



September 3, 2009

## RELATIONSHIP TO OTHER PLANS

### Introduction

Englewood shares common boundaries with six municipalities: Bergenfield, Englewood Cliffs, Fort Lee, Leonia, Teaneck and Tenafly. This section of the Master Plan reviews the plans and zoning ordinances of the municipalities bordering Englewood City, as well as relevant Bergen County Plans and the New Jersey State Development and Redevelopment Plan (SDRP) and examines the respective plans for consistency and potential conflicts with one another.

Each of the six surrounding communities has an impact on the City of Englewood as Englewood has an impact on the surrounding communities. All seven communities have the same utility suppliers for water (United Water Company), electricity, and natural gas (PSE&G). The local sewers of these towns flow directly into the trunk lines of Bergen County Utility Authority (BCUA), and all sewage is brought to the BCUA Little Ferry Plant for treatment and discharge. Leonia and Englewood have interlocal agreements for leaf composting and some code enforcement activities.

The relationship of Englewood to its neighbors must be viewed in its regional context and long term planning and coordination

are needed to address some of the more important issues:

1. Englewood has a commonality of interest with Leonia over I-95 related traffic and the proximity of both towns to the George Washington Bridge.
2. Redevelopment consistent with the State Redevelopment Plan requires adequate sewage transport and treatment. Fort Lee's sewer problems may have an impact on the region's redevelopment unless the combined sewer system is addressed or increased sewer capacity is generated by BCUA.
3. The Northern Branch of the proposed light rail/DMU system has enormous consequences for Englewood and its neighbors and will have an impact on redevelopment, traffic, and other infrastructure conditions. The federal

stimulus funding may be used to expedite the development of the light rail/DMU system. Englewood has been and continues to be supportive of the commuter rail initiatives for the City.

4. Bergen County, with its complicated and intimate relationship to both New York City and New Jersey, should update its Master Plan.
5. Englewood has not participated in the Plan Implementation Process adopted by the State Planning Commission because of the high cost of preparing the necessary submittals. The City of Englewood does believe that its Master Plan is consistent with both the objectives of the State Plan and the specific recommendations of the State Redevelopment Plan and this perspective is reflected in the Master Plan.
6. The Englewood Land Use Plan is substantially consistent with the land use pattern in adjacent municipalities.

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The zoning of these municipalities is discussed below.

### **Adjacent Municipalities**

History has played a significant role in the land use patterns of all of the surrounding municipalities. As such, similar forces have had an impact on all of the communities in terms of land use. The land use pattern of the areas along Englewood's perimeter is compatible with each of the land use patterns found in the adjacent municipalities. The specific zoning and land use of these municipalities are discussed below.

### **Borough of Bergenfield**

The Borough of Bergenfield shares a small municipal border along the northwest corner of Englewood. Bergenfield last prepared a Master Plan in 2005. Bergenfield's last zoning map was prepared in 1979. The Knickerbocker Country Club currently occupies the municipal boundary in Bergenfield, although it is zoned for single-family development on 15,000 square foot lots. This is consistent with current and proposed land uses in Engle-

wood that permit single-family development on 7,500 square foot lots.

### **Borough of Englewood Cliffs**

The Borough of Englewood Cliffs occupies the eastern municipal boundary of Englewood. Englewood Cliffs conducted a comprehensive master plan and Master Plan Reexamination Report in 2001. Englewood's Master Plan is consistent with the goals and objectives of this document, which calls for maintaining low to medium density residential development.

### **Borough of Fort Lee**

Englewood's Master Plan is largely consistent with the Master Plan and zoning ordinance of Fort Lee Borough. Fort Lee conducted a Master Plan Reexamination Report in 2008 and last prepared a full Master Plan and zoning ordinance in 1988. The reexamination report includes the objective 'to ensure that future development in the community is sensitive to the master plans and zoning of adjacent municipalities'.

Fort Lee Borