have air conditioning units and may have difficulty affording or installing units. The City should consider adopting an ordinance requiring landlords to install air conditioning units into every rental apartment or house. The use of those units can be left to the discretion of tenants.

SUS27. **Distribute Information about Energy Savings Programs:** Work with PSE&G to share information with residents about programs that help to reduce energy costs, particularly for low- and moderate-income households, so they can better keep their



Figure 54. Benefits of urban trees; Adobe Stock

homes warm or cold as weather becomes more extreme. **Similarly, work with PSE&G to increase awareness of programs to assist property owners to improve energy efficiency to reduce air pollutants related to home heating and cooling.**

SUS28. Promote Electric Vehicle Adoption: Use available resources to expand the City's electric and alternative fuel vehicle fleet and to advocate for the adoption of EVs and AFVs by City residents and businesses to reduce local sources of air pollution.

GOAL 5. SUPPORT HEALTHY AND RESILIENT ECOSYSTEMS

SUS29. Support a Robust Ecosystem: Utilize native plants in parks and landscaping areas, support or create pollinator gardens, and take other actions that support and create habitats for native plants, animal, and insect species that enforce a strong natural ecosystem.

A. Collaborate on Wildlife Management: Work with the County, NJ DEP, and the Flat Rock Nature Center to identify solutions and establish best practices for wildlife management, with the objective of balancing public health and safety with the wellbeing of deer and other local animal populations.

SUS30. Require Black Sky Compliant Lighting: Adopt dark sky lighting requirements based upon the Illuminating Engineering Society's Model Lighting Ordinance



Figure 55. Dark Sky Compliant Lighting Fixture.
Source: Darksky.org

2024 CITY OF ENGLEWOOD MASTER PLAN ELEMENT 5

COMMUNITY FACILITIES

COMMUNITY FACILITIES

A Community Facilities Master Plan Element is a discretionary element described by the Master Plan as a plan element “showing the existing and proposed location and type of educational or cultural facilities, historic sites, libraries, hospitals, firehouses, police stations and other related facilities, including their relation to the surrounding areas.”

CITY GOVERNMENT AND SERVICES

Most of the City's facilities dedicated to administration, governance, and public and emergency service are located in and around the City's Downtown. These include:

- ▶ City Hall
- ▶ Police and Fire Department Headquarters and Court Complex
- ▶ Englewood Public Library

CITY HALL

City Hall is located at the intersection of West Palisade Avenue and Van Brunt Street. It is located adjacent to the railroad tracks that bisect Englewood, and is located just down the block from BergenPAC. City Hall lacks a public parking lot, so visitors must find parking elsewhere in the Downtown. The building, constructed in 1922 has not seen substantial improvement or maintenance in several decades, and the space does not meet the City's current or future needs. The City has been looking for opportunities to relocate operations to a new location that may include the creation of new structured public parking facilities.

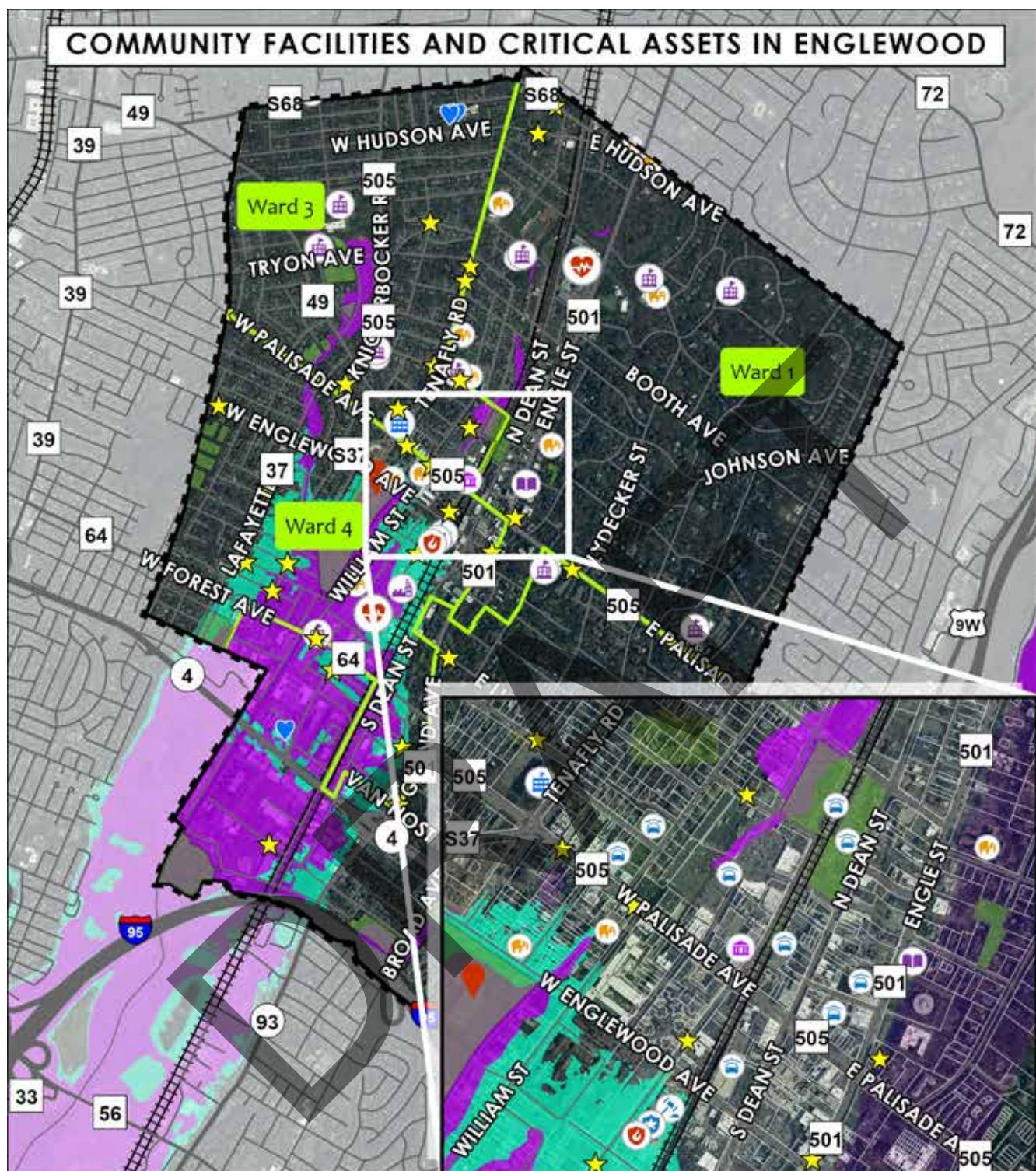
The City Hall property is zoned D-1b, which permits retail, restaurants, arts and art-adjacent uses, commercial services, offices, hotels, apartments above ground-floor commercial uses, and public facilities.

POLICE/FIRE/COURT COMPLEX

The Police and Fire Department Headquarters and the City's Court building are located in a complex of buildings on South Van Brunt Street between Englewood Avenue and Jay Street. The complex (initially constructed in the 1980s) has limited on-site parking, and visitors can park in the Dean Street garage across Englewood Avenue or a surface lot across South Van Brunt Street. In addition to regular Court functions, the Court-room serves as meeting chambers for City Council. The Fire Headquarters portion of the complex was constructed in 2015. The buildings are partially within FEMA's 500-year floodplain and NJ DEP's Regulatory Flood Hazard Area, which is 3-feet higher than the 100-year floodplain mapped by FEMA and even higher and wider spread than FEMA's 500-year flood plain on portions of the tract.



Figure 56. DC Raymond C Wright Public Safety Complex.



- Public Parking
- Child Care Facility
- Municipal Court
- Fire Station
- Police Headquarters
- Public Works
- Englewood Boundary
- Ward
- Railroad
- SLR 5FT
- Place of Worship
- City Hall
- Ice Arena
- Nursing Homes and Assisted Living
- Liberty School
- Schools
- Library
- Health Centers and Hospitals



DMR
ARCHITECTS

Map 22. Community and Critical Facilities in Englewood, over FEMA 100-year floodplain and projected floodplain in 2100 (+5 feet)

PUBLIC LIBRARY

The uniquely circular library building was constructed in the middle of the 20th century and is located on Engle Street between Bergen Street and Spring Lane, on the edge of the Downtown. According to library staff, the Library is the closest facility the City has to a community center, as it hosts a range of events and meetings and serves as Englewood's cooling and heating center during extreme weather. Library staff indicate that the Library is outdated and that there are challenges to meeting residents needs. Specifically noted were lack of parking, ADA non-compliant facilities, and a space to meet all of the demands of a modern library, particularly due to the amount of new space dedicated to computer areas. The Library received a \$2.5M grant in late 2023 to mitigate these deficiencies.



Figure 57. Conceptual plans for Library Lobby

EDUCATION

There are four (4) public, one (1) charter, and six (6) private schools in the City of Englewood, with five (5) of them in the northwest corner of the City. Three (3) of the private schools are religious. According to NJ Department of Education data, Englewood's public and charter schools saw a decline in enrollment of just over 200 students between the 2014-15 and 2022-23 school years, consistent with the trend of a shrinking school age population seen in communities around New Jersey, and the broader trend of young adults having fewer or no children. Unless there is a significant change in fertility trends, the Englewood School District will likely continue to see a decline in student enrollment, starting in elementary schools. This may allow for changes in the needs and utilization of space in the City's public school buildings, and create opportunities for shared or multi-use spaces.

Chart 11. **School Enrollment: 2014-15 vs 2022-23 School Years**

SCHOOL NAME	TOTAL ENROLLMENT 2014-15	TOTAL ENROLLMENT 2022-23
DONALD A. QUARLES EARLY CHILDHOOD CENTER	454	431
DR. JOHN GRIECO ELEMENTARY SCHOOL	594	343
DR. LEROY MCCLOUD ELEMENTARY SCHOOL	551	481
DWIGHT MORROW HIGH SCHOOL/ACADEMIES@ENGLEWOOD	1089	1068
JANIS E. DISMUS MIDDLE SCHOOL	404	541
TOTAL	3,092	2,864

OTHER FACILITIES

ENGLEWOOD HOSPITAL AND MEDICAL CENTER

The hospital and medical center complex is located between Engle and North Dean Streets, at Glenwood Road, and includes several connected medical facilities and centers as well as two parking structures.

The hospital is zoned R-D, where hospital uses are not a permitted use. Consequently, any expansion of the hospital use or its facilities must be reviewed by the City's Zoning Board of Adjustment as a variance under N.J.S.A. 40:55D-70(d) for new expanded nonconforming use(s), which requires stricter scrutiny than variances simply for deviating from permitted bulk requirements such as setbacks from property lines or building coverage on a lot.

The absence of zoning for hospital uses on the tract has several downsides. It imposes an additional cost to the hospital to go through the enhanced variance review process for site improvements that might result in larger building size or allow for “intensification” of the hospital use; it places a burden on the Zoning Board to not only continue to hear applications for site improvements but to do so without any basis for judging what an acceptable hospital use or building looks like; and it deprives the City of the ability to set in law its vision for the hospital site and the site’s relation to the surrounding neighborhoods.

BERGEN PERFORMING ARTS CENTER

The BergenPAC is located in the heart of the Downtown at 30 Van Brunt Street. The 1,367 seat theater is located at the former John Harms Center. Built in 1926 and used as a movie theater until 1973, it was re-opened under the leadership of John Harms in 1976 as a performing arts center until it shut its doors again in 2003. Two weeks later an initiative was launched by community leaders to restore the performing arts center.

As stated in the 2014 Master Plan, “The BergenPAC is an important community and regional resource and destination. It hosts a full calendar of performances by popular musicians and an array of performing arts related programming for children. Part of BergenPAC’s mission statement is to expose as many children as possible to the arts and to provide a place where they can learn and experience the arts. The education program at BergenPAC features a series of classes, school residencies, workshops, live performances, student productions, and ensemble groups in the performing arts for students up to the age of 21 ... The education program provides students with unique and hands-on arts training by industry professionals that allow them to gain real world experience and enhance academic achievement through the arts. BergenPAC’s arts education initiatives occur on-site in the BergenPAC facility and off-site at schools.”

Since 2014 the PAC has opened a Performing Arts School at One Depot Square at the building formerly known as Bennett Studios. The School provides performing arts education programs for children and adults 3 months and older, boasting annual enrollment of 1,200 students in addition to as many as 30,000 students served through community outreach programs each year. The building is owned by the City, but leased to the PAC.

LIBERTY SCHOOL

The Liberty School, also known as the Dr. Leroy McCloud Elementary School, is located at 325 Tenafly Road (Block 613, Lot 13), at the northwest corner of the Englewood World War Memorial. The building dates to 1901, and the City of Englewood Historic Sites Survey conducted in 2001 notes that the building exhibits Jacobean Revival style of architecture.

The building was acquired by the City in 2003 along with the former Lincoln School building for \$11.5 million. An adaptive reuse study was completed in 2010 that identified three potential ways to adaptively reuse the Liberty School building: housing, a community center, or a performing arts



Figure 58. Liberty School building, as seen from Tenafly Road

school. The study determined that adaptation of the building for housing would be cost prohibitive, and estimated that rehabilitating the building for use as a community center would cost between \$9.5 and \$13.7 million, not including long-term maintenance and operation (\$13.6 to \$19.7 million in 2024 dollars, after accounting for inflation).

While there have not been any follow-up studies in the subsequent 14 years, the cost to rehabilitate the building in 2024 would likely be greater not just due to inflation but also due to another 14 years of age added to the structure.

The building has the potential to be adaptively re-engineered to meet current and future needs for the City. The 2024 Master Plan Survey included a question asking the public how they would prefer for the City to re-use the Liberty School. The plurality of respondents to the question, including a plurality of those who wrote-in their answer, and the majority of residents that participated in the 2024 Master Plan public workshop events, indicated a preference for re-purposing the building as a community center or senior center.

The property is currently zoned D-2a, which would permit a variety of downtown-edge uses if the building were to be sold to a private developer, including apartments and townhouses, retail and services, art and performance, health clubs, public parking, and even drive-through restaurants and services.

COOLING FACILITIES AND SHELTERS

The City has three evacuation shelters in the northwest. Other shelters are nearby in neighboring Englewood Cliffs, Teaneck, and Leonia. The City has also designated the Library as its cooling center for individuals to shelter during the day during high heats. The City should ensure that these facilities are equipped with generators and even rooftop solar equipment to ensure continuous power is available during emergencies and heatwaves. The City should also work with the appropriate parties to designate at least one shelter as pet-accommodating, so that no lives are lost due to residents unwilling to abandon their pets.

FACILITY RESILIENCE AND CONTINUITY OF SERVICE

Power grids will face challenges over the coming decades due to changing climate. In addition to the risk storms and floods damaging electrical infrastructure and causing power losses, extreme heat events - which will occur more frequently - will also place greater strain on the electrical grid.

The loss of power to public facilities or even critical non-public facilities like Englewood Hospital, child care facilities, or low-income and senior-housing facilities, can significantly disrupt the lives and wellbeing of local residents or the economic conditions for local businesses. Englewood's critical facilities are largely located in close proximity not only to each other but to the City's economic and cultural core in its Downtown.

Micro-grids and District Energy Systems are systems in which buildings over a limited geography are



Figure 59. How a microgrid works. Source: Franklinwh.com

served by a dedicated energy management system that can supplement, replace, or serve as a backup to regional power systems. They may involve interconnected solar panels and energy management systems that provide electric backup only, or they may involve small power plants that provide heating, cooling, and energy to participating properties.

Establishing localized energy systems can ensure that critical facilities and even non-critical businesses and services have adequate power at all times, but also can generate revenue when power is not needed thanks to net metering, which allows excess power generated by the micro-grid or district energy system to be sold back to PSE&G when not needed on-site. Placing solar panels on schools and other critical public buildings will ensure that those buildings can continue to operate and provide life-saving air conditioning during extreme heat events, when power-grids face greater strain.

COMMUNITY FACILITIES RECOMMENDATIONS

GOAL 1. PLAN FOR NEW AND RELOCATED FACILITIES

CF1. Rehabilitate Liberty School for a Public, Community, or Beneficial Use: Commission an updated study to determine if the building can feasibly be retrofitted for modern, public use. The study should explore whether the building can support additions to the rear or above the existing structure without compromising the building's historic character, and what public or beneficial uses the interior of the building would accommodate.

- A.** Public or beneficial uses may include a community center, new City Hall, senior housing or assisted living, workforce housing (affordable to households earning 80% to 120% of a median income), or other public or not-for-profit uses and activities.
- B.** Consider changing the zoning of the Liberty School property to prohibit housing on the site unless it is developed by the City or in partnership with a non-for-profit entity and constitutes an inherently beneficial housing use.

CF2. Identify a Suitable Location for a Community Center: In addition to considering the Liberty School for a future community center, consider other suitable options in and around the Downtown, including existing publicly owned land as well as any private property that meets the criteria for designation as an area in need of redevelopment.

- A.** Consider exploring the feasibility of placing the Community Center above the proposed rebuilt Wright Arena and public pool building. This will require the City to seek waivers/variances from the State and Federal funding agreements applicable to Mackay Park, and may even require a land swap or expenditure of public funds to receive permission to place a Community Center on Mackay Park.

CF3. Partner with Institutions: Partner with local institutions like BergenPAC and Englewood Health to fund programs and services to be provided in the Community Center, including performing arts education and health services.

CF4. Future City Hall: The City can plan to construct a municipal complex that includes additional parking for the Downtown or future light rail stations, new library facilities, and a new City

Hall. The block across the train track from the current City Hall, located on East Palisade Avenue between Dean Street and the railroad tracks, has been discussed as an option but would require adaptive reuse or removal of historic buildings to create a meaningfully large development. Other options to consider include:

- ▶ West Street between Tallman Place and Demarest Avenue;
- ▶ The block between William Street, Englewood Avenue, and Armory Street;
- ▶ North Dean Street and Park Place;
- ▶ South Dean Street and Englewood Avenue;
- ▶ **The existing Court House and Police Complex:** This option would allow the City to replace the nearly fifty year old two-story building with a more modern, multi-purpose, multi-story municipal complex, and may even be able to accommodate structured parking;

CF5. Expand Library Offerings: Expand the range of resources and materials that can be borrowed from the Library, including tools, clothes, cookware and bake ware, lawn care equipment, electronics like CD and floppy disk readers, and other tools and equipment that help low-income households affordably improve their quality of life.

CF6. Coordinate with School District: Monitor enrollment trends and work with the School District to determine if declining spatial needs present opportunities to create spaces for community services or municipal functions.

CF7. Downtown Police Presence: Consider a satellite police office or kiosk on Palisade Avenue to create a permanent police presence and enhanced sense of safety for downtown patrons concerned about crime.

GOAL 2. PREPARE FACILITIES FOR CLIMATE RESILIENCE

CF8. Establish Microgrids or District Energy Systems: To provide continuity of service following environmental disasters, provide backup power when extreme temperatures place a strain on the utility grid, and reduce energy costs for the City and for businesses and residents served by the microgrid or energy district.

CF9. Future City Facilities: Adopt a resolution establishing a long-term policy of locating City administrative offices and public safety facilities outside of floodplains projected for the year 2100. Work with large-tract redevelopers to provide new police, fire, and EMT facilities outside of projected floodplains and high-tide inundation areas.

CF10. Host Community Solar Projects: Contract with a solar developer to create a community solar project on a large municipal building such as the ice rink in MacKay Park or the Court/Police complex through NJ BPU's community solar program. This may compete with or compromise any micro-grid projects involving these facilities, however.

CF11. Upgrade Municipal and School Energy Systems: Take advantage of financing and grants available from the NJ BPU and PSE&G to upgrade to energy efficient appliances, install solar panels, improve insulation, or make other energy saving improvements on public buildings and schools. These programs protect the City and schools from rising costs of energy, abating the need to raise taxes over time.

GOAL 3. PROMOTE PUBLIC ARTS AND ART PROGRAMMING

CF12. **Establish a Joint Public Art, Creative Placemaking, and Arts Education Program:** Form a program that combines the resources and knowledge of the Engineering, Public Works, and Recreation Departments to coordinate arts education and recreation programs and to work with artists to create public art at public buildings and in public rights of way. Engage BergenPAC, the Englewood SID, and other institutions as partners.

CF13. **Public Arts Master Plan:** Consider developing a Master Plan for Public Art installations in the Downtown and open space areas of the City to establish appropriate locations and scale for sculpture, murals and street art.

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2024 CITY OF ENGLEWOOD MASTER PLAN

ELEMENT 6

**OPEN SPACE AND
RECREATION**

OPEN SPACE AND RECREATION

There are more than 15 public parks in the City, the largest of them being Mackay Park in the center of the City and Flat Rock Brook Nature Center along the southeast border. Argonne Park on the City's west side and Overpeck Golf Course on the westernmost part of Cedar Lane are mostly within neighboring Teaneck.

The City created the OS Open Space zone per the recommendations of the 2014 Master Plan to help to preserve open space for recreation and quality of life. Properties in the zone include recreation areas as well as areas preserved for stormwater management and for buffering residential neighborhoods from highway noise.

A dataset published by the New Jersey Department of Environmental Protection identifies more than 232 acres of preserved public open space in the City, all of which is considered to be protected by the DEP's Green Acres open space creation and preservation program as a condition of funding the City has received through the Green Acres program. These 232 acres do not include tens of acres of recreational facilities associated with the Englewood School District nor the dozen acres of City-owned vacant and wooded lots used for drainage, stream protection, or highway buffers along NJ Route 4.

According to the Trust for Public Land's ParkServe mapping and data analysis tool, 90% of Englewood's residents live within a 10-minute walk from a park. Unique to Englewood is that the neighborhoods least accessible to parks are the easternmost areas of the First and Second Wards, where there is little to no public open space but substantial private open space due to larger single-family lot sizes. Whereas 94% of low-income residents live within 10 minutes of a park, only 87% of high-income residents live in such proximity, due to the greater concentration of parks on the western (lower-income) side of the City. Children younger than 19 and adults older than 64 have slightly less park access than adults aged 20 to 64, with 88% of the former living 10-minutes or less from a park compared to 91% of the latter.

For comparison, ParkServe estimates that only 75% of people in the New York City metropolitan Area, which spans northern New Jersey, Southern New York, and Eastern Connecticut, live within a 10-minute walk of a park, with 72% of seniors, 75% of children, and 84% of low-income residents having such access.

The Bergen County 2019 Parks Master Plan indicated that Englewood is "very underserved", having just 5.28 acres of open space per 1,000 residents. The analysis under-counted the open space inventory by approximately 89 acres from Flat Rock Nature Center (reporting 143 acres rather than

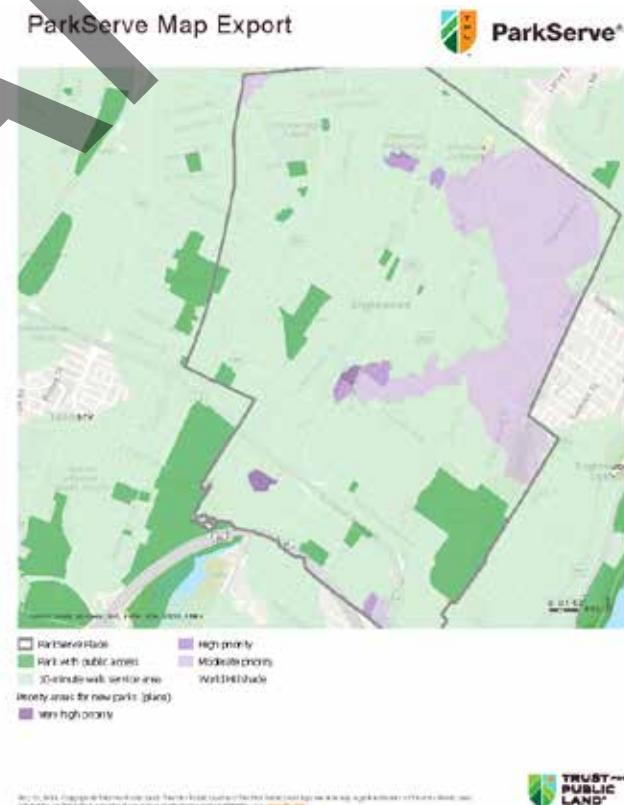


Figure 6o. Trust for Public Lands ParkServe Map of Englewood

ENGLEWOOD CITY PARKS BASEMAP



232 acres), making the actual ratio 8.54 acres per 1,000 residents, which would improve the City's score to "slightly underserved".

PUBLIC PERCEPTION AND OTHER ISSUES

Participants in the 2024 Master Plan public outreach events indicated that they were dissatisfied with the condition and safety of the City's parks.

Playgrounds and non-programmed open space in the City's parks generally lack shade structures or trees to protect visitors and playing children from the sun.

MACKAY PARK

MacKay Park occupies 28.6 acres in the center of the City, just south of the downtown, and is home to playgrounds, athletic fields, recreational equipment, and open space for passive recreation. It is also home to the Mackay / John T. Wright Ice Rink and a public swimming pool.

A Visioning Plan for MacKay Park was created in 2015, which contained recommendations for upgrading and replacing facilities, improving access to the Park from surrounding neighborhoods, and programming for various events and amenities. Portions of the Plan have been implemented - namely the introduction of play and exercise equipment behind the gatehouse. In most other respects, the 2015 Grand Vision of the 2015 plan has not been implemented.

The triangular southern tip of MacKay Park sits between Overpeck Creek and Metzler Brook. The Park is almost entirely within the 100-year flood plain, meaning that in severe storms like Superstorm Sandy or Hurricane Ida the Park is nearly completely under water. As one of the few under-developed pieces of land in the City's flood-plain threatened region, the southern portion of the park is an underutilized asset for repelling or retaining floodwaters that would otherwise harm surrounding



Figure 61. Niwot Children's Park, Niwot, CO, is encircled by trees and includes trees in its center to provide broad shade cover. Credit: Landscape Structures Inc.



Figure 62. Grand Vision from 2015 report, *A New Chapter for Mackay Park -Englewood's Central Park for Everyone.*

neighborhoods.

The Park has a shortage of shaded areas along the paths circling the park and near the sports facilities or playgrounds, depriving users of adequate refuge from the sun in increasingly hot weather. Providing greater tree coverage would help protect children and the elderly from heat related illnesses and injuries.

As nearly 10 years have passed since the writing of the 2015 MacKay Park plan, a Plan update may be due in order to address worsening flooding and heat, to revisit the uses proposed in the Plan to account for more recent trends like pickleball, and to ensure that the recreational interests of all demographics are well balanced in future improvements.

JOHN T. WRIGHT ARENA AND MACKAY PARK POOL

The Ice Rink in Mackay Park was built more than 40 years ago using federal funds, and is overdue for substantial improvement. The City is pursuing services to renovate or replace the Ice Rink and public pool with a more modern facility that can be occupied year-round. Improvements being considered include new water pumps, filtration systems upgrades, and concrete deck improvements. The City is also exploring the option of replacing the current pool with an Olympic-size swimming pool with the possibility of a dome or bubble structure, which would offer more flexibility and options for use.

PARKS AS RESILIENCE INFRASTRUCTURE

Englewood has an abundance of public open space in the parts of the City that are most vulnerable to flooding and extreme heat. In addition to providing spaces for active and passive recreation, parks can be designed to cool off surrounding neighborhoods, to absorb and hold stormwater, and to buffer neighborhoods from flooding.

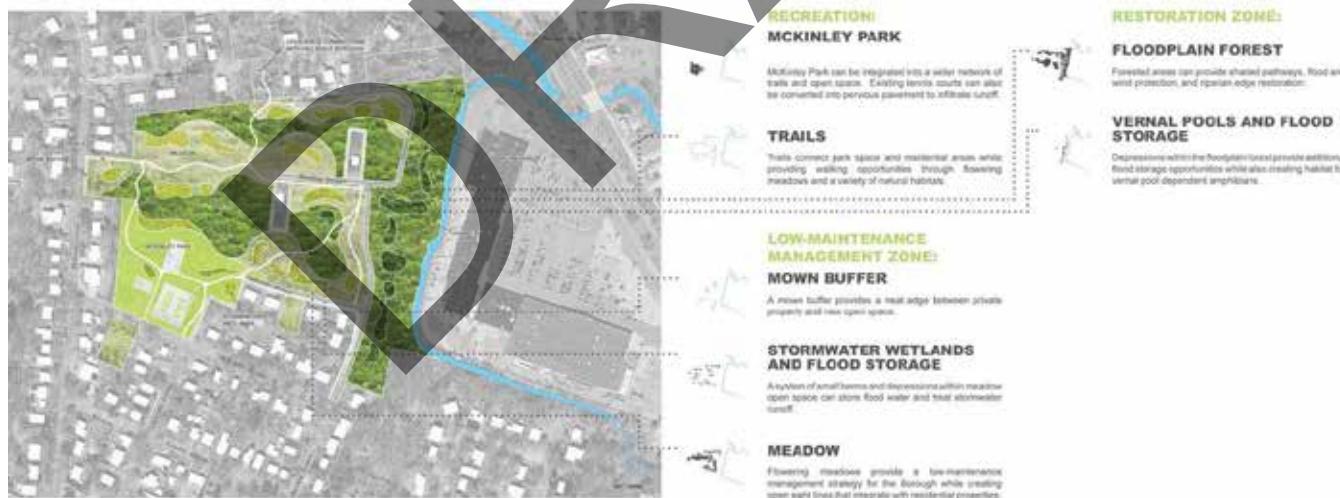


Figure 63. Resilient park designed to reduce harm from flooding. Credit: Rutgers Cooperative Extension, obtained from NJDEP's publication, Creating Flood-Resilient Landscapes.

Strategies include planting more trees, engineering wetlands along streams, planting rain gardens and bioretention basins, and erecting berms. As flooding in the City becomes more severe, the City may have opportunities to buy-out flood-damaged private properties and "renature" them for public open space purposes. Taking this action will not only increase the public's access to open space but create opportunities to use open space in the flood zone to mitigate flooding and to utilize for

stormwater management purposes. Playing fields can be enclosed in a bowl-shaped berm that allows the field to hold water during major storms. Paved courts can be designed with permeable pavement that helps rain to be absorbed into the earth, reducing runoff elsewhere.

FUNDING OPEN SPACE IMPROVEMENTS AND PROGRAMMING

The City's Parks and Recreations Department and improvements to the City's parks and recreational facilities are funded through general taxes and fees, grants the City may be awarded, and debt the City may take on to make substantial improvements. Communities in New Jersey are permitted by State Law to adopt an Open Space Tax and create an Open Space Trust Fund which can be used to create, improve, and program parks, recreational facilities, and conserved open space.

In 2023, the Open Space tax rate for Bergen County municipalities with a trust fund was less than one cent for every dollar of assessed value. The typical local open space tax rates, which range from half-a-cent to 1-cent per \$100 of equalized assessed value, would cost the average homeowner \$18 to \$36 per year based upon the average equalized assessed residential property value in 2023 of \$360,209. If a 1-cent open space tax was levied on all \$4,546,651,800 of taxable property value in 2023, it would have generated nearly \$454,655 in revenues to be spent on public open space and recreation facilities. The 2022 Parks and Recreation budget allocation was over \$1.6 million.

Having an Open Space tax and trust fund also increases the City's competitiveness and match rate for open space funding through programs like Green Acres and others. It also ensures a constant stream of funding to create, improve, and program open space and recreation.

Any community seeking to establish an open space tax and fund is required to include a proposition for such tax/fund on the ballot in a special or general election.

RUTGERS STUDY AND REPORT

In the Spring of 2024, the Rutgers Center for Urban Environmental Sustainability conducted a study of all of the parks in Englewood with the exception of MacKay Park which had a dedicated study conducted in 2015, and Flat Rock Nature Center, which is not maintained or operated by the City. The report, entitled *Inventory, Analysis and Strategic Vision for the City of Englewood Park System*, made a number of recommendations for upgrading, redesigning, and programming the parks included in the Study. This Master Plan takes no exception to any of the recommendations, and incorporates them into the Master Plan by reference to the report, except where any recommendations may be incompatible with climate-resilient design. The Master Plan also recommends going beyond the recommendations of the Rutgers



Figure 64. Proposals for Morris Park in Rutgers CUES's report, *Inventory, Analysis and Strategic Vision for the City of Englewood Park System*

report with actions and programming that promote environmental sustainability and ecosystems and age-friendly design.

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OPEN SPACE AND RECREATION RECOMMENDATIONS

GOAL 1. ESTABLISH NEW FUNDING SOURCES TO IMPROVE AND EXPAND OPEN SPACE AND RECREATION FACILITIES.

OSR1. **Open Space Tax and Trust Fund:** Initiate the process to establish an open space tax and fund. Consider the City's short and long term needs and goals for the City's open space and recreation facilities. Conduct an assessment to determine the amount of funds that the City wants or needs to raise in order to meet those needs and goals, in order to determine the appropriate tax rate. Engage the public in discussions about the fund. Place the tax/ fund on a ballot and raise awareness about the proposition.

OSR2. **Blue Acres and FEMA Buy-Outs:** Work with the DEP and flood-impacted property owners to buy out properties with repeat history of flood damage, and restore new property to natural state while providing passive recreational spaces at the frequently flooded areas along the City's water bodies.

GOAL 2. CONTINUE TO IMPROVE AND EXPAND OPEN SPACE, CONSERVATION, AND RECREATION FACILITIES

OSR3. **Update and Improve the Ice Rink & Pool:** The City should ensure that the facility is not only built to meet the needs of the various teams that play and practice in the Rink but also provide adequate recreational activities for residents. The City can use open space tax revenues recommended in OSR1 to pay service on any debt taken on toward the rink improvements and to increase its Green Acres matching rate.

OSR4. **Review and Implement the Recommendations of the Park Strategic Vision Report Prepared by Rutgers:** Consider the concerns expressed by the public during the presentations of the Report, including that recreational equipment and facilities for baseball, football, and basketball continue to be provided.

OSR5. **Install Solar-Powered Self-Compacting Trash Receptacle:** Using these in the most frequented parks will help to keep parks cleaner for longer by reducing the overflow of garbage receptacle when usage outpaces garbage collection.

OSR6. **Increase Police Presence and Safety Features:** The City should install permanent public safety infrastructure in MacKay Parks and others with actual or perceived safety issues. These might include manned police kiosks, emergency service call buttons along walking paths (See **Figure 65 on page 144**),



Figure 65. Conceptual image of a blue light emergency call station in a park or campus. Source: Talkaphone.com

as some examples. The 2015 MacKay Park Vision Plan recommended using the historic gate house as a ranger station; however, a more centralized facility may foster a greater sense of safety for park users.

OSR7. Develop Safe Bike Routes to Connect Parks: Develop a network of dedicated bike lanes in street rights of way and greenway bike lanes along Englewood's various creeks and streams to connect parks, schools, and neighborhoods.

OSR8. Concessions at Depot Square / Veterans Memorial: Consider a concessions building at Depot Square or Veterans Memorial Parks to lease to a food vendor, activate those parks, and to make surrounding properties more attractive for commercial tenants and redevelopment.



Figure 66. Iconic Shake Shack stand in Madison Square Park on 23rd Street in Manhattan

GOAL 3. DESIGN PARKS WITH CLIMATE IN MIND

OSR9. Update the Mackay Park Vision Plan: The 2015 Vision Plan should be updated to envision Mackay Park as a resilience park that can provide flood storage and resistance during severe storms while continuing to provide quality recreational spaces at all other times.

OSR10. Design Resilience Parks: Ensure that future investments and redesigns of park facilities consider flood resilience and stormwater management to protect surrounding neighborhoods, by including features such as berms, bioswales, manufactured wetlands, rainwater harvesting for irrigation, and other sustainable design features or practices.

OSR11. Plant Shade Trees and Install Shade Structures: Increase shaded areas near play and sports facilities and along walkways in public parks. Make use of solar canopies, especially in parking lots, where they can be used to power equipment like cameras and lighting.

OSR12. Review Climate Suitability of Plant Species: Utilize native tree and plant species as often as possible, as they are often best adapted to local weather patterns, require less maintenance, and support ecosystem integrity. Make adjustments based upon changes to plant hardiness zones caused by climate change, according to guidance from the U.S. Department of Agriculture, NJ DEP or Department of Agriculture, and organizations like the Arbor Day Foundation.

OSR13. Harvest Rainwater for Irrigation: Set an example for residents and businesses by installing rainwater harvesting systems and water efficient irrigation systems to conserve potable water and demonstrate sustainable practices.

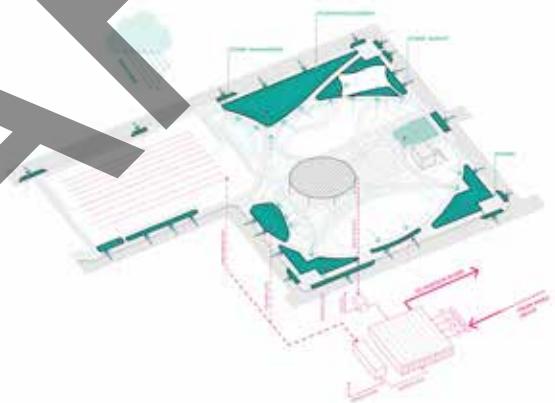


Figure 67. Stormwater management system design diagram for Northwest Resilience Park in Hoboken, NJ

GOAL 4. MEET PROGRAMMING AND FACILITIES NEEDS OF DIVERSE RANGE OF USERS

OSR14. Meet the Recreation Needs of Seniors: Provide facilities for senior-friendly sports like pickleball and bocce, with adequate shading and seating to stay cool and comfortable in the summer.

OSR15. Provide Spaces for Dog Owners: Dog parks are important spaces for passive recreation and socialization, particularly for dog owners who do not have backyards. Consider permitting dogs in Mackay Park and provide regularly spaced dog-pickup bag dispensers and disposal bins.

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2024 CITY OF ENGLEWOOD MASTER PLAN ELEMENT 8

RECYCLING

RECYCLING HISTORY AND PRACTICES

The City has a recycling history that dates back to volunteer programs operated in the 1970s and 1980s before mandatory recycling became law in New Jersey in 1987. The City has a Solid Waste and Recycling Ordinance at Chapter 364 of the City code, first adopted in 1992.

The Englewood Department of Public Works collects recycling in a single-stream (rather than requiring the separation of, for example, paper from plastic pickup at the source), which is then sorted by a private waste processor. The City switched from separate stream to single-stream recycling a decade ago in order to reduce the costs of garbage collection. Single-stream recycling may be more efficient on the collection side of the waste management process, but can be less efficient on the processing side. Machines designed to separate glass from paper, for example, may not be able to detect the difference between broken glass shards and paper, leading to the final recycled products being contaminated.

Englewood has also begun to develop a municipal composting system, which will help to reduce organic waste diverted to landfills and can be used toward improvement of parks or support of local gardeners.

The City requires some non-traditional recyclables, like electronics, to be delivered by the household to the recycling center rather than offering collection at the home or place of business.

BERGEN COUNTY RECYCLING

The following materials are “designated recyclables” in Bergen County as of March 2024:

- ▶ Aluminum cans;
- ▶ Asphalt;
- ▶ Steel containers;
- ▶ Blocks and bricks;
- ▶ Concrete;
- ▶ Corrugated cardboard;
- ▶ Ferrous and non-ferrous scrap;
- ▶ Glass containers;
- ▶ Grass and leaves;
- ▶ Plastics;
- ▶ Magazines, mixed paper, office paper, and newspaper;
- ▶ White goods (typically refrigerators, air conditioners, and other appliances).

The County collects a wider range of materials as hazardous waste, including car and rechargeable batteries, electronics, fluorescent light bulbs, aerosol cans, photographic chemicals, and other materials not suitable to enter the typical landfill or recycled waste stream, which are not collected as part of the typical recycling stream but are generally collected on appointment or through special events.

Municipalities also have programs or the capability to recycle tires, wood waste, aerosol containers, electronics, wider ranges of metal and plastic containers, and other materials that may not be identified by the County.

Retailers including home improvement stores, electronic stores, and grocers host recycling programs for electronics, lithium batteries, fluorescent light bulbs, plastic bags and plastic wraps, propane tanks, tires, textiles, and other materials that municipalities may not collect.

RECYCLING TRENDS

According to waste disposal data published by the NJ DEP, the amount of solid waste generated by Englewood declined by more than 10 thousand tons between 2017 (when 80,581.99 tons were reported) and 2021 (when 69,116.71 tons were reported). During that time, the City generally trailed behind other Bergen County municipalities in terms of the percentage of that waste that was recycled, with only 36% of waste recycled in 2021 compared to a typical range of 40 to 80 percent for most other communities in Bergen County and the average County recycling rate of 51%. The City's recycling contractor, Atlantic Coast Fiber, reported that Englewood recycled 47,878 tons of material between 2021 and 2023.

The City's 2021 recycling payout was just over \$20 thousand compared to more than \$75 thousand from Fair Lawn, a Borough with a population only 6,000 people larger than Englewood and a lower overall waste generation rate. Continuing with the comparison between Englewood and Fair Lawn, Englewood's reported recycling rate for typical household and office items, such as corrugated cardboard, aluminum, mixed paper, glass, and plastic containers, is less than half that of Fair Lawn.

RECYCLING RECOMMENDATIONS

GOAL 1. INCREASE RECYCLING EFFICIENCY, ACCESSIBILITY, AND AWARENESS

REC 1. Conduct Community Outreach about Recycling:

- ▶ Provide recycling education for residents of the City's multi-family complexes.
- ▶ Develop multilingual recycling information communications, in particular in Spanish and Korean.
- ▶ Develop a communication strategy and advertising campaign using the City of Englewood website. Vigorously monitor and enforce recycling within the City. Identify those multifamily and commercial developments that are not complying and use enhanced communication, monitoring and enforcement to achieve the overall goals of the program.
- ▶ Provide information to residents on the new dual stream recycling program.
- ▶ Provide information and a demonstration area to inform residents on backyard composting.
- ▶ Provide community wide information on how to stop junk mail.



Figure 68. Recycling pamphlet from Platteville, Wisconsin

- ▶ Support a municipal Reuse Day, or week, when residents can set out their unwanted goods at the curb for other residents to pick up.
- ▶ Provide community information on websites and organizations that link free, unwanted, useful items from donors to recipients.

REC 2. Increase Recycling among Lower-Income Households: Offer free recycling bins with laminated or magnetic recycling guidance charts to low- and moderate-income households.

REC 3. There's an App for That: Utilize a mobile application like Recycle Coach that provide recycling information on residents' phones and computers and allow them to search for the correct way to dispose of different types of waste.

REC 4. Update Information Sheets: The City currently has multiple information sheets for recycling and hazardous waste on its website. Create a singular information sheet with all recyclable and hazardous waste materials identified, with links and QR codes directing to additional information. Provide these sheets with collection calendars each year by mail to all residents and businesses.

REC 5. Ensure Ordinance Echoes State and County Recycling Standards: Ensure that the City's solid waste management ordinance meets or exceeds all State and County standards for solid waste collection and recycling.

REC 6. Provide Scheduled Pickup of Electronics, Furniture, Other Special Materials: Allow residents and businesses to schedule pickup of electronics and metals on same schedule as bulk collection, or more frequently.

REC 7. Stay Apprised of New Recycling Capabilities and Technologies: Expand recyclable materials list based on improvements in technology and capabilities of private recycling services or Bergen County's recycling facilities. As an example, Bergen County has Styrofoam recycling capabilities as of 2023.

GOAL 2. REDUCE WASTE TO LANDFILLS THROUGH LAND USE REGULATIONS AND MONITORING

REC 8. Requiring Identification of Private Haulers and Practices: The City should request identification of private haulers and private recycling companies contracted by non-residential property owners and businesses to ensure that waste not collected by the City is being properly sorted and recycled. Manuals indicating the collection and processing practices of each private hauler should be filed with the City.

REC 9. Promote Adaptive Reuse of Existing Buildings Through Zoning and Design Standards: Construction and demolition generate significant waste, much of which ends up in landfills. Reusing existing buildings limits construction waste and is generally better for the environment than demolishing and building new as it produces less air pollution and fewer greenhouse gases.

REC 10. Require Centralized Collection Points: Require, by ordinance, that site plans for any new commercial or industrial projects on lots greater than 5,000 square feet in area must identify a centralized solid waste collection point including landfill and recyclable waste.

2024 CITY OF ENGLEWOOD MASTER PLAN ELEMENT 9

HISTORIC PRESERVATION

HISTORIC PRESERVATION PLAN

Due to the lack of significant change in Englewood since 2014 with respect to Historic Preservation, this Master Plan largely restates the text and recommendations of the 2014 Master Plan's Historic Preservation Element. Certain changes will be addressed as part of this element.

2014 MASTER PLAN LANGUAGE

The purpose of the Englewood Historic Preservation Plan is to identify the historic resources in Englewood that are worthy of preservation, outline a process for protecting and preserving them through municipal planning, and providing criteria to evaluate additional historic resources that have not yet been identified in this plan.

Historic preservation is the identification, evaluation, and protection of historic and archaeological resources. The purposes of preserving historic resources are many, including the strengthening of local economies, the stabilization of property values, the fostering of civic beauty and community pride, and the appreciation of local and national history.

The Englewood Historic Preservation Plan Element is authorized by the New Jersey Municipal Land Use Law (MLUL) to provide a policy basis for local historic preservation planning. The MLUL requires the following three components of a historic preservation plan element:

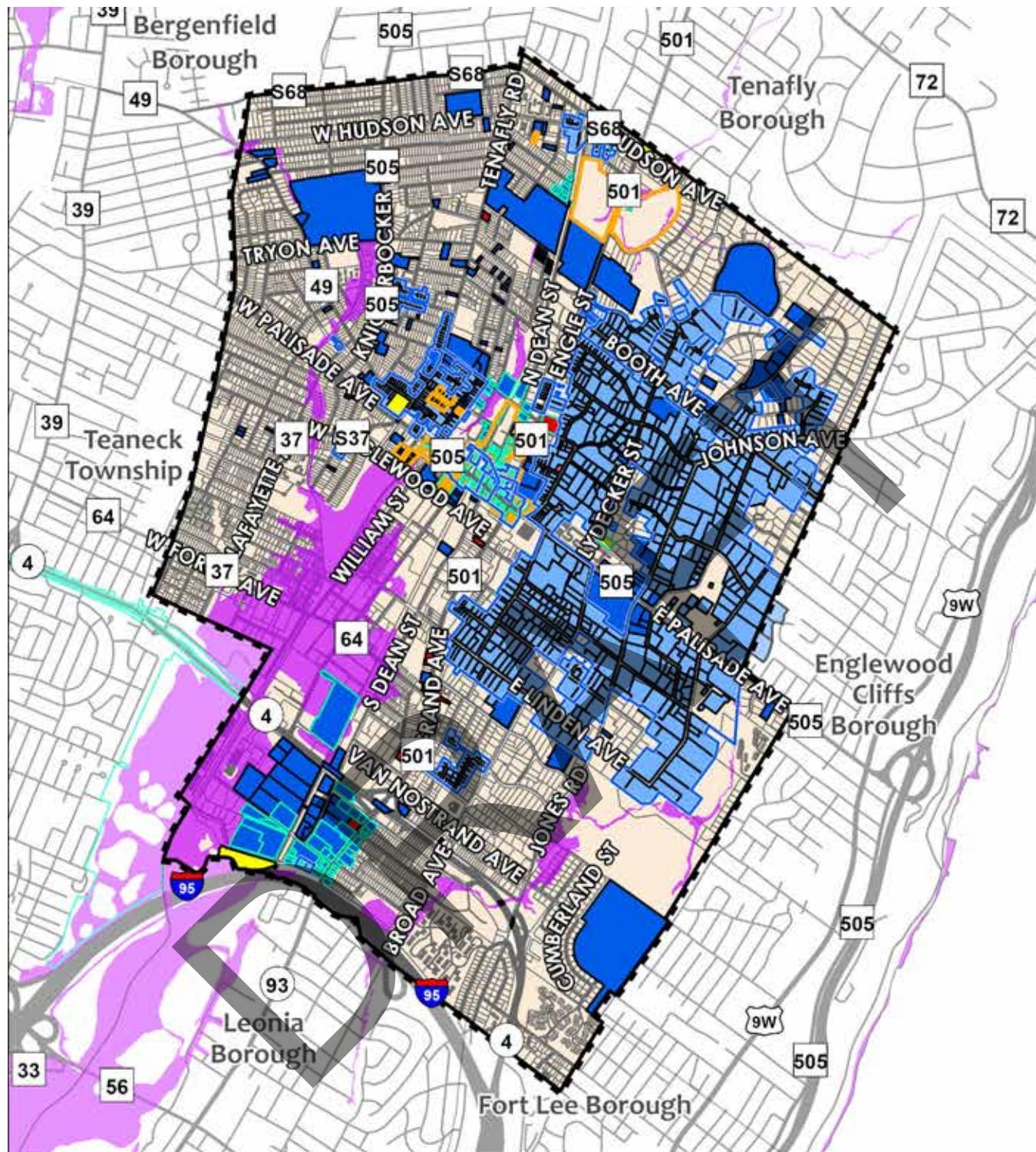
- ▶ Location and significance of historic sites and historic districts;
- ▶ Standards used to assess worthiness for historic site or district identification; and
- ▶ The impact of each component and element of the Master Plan on the preservation of historic sites and districts.

The MLUL further defines "historic district" as one or more historic sites and intervening or surrounding property significantly affecting or affected by the quality and character of the historic site or sites. "Historic site" is any real property, man-made structure, natural object or configuration or any portion or group of the foregoing of historical, archaeological, cultural, scenic or architectural significance.

2014 MASTER PLAN - VALUE OF HISTORIC SITES, BUILDINGS AND STRUCTURES AND DISTRICTS

A substantial body of research demonstrates the economic benefits, including the strengthening of property values, associated with preservation. Studies have demonstrated that the value of renovated historic properties increased at a significantly higher rate than that of new construction (since 1970 in selected cities—see Kim Chen, "The Importance of Historic Preservation in Downtown Richmond," *Historic Richmond Foundation News*, Winter 1990). Additionally, the 1998 study, *Economic Impacts of Historic Preservation*, by the Center for Urban Policy Research at Rutgers University, explored the economic impacts of historic preservation in New Jersey and concluded that there are concrete economic benefits to a community that supports the preservation of its building and housing stock. In *Keeping Time. The History and Theory of Preservation in America* (New York, rev. ed., 1997, 111), William Murtagh found that "no American neighborhood zoned as a historic district has ever decreased in value." On the contrary, designation "tends to escalate economic values."

Englewood also derives many other benefits from the City's historic heritage. Collectively, Englewood's historic residences and buildings embody the history of the City. They create beauty and visual appeal. And foster local pride and civic loyalty. Englewood's buildings span two centuries and



 Englewood Boundary

Historic Properties Identified Since 2014

FEMA - 1% Flood Plain

ENGLEWOOD HISTORIC DISTRICT

National Registry Eligible

Identified Historic District

ENGLEWOOD HISTORIC PROPERTIES

 Registry Listed Individual Property

 In a Registry Listed Historic District

Eligible Individual Property

In an Eligible Historic District

 Identified Individual Prop

 Identified Historic District



DMR
ARCHITECTS

Map 24. Historic properties and districts in Englewood, including properties identified in 2014 and later.

establish a meaningful and authentic connection with the past that give the City identity and sense of place. To promote these qualities and to safeguard the distinctive character of Englewood, the Master Plan attaches a high priority to the preservation and protection of the City's historic heritage.

2014 MASTER PLAN - POLICY AND PRACTICE OF HISTORIC PRESERVATION

Historic preservation is by no means a new practice. Federal legislation promoted preservation beginning with the Antiquities Act in 1906. Congress established the National Trust for Historic Preservation in 1949 and passed the landmark National Historic Preservation Act in 1966. The tax laws of 1976, 1981 and 1986 created incentives for historic preservation. The Supreme Court and state courts have ruled that preservation laws, like zoning, height restrictions, and other laws regulating private property, are constitutional.

In New Jersey, the designation of historic properties occurs at the national, state and municipal levels. While the national and state designations are similar, the municipal designation of historic properties is quite different. The National and State Registers of Historic Places identify historic resources for the purpose of certain protections against public encroachment. Any project involving federal or state funding, such as road improvements and public buildings, must be reviewed for potential impact on historic resources. While national and state designations protect historic resources from public encroachment, they do not protect any historic site from privately initiated actions such as renovations, unsympathetic additions, or demolition. Inclusion in the Bergen County Surveys of Historic Sites likewise offers no protection from private actions.

By contrast, locally designated historic resources can be identified in municipal Master Plans and regulated as districts or landmarks by municipal ordinance. Unlike state and national designations, local historic sites designated by local ordinance can provide advisory or regulatory protection from private disturbances including renovation, restoration, and demolition.

2014 MASTER PLAN - CRITERIA TO EVALUATE THE WORTHINESS OF HISTORIC RESOURCES

Historic resources are evaluated for their worthiness of protection and preservation using 1) criteria established by the County of Bergen in connection with its surveys of historic sites and/or 2) National Register criteria. While the two sets of criteria are similar, the Bergen County criteria focus on the local significance of buildings, structures and districts and are generally less rigid than the National Register Criteria.

BERGEN COUNTY CRITERIA

The first page of the introduction to Volume 1 of the original 1981-2 Bergen County Historic Sites Survey: City of Englewood (3 volumes) addresses criteria for inclusion in all the county surveys of historic sites in general terms:

"Properties are included which are readily recognized as being valuable for their historical associations or aesthetic design. Other properties are included which illustrate the architectural diversity of their communities and are remnants of the area's history of development. Many of these buildings are modest designs, which are examples of vernacular architecture. They represent the conventional approach to architecture and construction in the locality. . . . [T]he choice of a particular building for inclusion is often arbitrary as usually there are other examples equally worthy of record. However, often the chosen building retains its original appearance to a greater degree than other similar

designs. . . . [S]everely altered structures are included only when they are the only extant example of their type in the community or have special historical significance due to age or association with important persons or events Occasionally recent buildings, which have recognized architectural or historical significance, are included. However, greater emphasis is placed on resources over fifty years of age..."

The appendix of the 1981-2 Bergen County Historic Sites Survey: City of Englewood includes sites, buildings, structures, streetscapes and districts dating from the "pre-history" period (i.e. native Americans) to today. "Types of sites included are:

1. Agricultural, including barns, farmhouses, shed, minor outbuildings and fences.
2. Commercial, including stores, office buildings, banks, restaurants, taverns, markets, warehouses, spas, utility company buildings and gas stations.
3. Educational, including schools, academies, colleges, universities, museums, libraries, theatres, concert halls, opera houses and zoos.
4. Governmental, including courthouses, city halls, town halls, borough halls, civic centers, jails, post offices, custom houses, firehouses, police stations and firehouses.
5. Industrial, including mills, factories, foundries, furnaces, breweries, tanneries, ropewalks, mines, quarries, kilns, windmills, water mains, dams and machinery.
6. Landscape Architecture, including commons, squares, parks, gardens, greens, cemeteries, gazebos, monuments, pavilions, fences, fountains, paving and street furniture such as benches, street lights and statues.
7. Medical, including hospitals, sanitariums, infirmaries, clinics and dispensaries.
8. Military, including arsenals, armories, forts, barracks, camp sites, reservations and battlegrounds.
9. Recreational, including racetracks, amphitheaters, swimming pools, gymnasiums, bandstands, stadiums, playing fields, courts, parks and cinemas.
10. Religious, including churches, chapels, synagogues, meeting houses, seminaries, convents, burial vaults and mausoleums.
11. Residential, including houses, cottages, apartment buildings, tenements, industrial housing complexes, hotels and motels.
12. Scientific and technological, including laboratories, test sites and agricultural stations.
13. Social, including lodges, clubhouses, fraternity houses and amusement parks
14. Transportation, including paths, trails, milestones, railroads, canals, ferries, bridges, aqueducts, viaducts, airports, tollhouses, lighthouses, tunnels, subways, stables, carriage houses, garages, car parks, road markers, boats, ships and train stations.
15. **Other, Architectural curiosities and archaeological sites" [sic].** That same appendix of the 1981-2 Bergen County Historic Sites Survey: City of Englewood provides a specific list of criteria for designating a local resource as historic: "whether the resource(s) is determined to be:

- ▶ Important to the general development and cultural heritage of the city; or,
- ▶ Significant as an example of an architectural style or period; or,
- ▶ Representative as an example of vernacular architecture of the city; or,
- ▶ Associated with important persons or groups, with a social or political movement, or with an historical event; or,
- ▶ Significant as an example of structural or engineering techniques; or,
- ▶ Significant in their setting, such as landscaping, planning or other aspects of the environment,

either natural or man-made; or,

- ▶ Contributory to a cohesive grouping of sites which meet one or more of the above criteria, so as to justify an historic district, or thematic grouping of sites. “

NATIONAL REGISTER CRITERIA

Here are the National Register criteria:

“whether the resource(s) satisfies the National Register criteria for quality of significance in American history, architecture, archeology, engineering, and culture. Historic significance is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and

- ▶ That are associated with events that have made a significant contribution to the broad patterns of history; or
- ▶ That are associated with the lives of persons significant from the past; or
- ▶ That embody distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- ▶ That have yielded, or may be likely to yield, information important in prehistory or history.

National Register Criteria considerations: “Ordinarily cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register.”

However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

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

This exception is described further in NPS's “How To” booklet No. 2, entitled “How to Evaluate and Nominate Potential National Register Properties that Have Achieved Significance Within the Last 50 Years,” available from NPS.

CHANGES SINCE 2014

PROPERTY LISTING

The New Jersey Department of Environmental Protection, which houses the New Jersey Historic Preservation Office, also known as SHPO, maintains a database of properties which have been identified as having historic importance, which are eligible for being listed in the State or National Historic Registries, or which are listed on those registries. According to the database, the status of 187 properties in Englewood has changed since 2014, meaning that properties were either added to the database, information about the property was updated, designation status of the properties were updated, or a physical characteristic of the property changed.

Saint Paul's Episcopal Church at 13 Engle Street was added to the State Register in February of 2014 and to the National Registry in May of that year. The Mackay Park Gatehouse at 130 West Englewood Avenue was added to the State Registry in October of 2014.

Oprandy's Liquors at 16 East Hudson Avenue / 481 North Dean Street was identified by SHPO as eligible for designation in April of 2018, and Brinkerhoff Carriage House at 187 Brinkerhoff Court was found to be eligible in July of 2020.

Other properties in the most current database were included in surveys of properties and historic districts as part of an environmental impact statement related to NJ Transit's exploration of restoring rail service along the Northern Branch Corridor.

TAYLOR-BLISS/ENGLEWOOD HOUSE

In 2023, due to the efforts of the Englewood Historical Society, the 147 year old house known as the Taylor-Bliss House was relocated from its original home at the northeast corner of Engle Street and East Hudson Avenue to the City-owned Eleanor Harvey Park. The house, which is recognizable by its Victoria architecture, and a tower projecting above its three-stories, had fallen into disrepair and was slated for demolition. The Historical Society intervened in 2019 and, through the efforts of its volunteers and donors, the house was relocated to Eleanor Harvey Park, named for the founder of the historical society whose estate donated her land to the City following her death in 2007.

The Historical Society's vision for the building has been to restore the house and transfer it to the City of Englewood for public use, particularly for education about the City's history and about environmental sustainability, under the new name "Englewood House". The Historical Society is pursuing funds to restore the site, and seeking partners to curate historic education programs and displays. Resolution 119-04-19-22 of the City Council places the burden of improving and restoring the house with the Historical Society.



Figure 69. Taylor-Bliss House on Engle Street. Image obtained from NorthJersey.com article published April 28, 2022. Photo credited to Irmari Nacht.

HISTORIC PRESERVATION OBJECTIVES, STRATEGIES, ACTIONS (2014 MP)

The Englewood Advisory Historic Preservation Committee has raised public awareness of Englewood's inventory of historic buildings, streetscapes and districts, advised the Planning Board and the Board of Adjustment about applications involving historic buildings, brought attention to endangered properties, and recorded the numerous homes lost through demolition in the City. In recent years, the City has passed ordinances intended in part to limit the demolition of homes. These measures placed limitations on tree removal and impervious coverage, and increased setbacks for pools, tennis courts, and other hard surface play areas. While removing some incentives for demolition and protecting open space, the ordinances have failed to preserve many of Englewood's historic homes. Although the economic climate has slowed the number of demolitions demolition of historic homes has continued,

While past Master Plans have recommended policies and ordinances to protect historic resources, some Englewood residents have feared that the preservation measures would limit their ability to make home improvements or impose cumbersome regulations. This Plan therefore offers a phased, but comprehensive approach to preservation that addresses residents' concerns as well as the continued loss of historic structures. First, the creation of a Historic Preservation Commission is recommended because it could serve a valuable role in advising the Englewood Planning Board, the Board of Adjustment, the City Council and residents and businesses in the City about all matters concerning historic preservation. The current Englewood Historic Preservation Advisory Committee otherwise conforms to state land use law, changing its name to the Englewood Historic Preservation Commission would bring about results.

Second, a local zoning ordinance using the Secretary of the Interior's standards for rehabilitation could include the four early stone structures identified in this plan as well as other historic sites, streetscapes, and districts. The ordinance could stipulate that the designations will be advisory only for a period of approximately three years. During that period, it was hoped judicious work of the Historic Preservation Commission would establish a broad consensus for preservation so that these designations and possibly additional ones will become regulatory after three years. In addition to these recommendations, continued public education, technical assistance and advisory design guidelines are recommended for a comprehensive approach to preservation. The strategies for this approach follow.

HISTORIC PRESERVATION RECOMMENDATIONS

GOAL 1. CREATE A HISTORIC PRESERVATION COMMISSION

HIST1. **Explore creation of a Historic Preservation Commission:** In accordance with the Municipal Land Use Law, the Commission would review development applications that would affect historic properties or properties in historic districts and provide comments and guidance to the land use board or official reviewing the application. The Commission should establish protocols that leave room for:

- ▶ Architectural creativity and innovation when designing an addition to an historic site or a new structure within an historic district;
- ▶ Home improvements and remodeling;
- ▶ Providing property owners with information about available historical exterior colors for different time periods and about how to discover the original paint colors of their properties while not restricting their choices of exterior colors; and
- ▶ Additions that match the original structure or complement it while remaining distinct from it.

HIST2. **Review Demolitions:** Consider adopting a demolition ordinance that would empower the new Commission to review applications to demolish select historic properties.

GOAL 2. ENCOURAGE PRESERVATION AND ADAPTIVE REUSE OF HISTORIC BUILDINGS AND PROPERTIES, AND CONTEXT-APPROPRIATE DESIGN FOR NEW DEVELOPMENT

HIST3. **Historic Designations:** City Council should consider ordinance designating Englewood's sites as historic after approximately three years of "voluntary" historic preservation established by ordinance, and establishing a regulatory framework for their protection and establishing design guidelines for infill development within historic districts and streetscapes. The Secretary of the Interior's standards should be used as the criteria for proper preservation, repair, and restoration projects.



Figure 70. Adaptive reuse of the Annin Flag Company manufacturing facility in Verona Township, NJ to a 52-unit apartment building.

HIST4. **Encourage Adaptive Reuse:** Establish standards and guidelines that encourage developers to adaptively reuse historic buildings or retain historic facades and features when redeveloping historic sites;

HIST5. **Encourage Designation Acceptance:** Encourage landowners to accept formal historic designation of their properties by helping them access special grants or other incentives or assistance for preservation.

HIST6. **Create Historic Preservation Overlay Zones:** Create overlay zones over historic districts with design standards that guide new construction or renovation of historic buildings to maintain the historic character of the district. Consider whether floor area ratio (FAR) standards or a form based zoning code would help to protect neighborhood character.

HIST7. **Historic Transfer of Development Rights:** A voluntary transfer of development rights program can preserve historic properties by allowing owners of historic property to sell air rights to developers elsewhere.

HIST8. **Aid in the Restoration and Programming of the Taylor-Bliss / Englewood House:** Consider ways to assist the Historical Society to secure funds and partners to restore the House and to use it for public programming, education, public meetings, and other public purposes.

HIST9. **Promote Historic Preservation / Restoration through NPP Programs:** If the City is able to establish a Neighborhood Preservation Program district that includes historic properties, it should explore use of the NPP program to fund historic preservation and restoration projects.

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NEXT STEPS

MASTER PLAN SUMMARY

This Master Plan is a policy document that examines current conditions and past issues, anticipates problems or opportunities that may emerge or be exacerbated over the next 10 years or beyond, and provides recommended actions for local decision makers to take to make positive change or to preserve valued assets and qualities in the community. The Master Plan serves as a blueprint for decisions and actions by the City's Mayor and Council, administration, and its Planning Board and Zoning Board of Adjustment as relate to land use within the City of Englewood. It is comprised of eight elements:

- ▶ Statement of Objectives, Principles, Assumptions, Policies, and Strategies;
- ▶ Land Use;
- ▶ Circulation;
- ▶ Sustainability;
- ▶ Community Facilities;
- ▶ Open Space / Recreation
- ▶ Recycling; and
- ▶ Historic Preservation

The Master Plan addresses a number of issues affecting the City now and expected to affect the City during the 10-year life of the Plan, and beyond. This includes the development pressure on the City to comply with its affordable housing obligation, the desire to be an age-friendly community where seniors can age-in-place, the impact of worsening storms and heat on residents and businesses in Englewood, and various parking and traffic issues.

The New Jersey Municipal Land Use Law requires that the Master Plan be adopted by Englewood's Planning Board. Once it is adopted, it serves as the basis for zoning, policy, and infrastructure investment for a period of 10 years. It may be amended periodically, as needed, such as to address changes in State or Federal law, demographics, development trends, environmental conditions, or to address an issue not sufficiently explored in the original adopted document. In fact, the Master Plan will, for all intents and purposes, be amended in 2025 by way of the adoption of the Housing Element and Fair Share Plan required to be adopted by Englewood to address the Fourth Round of affordable housing.

Implementation of the Master Plan will occur through by way of the City adopting ordinances and resolutions, conducting studies, and engaging stakeholders and partners based upon the Plan's recommendations. The pages that follow provide a summary of actions recommended in this Master Plan, including the primary entities responsible for implementation, the relative cost of implementation, expected timeframe for implementation, and possible sources of outside funding and assistance. Recommendations that are general statements about approaches to zoning/planning, state a long term vision, or do not have a definable timeframe, responsible party, or cost at this stage are not listed in the following tables but are still recommended by this Master Plan.

IMPLEMENTATION SUMMARY

LAND USE ACTIONS			
#	ACTION	ENTITIES INVOLVED	POTENTIAL FUNDING OR ASSISTANCE
LU3	Adopt an off-tract improvement ordinance, requiring developers to pay the cost of improvements necessary for their projects' success, including deliberate and specific language about mitigating stormwater and flooding issues.	Governing Body Planning Board	
LU4	Adopt flood conscious zoning and site design ordinances	Governing Body Planning Board Engineer	
LU5	Initiate the process to establish a transfer of development rights program to sell rebuilding rights from flood prone properties to areas appropriate for future growth, development	Governing Body	NJDEP ¹ SJ ² NJDA ³
LU6	Seek State and Federal assistance to buy-out flood prone properties and restrict them for conservation, recreation, or stormwater management purposes	Governing Body City Manager	FEMA Blue Acres Green Acres
LU7	Acquire easements or properties on uphill lands to construct and install stormwater management infrastructure	Governing Body City Manager Engineer DPW	NJDEP FEMA
LU8	Partner with Flat Rock Brook Nature Center to address neighborhood flooding	Governing Body City Manager Engineer DPW	NJDEP
LU9	Work with the State and neighboring Leonia to address flooding from Crystal Lake	Governing Body Engineer City Manager NJ DOT	
LU10	Consider making the PUD-1 zone a base zone instead of an overlay zone on the currently affected properties.	Governing Body Planning Board	
LU11	Update the Official Zoning Map to show all zones, overlays, and redevelopment areas	Governing Body Planning Board	
LU12	Erect signage at application sites announcing the nature of the application and next hearing dates	Governing Body Planning Board Zoning Board	
LU13	Provide clear standards for child care as a home occupation to eliminate unnecessary obstacles	Governing Body Planning Board	
LU14	Provide comprehensive and clear land use definitions and terminology	Governing Body Planning Board	
LU15	Update shared parking standards to allow mixed-use developers to reduce the combined parking need based upon peak time of day demand of each use	Governing Body Planning Board	
LU16	Create incentives for developers to create public and employee parking	Governing Body Planning Board City Manager	

¹ NJ Department of Environmental Protection

² Sustainable Jersey

³ NJ Department of Agriculture

LAND USE ACTIONS			
#	ACTION	ENTITIES INVOLVED	POTENTIAL FUNDING OR ASSISTANCE
LU17	Adopt a payment-in-lieu of parking ordinance to allow developers to contribute to a public parking fund in lieu of providing excessive parking on site	Governing Body Planning Board	
LU18	Amend the zoning ordinance to allow private parking decks in the downtown with conditions	Governing Body Planning Board	
LU19	Amend the zoning ordinance to allow car rentals and car share uses in the Downtown and SBD zones	Governing Body Planning Board	
LU20A	Increase permitted building heights for multi-family and mixed use sites within the downtown for sites where ground floors are required to be elevated due to flood constraints	Governing Body Planning Board	
LU20B	Reduce zoning barriers to the creation of townhouse and multi-family development in the Downtown Zones	Governing Body Planning Board	
LU20C	Adopt density and FAR standards for the Downtown that support downtown growth while controlling traffic impacts	Governing Body Planning Board	
LU21	Increase RM-A and B zone densities, with exceptions on Palisade Avenue (see LU21 full text) , permit senior housing at higher densities in RM zones	Governing Body Planning Board	
LU 22	Identify alternative housing compliance mechanisms and renegotiate Third Round Overlays with Fair Share Housing Center as part of Fourth Round compliance process	Governing Body Planning Board	
LU23	Take permissible actions to reduce parking ratios for multi-family and mixed-use development	Governing Body Planning Board	
LU24A	Explore forming a neighborhood preservation program in partnership with a non-profit	Governing Body NPO ⁴	NJDCA ⁵
LU24B	Establish a Community Land Trust to preserve historically low-income neighborhoods threatened by gentrification	Governing Body NPO	A.H.T.F. ⁶ CDBG HOME
LU24C	Advertising housing assistance and rehabilitation programs on the City's website and through other media	Administration Admin. Agent	Bergen County Admin. Agent HMFA
LU24D	Designate areas in need of rehabilitation to provide tax abatements to property owners that rehabilitate and improve existing properties	Governing Body Planning Board	
LU25A	Apply to NJ DCA's Smart Move Grant program to fund low-income housing developments intended to help relocate households displaced by flooding	Governing Body City Manager	NJ DCA
LU25B	Ensure that affordable housing development fees are being collected from all eligible developments	City Manager Tax Assessor Building Dept. Admin. Agent	
LU25C	Establish a revolving low-interest loan fund to increase affordable housing creation while limiting the impact on market rents	Governing Body City Manager Admin. Agent	A.H.T.F. NJDCA
LU25D	Seek partnership with BergenPAC to create artist housing	Governing Body City Manager	BergenPAC Monira Found.

⁴ Non-profit organization

⁵ NJ Department of Community Affairs

⁶ Affordable Housing Trust Fund

LAND USE ACTIONS			
#	ACTION	ENTITIES INVOLVED	POTENTIAL FUNDING OR ASSISTANCE
LU25E	Leverage resources and relationships with non-profits and houses of worship to provide opportunities for veterans housing.	Governing Body City Manager	A.H.T.F. NJHMFA Bergen County
LU26	Establish zoning standards for cooperative sober living residences	Governing Body Planning Board	
LU27	Use zoning to incentivize senior housing development near the Downtown and other services such as Englewood Health and senior care providers.	Governing Body Planning Board	
LU28	Establish stronger buffer standards between non-residential and residential uses, higher and lower density dwellings.	Governing Body Planning Board	
LU29	Strengthen conditional use standards in R zones	Governing Body Planning Board	
LU30A	Explore mixed-use redevelopment of Palisade Court to create new city facilities and parking decks while providing new space for Shop Rite	Governing Body Planner	
LU30B - E	Update list of permitted uses in the D zones to provide for a more vibrant and resilient downtown; create Town Centre Overlay (TCO) zone and permit ground floor medical office at the Town Centre site (Block 2401, Lot 1.01)	Governing Body Planning Board	
LU30F -H	Engage stakeholders in Downtown improvement and strive to expand representation of the City's demographics in Downtown businesses.	Governing Body SID BergenPAC Hospital	
LU30I	Work with SID to maintain a clean Downtown District	Governing Body SID Public Works	
LU31A	Amend zoning to limit or prohibit new housing development in the City's industrial districts.	Governing Body Planning Board	
LU31B TO F	Amend zoning to guide appropriate development and utilization of the industrial districts	Governing Body Planning Board	
LU32	Pursue outside funding to improve commercial districts	Governing Body City Manager SID	NPP NRTC
LU 33 A&B	Increase building height to 3 stories in the NC district to make mixed-use more feasible, and consider adopting a W/L overlay on the NC district at Lafayette/Englewood junction (limited to one dwelling unit in each live/work building)	Governing Body Planning Board	
LU34	Create a Hospital Zone district in cooperation with Englewood Health	Governing Body Planning Board Englewood Health	
LU35	Use bulk and design standards to guide the visual character of non-residential districts	Governing Body Planning Board	
LU36	Review and revise parking ratios for non-residential uses to meet economic district needs	Governing Body Planning Board	
LU37	Resort to the redevelopment process where properties are persistently obsolescent, vacant, or harmful to the public	Governing Body Planning Board	
LU38	Conduct studies and designate areas in need of rehabilitation where rehabilitation will improve blighted conditions, housing stock quality, or infrastructure quality	Governing Body Planning Board	

LAND USE ACTIONS			
#	ACTION	ENTITIES INVOLVED	POTENTIAL FUNDING OR ASSISTANCE
LU39	Ensure that future redevelopment plans have strong language and requirements regarding relocation of residents displaced by redevelopment.	Governing Body Planning Board	
LU41	Provide clear and reasonable rules for erecting rooftop and ground level solar energy installations. Follow model ordinances and guidance from Sustainable Jersey and other advocacy groups.	Governing Body Buildings Green Team	
LU42	Require rainwater harvesting to be considered as a strategy for stormwater management	Governing Body Planning Board	
LU43	Take advantage of funding and assistance from the NJ DEP, EDA (Economic Development Authority), DCA (Department of Community Affairs) and others to clean up and redevelop contaminated sites for productive public and private uses, including solar energy installations.	City Manager DPW Engineer	NJDCA NJEDA? NJDEP SJ
LU44	Update Environmental resources inventory	Governing Body Environmental Comm. Engineer Planning Board	NJDEP
LU45	Establish impervious coverage limitations in all zones	Governing Body Planning Board	

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CIRCULATION ACTIONS			
#	ACTION	ENTITIES INVOLVED	POTENTIAL FUNDING OR ASSISTANCE
CIRC1	Form a parking authority	Governing Body	
CIRC2	Dedicate parking revenues toward parking improvement/creation fund	Governing Body Finance	
CIRC3	Replace parking meters with zone-based parking kiosks with mobile app capability	Governing Body City Manager Finance DPW SID Police	
CIRC4	Authorize a study to determine parking needs and recommend appropriate parking fee structure to influence parking behavior and fund parking infrastructure	Governing Body City Manager Finance Police	
CIRC5	Partner with BergenPAC to create a shared parking deck	Governing Body City Manager SID BergenPAC	
CIRC6	Upgrade parking lot and deck technology and that monitors parking availability	City Manager SID DPW	
CIRC7	Sell parking permits by time of day to allow optimal use of lots and proper turnover between permittees	Governing Body SID City Manager DPW Police	
CIRC8	Provide clearer informational signage at public parking lots	City Manager SID DPW Police	
CIRC9	Create short term curb parking spaces for delivery drivers and quick shopping transactions	Governing Body City Manager Police County SID	
CIRC10	Adopt and enforce a Complete and Green Streets Policy	Governing Body Engineer DPW	NJDCA NJDOT ¹ NJTPA ² SJ
CIRC11A	Partner with bikeshare, rideshare, vanpool, carshare, and other vendors, as well as neighboring towns to create accessible and affordable micromobility and shared mobility programs	Governing Body City Manager	NJDOT NJTPA SJ

¹ NJ Department of Transportation

² North Jersey Transportation Planning Authority

CIRCULATION ACTIONS			
#	ACTION	ENTITIES INVOLVED	POTENTIAL FUNDING OR ASSISTANCE
CIRC11B	Invest in secure bike racks and lockers	Governing Body City Manager SID DPW Engineer	NJDOT NJTPA SJ
CIRC11C	Conduct studies of the City's road network to identify and implement opportunities to create dedicated bike lanes	Governing Body City Manager Engineer Police	NJDOT NJTPA SJ
CIRC11D	Create a designated docking and charging area for delivery e-bikes	Governing Body City Manager SID DPW Engineer	NJDOT NJTPA SJ
CIRC12A	Create mid-block pedestrian walkways in residential neighborhoods	Governing Body City Manager Engineer	NJDOT NJTPA
CIRC12B TO E	Make walking safer and more comfortable for seniors, children, and the disabled by providing traffic calming improvements, sensory features, and seating. Increase shade with street trees and shade structures, and create comprehensive crosswalk network around schools	Governing Body City Manager Engineer SID DPW	NJDOT NJTPA SJ
CIRC13	Increase awareness and interest in carpooling and ridesharing	Governing Body City Manager BOE	
CIRC14	Explore partnerships with Northern Valley Greenway while prioritizing the preservation of the option of future rail service in Englewood.	Governing Body City Manager Parks & Rec. DPW Engineer NJ Transit	NJ DOT NJTPA
CIRC15 TO 19	Continue to advocate for and pursue improved bus service and light-rail service to Englewood, and intercity transit options..	Governing Body City Manager	
CIRC20 & 21	Conduct traffic studies to address the City's worst intersections and to anticipate increased traffic volume from development in current and future affordable housing zones	City Manager Engineer	NJDOT NJTPA
CIRC22& 23	Improve traffic calming infrastructure in pedestrian dense corridors and residential neighborhoods	City Manager Engineer SID	NJDOT NJTPA SJ
CIRC24	Partner with Flat Rock Nature Center and others to install animal-activated warning lights and signage. Install motion-activated lighting on dimly lit street to increase public safety	City Manager Engineer DPW Flat Rock	NJDOT
CIRC25	Provide comprehensive wayfinding signage to parking and destinations in the Downtown	City Manager Governing Body SID	NJTPA

SUSTAINABILITY ACTIONS		ENTITIES INVOLVED	POTENTIAL FUNDING OR ASSISTANCE
#	ACTION		
SUS1	Incentivize green building practices by waiving or reducing fees for developers committing to achieve green building certification	Governing Body Land Use Sec. Planning Board Zoning Board Buildings	
SUS2	Amend zoning to provide bonuses for green building design features	Governing Body Planning Board	SJ
SUS3	Enhance green building design standards in land use ordinance	Governing Body Planning Board Green Team	SJ
SUS4	Require development applicants to complete a green building checklist that identifies green building strategies they are utilizing	Governing Body Land Use Sec. Planning Board Zoning Board Buildings Green Team	SJ
SUS5	Include materials about green building incentives with development application forms	Governing Body Land Use Sec. Planning Board Zoning Board Buildings Green Team	NJBPU ¹ NJDEP
SUS6 & 7	Adopt a resolution setting a goal of achieving LEED for Cities and Communities and/or Sustainable Jersey Gold certification, and pursue actions to achieve certification.	Governing Body Green Team Envi. Commission City Manager	USGBC SJ
SUS8	Form a joint committee with other municipalities in the same Watershed (Hackensack River below Hirshfeld Brook) or sub-watershed (Overpeck Creek) to collaborate on flooding issues and mandatory watershed management planning and actions.	Governing Body Engineer City Manager	NJDEP
SUS9	Explore the creation of a Stormwater Utility and Stormwater Fee Assessment to create dedicated fund and body for ongoing maintenance of stormwater management systems	Governing Body City Manager Engineer DPW	NJDEP SJ Infra. Bank ²
SUS10	Create an adopt-a-catch basin to encourage community involvement in stormwater management	Governing Body City Manager	SJ
SUS11	Create real-time flood reporting and mapping tools to better track where stormwater systems are failing	City Manager Engineer OEM Police DPW	SJ
SUS12	Prohibit stormwater discharge into rights of way	Governing Body Engineer Police	
SUS13	Adopt an ordinance declaring a green streets policy to include green infrastructure with future road and street improvements	Governing Body Engineer DPW	NJDOT NJTPA SJ
SUS14	Examine Stormwater Ordinance and consider need to exceed DEP requirements	Governing Body Engineer DPW	
SUS15	Participate in NJ BPU and SJ's Community Energy Planning and Implementation grant programs	Governing Body City Manager	SJ NJBPU

¹ NJ Board of Public Utilities

² NJ Infrastructure Bank

SUSTAINABILITY ACTIONS			
#	ACTION	ENTITIES INVOLVED	POTENTIAL FUNDING OR ASSISTANCE
SUS16	Amend zoning to permit small and large scale solar energy installations with minimal bulk or design standards	Governing Body Planning Board	SJ
SUS17	Adopt standards to allow small scale battery storage to increase benefits of solar energy	Governing Body Planning Board	SJ
SUS18	Create community solar projects on public properties	Governing Body Engineer DPW City Manager	SJ NJBPU PSE&G
SUS19	Achieve discounts on solar installations for residents and businesses by designation one or more approved solar vendors through an RFP process conditioned on those vendors offering discounted rates	Governing Body Finance City Manager	SJ NJBPU
SUS20	Install public EV charging stations at public parking facilities and curb parking spaces	Governing Body Finance DPW SID	NJBPU NJDEP IRA PSE&G
SUS21	Encourage the largest workplaces in the City to install on-site EV chargers for employees	Governing Body SID Green Team	PSE&G SJ NJBPU
SUS22	Assist car dealerships with acquiring EV charging equipment	Governing Body Green Team	PSE&G SJ NJBPU
SUS23	Verify that Englewood's tree replacement ordinance meets or exceeds DEP's model ordinance	Governing Body Planning Board Engineer	
SUS24	Maintain tree inventories and maintenance plans	Engineer Parks & Rec.	NJDEP SJ
SUS25	Offer free street tree planting to homeowners and businesses	DPW Parks & Rec.	NJDEP SJ
SUS26	Require landlords to install window or wall mounted air conditioning units in older buildings	Governing Body	
SUS27	Make energy savings program information more available and visible to residents and businesses in multiple languages	City Manager	PSE&G NJBPU SJ
SUS28	Promote electric- and alternate fuel vehicle adoption to reduce air pollution.	Governing Body Green Team	PSE&G NJBPU SJ
SUS29	Ensure that tree plantings and other landscaping activities include native plants that restore or support local.	DPW Parks & Rec. SID	NJDEP SJ
SUS29A	Collaborate with other jurisdictions to develop best wildlife management practices	DPW Parks and Rec Governing Body County Flat Rock NJ DEP	
SUS30	Mandate that light fixtures installed for public or private uses are black-sky compliant	Governing Body Planning Board Engineer DPW	

COMMUNITY FACILITIES ACTIONS			
#	ACTION	ENTITIES INVOLVED	POTENTIAL FUNDING OR ASSISTANCE
CF1	Rehabilitate the Liberty School for a public purpose, which may include a Community Center or other more suitable uses.	City Manager Governing Body	NJDCA NJBPU
CF2	If Liberty School is not suitable for a Community Center, pursue creation of a Community Center on a more suitable site, including, if possible, above the ice arena in MacKay Park.	City Manager Governing Body	
CF3	Partner with institutions to fund facilities and programs in the Community Center	City Manager Governing Body	
CF4	Create a new City Hall complex that includes a public parking facility or incorporates future light-rail stations	City Manager Governing Body	
CF5	Expand library offerings to include non-media items	Library	Bergen County
CF6	Coordinate with the School District to reuse underutilized school space as enrollment declines	City Manager School District	
CF7	Establish visible satellite police facility in Downtown	City Manager Police SID Governing Body	
CF8	Create microgrids or district energy systems that include public facilities, critical infrastructure or facilities, and businesses	City Manager Engineer DPW SID School District	NJBPU PSE&G
CF9	Locate future facilities outside of current and projected floodplains	City Manager Police Fire OEM DPW	USGBC ¹ SJ
CF10	Host community solar projects on public properties	Governing Body Engineer DPW City Manager	SJ NJBPU PSE&G
CF11	Upgrade energy efficiency of public facilities through the State's various incentive and assistance programs	Governing Body City Manager Engineer DPW	NJBPU PSE&G SJ
CF12	Establish a joint public art, creative placemaking , and arts education program	City Manager DPW Engineering Open Space	
CF13	Develop a Public Arts Master Plan	City Manager DPW Open Space SID	

OPEN SPACE/RECREATION ACTIONS			
#	ACTION	ENTITIES INVOLVED	POTENTIAL FUNDING OR ASSISTANCE
OSR1	Undergo the process of creating an open space tax and fund	City Manager Governing Body Finance Parks/Rec	Green Acres
OSR2	Work with property owners and NJ DEP to buy-out flood-prone properties	City Manager Governing Body Finance Parks/Rec OEM	Blue Acres FEMA NJDEP
OSR3	Update and expand the ice rink and public pool	City Manager Governing Body Parks/Rec	Green Acres
OSR4	Implement recommended improvements in Rutgers CUES's Vision plan for the City's parks	City Manager Governing Body Parks/Rec	Green Acres
OSR5	Install solar-powered trash receptacles	City Manager Governing Body Parks/Rec DPW	Green Acres
OSR6	Increase police presence and public safety features	City Manager Governing Body Parks/Rec Police OEM	Green Acres
OSR7	Plan and install bike routes connecting the City's parks and cultural features	City Manager Governing Body Parks/Rec DPW Engineer Police Bergen County	SJ NJBPU PSE&G
OSR8	Activate Depot Square and Veterans Memorial Parks with Concessions	City Manager Governing Body Parks/Rec SID	Green Acres
OSR9	Update the Mackay Park Vision Plan	City Manager Governing Body Parks/Rec	SJ NJDEP
OSR10	Make park improvements for flood and heat resilience	City Manager Governing Body Parks/Rec	NJDEP Green Acres FEMA
OSR11 12	Plant shade trees and install shade structures at playgrounds and open field areas, and ensure that trees and other plant species are native or adaptable to changing climate	City Manager Governing Body Parks/Rec DPW	NJDEP SJ
OSR13	Harvest rainwater at parks for irrigation and other purposes	City Manager Governing Body Parks/Rec DPW	NJDEP SJ

OPEN SPACE/RECREATION ACTIONS			
#	ACTION	ENTITIES INVOLVED	POTENTIAL FUNDING OR ASSISTANCE
OSR14	Meet passive and active recreation needs of seniors	City Manager Governing Body Parks/Rec	NJDEP NJDCA
OSR15	Provide dog parks and dog-waste disposal facilities	City Manager Governing Body Parks/Rec	NJDEP Green Acres

RECYCLING ACTIONS			
#	ACTION	ENTITIES INVOLVED	POTENTIAL FUNDING OR ASSISTANCE
REC1	Conduct community outreach on recycling	DPW Green Team Envi. Commission	SJ BCUA
REC2	Encourage recycling among low/mod income households	DPW Green Team Envi. Commission Housing Authority	SJ BCUA
REC3	Partner with a recycling mobile application	DPW Green Team Envi. Commission	SJ BCUA
REC4	Create complete recycling information sheets	DPW Green Team Envi. Commission	SJ BCUA
REC5	Ensure City's recycling ordinance is up to date	DPW Green Team Envi. Commission	
REC6	Offer scheduled pickup of electronics, scrap metal, other unique recyclables	DPW	
REC7	Stay apprised of new recycling capabilities at County and of recycling vendors, adjust practices accordingly	DPW Green Team Envi. Commission	
REC8	Require businesses and multi-family property managers to identify waste hauling companies	DPW Buildings City Manager	
REC9	Encourage adaptive reuse and preservation of buildings to reduce construction waste through zoning/design standards	Governing Body Planning Board	
REC10	Require centralized waste collection points on sites greater than 5,000 square feet	Governing Body Planning Board	

HISTORIC PRESERVATION ACTIONS			
#	ACTION	ENTITIES INVOLVED	POTENTIAL FUNDING OR ASSISTANCE
HIST1	Explore a Historic Preservation Commission	Governing Body Planning Board	
HIST2	Consider an ordinance empowering the Historic Preservation Commission to review and approve demolition applications	Governing Body Planning Board	
HIST3	Create ordinance designating properties as historic based upon voluntary preservation action	Governing Body Planning Board	
HIST4	Adopt an ordinance encouraging adaptive reuse where preservation is impractical	Governing Body Planning Board	
HIST 5	Encourage owners of historic property to accept listing on the state or national registry of historic sites	Governing Body Planning Board Historic Comm.	NJ Historic Trust Save America's Treasures
HIST6	Create Historic Overlay Districts with context appropriate design standards	Governing Body Planning Board Historic Comm.	
HIST7	Explore a transfer of development rights program to encourage historic preservation	Governing Body Planning Board Historic Comm.	NJ Historic Trust Save America's Treasures NJ TDR Bank
HIST8	Assist the Historical Society to obtain funding for the restoration and programming of the Taylor-Bliss / Englewood House	City Manager Parks/Rec Historic Comm. Historical Society	NJ Historic Trust Save America's Treasures

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CONSISTENCY WITH STATE, COUNTY, AND LOCAL PLANS

N.J.S.A. 40:55D-28.d requires that a municipal Master Plan include a statement indicating the relationship of the Master Plan to the master plans of adjacent municipalities, the County, and the State Development and Redevelopment Plan, as well as the applicable District Solid Waste Management Plan.

STATE AND COUNTY PLAN CONSISTENCY

The 2024 Englewood Master Plan is consistent with both the 2001 State Development and Redevelopment Plan and the 2023 Bergen County Master Plan in all aspects. The plans emphasize the importance of infill development and redevelopment in communities and neighborhoods with existing infrastructure, transit, services, and amenities, particularly downtowns and their surroundings, especially with respect to providing for future affordable housing. Consistent with the County and State Plans, it also discourages further development in environmentally constrained and hazardous areas like floodplains, also encourages planning and policy actions that increase access to alternative modes of transportation and open space, advance the transition to renewable energy and low-emissions vehicles, and encourage preservation of historic and cultural assets,

NEIGHBORING MUNICIPALITIES

The 2024 Master Plan does not encourage any zoning significant zoning changes or development that would impact the character or development patterns of neighboring communities, as recommendations for zoning changes encourage increasing densities in existing medium density zones and limiting any up zoning activity to the area around the downtown, where the impact to neighboring municipalities would be negligible.

The land uses in the neighboring municipalities just beyond Englewood's borders generally match the land uses on the Englewood side of those borders. That is to say, single-family neighborhoods tend to abut single-family neighborhoods, and industrial districts tend to abut industrial districts, with some exceptions. The border between Englewood and Leonia, to the south, generally runs along the I-95 highway right-of-way, whereas the municipal borders elsewhere are invisible.

While prior Master Plans in Englewood had encouraged higher density development at the outer areas of the City, particularly in **Englewood South**, the 2024 Master Plan recommends reducing development intensity in those areas and focusing growth in and immediately around Downtown Englewood. The sole exception to this is the recommendation of this Master Plan to increase permitted building heights in the NC Zone at West Hudson Avenue in order to better effectuate the intent of the 2014 Master Plan and the subsequent rezoning to promote low-rise mixed-use development in neighborhood commercial districts. DMR reviewed the Master Plans for the following municipalities and determined that they would not be substantially affected by the 2024 Englewood Master Plan:

- ▶ Englewood Cliffs
- ▶ Tenafly
- ▶ Fort Lee
- ▶ Teaneck
- ▶ Bergenfield
- ▶ Leonia

To the degree that this Master Plan may impact adjacent communities, it will be limited to outreach

the City of Englewood conducts to its neighbors pursuant to the Master Plan's recommendations to engage its neighbors to collaborate on stormwater management, transit, and traffic solutions.

BERGEN COUNTY DISTRICT SOLID WASTE MANAGEMENT PLAN

The 2024 Master Plan recommends that the City should adjust its waste management practices as appropriate based upon changes to recycling technologies and capabilities and rules at the State and County levels. It also recommends practices to increase recycling efficiency and accessibility, and to reduce waste production from construction practices.

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APPENDIX

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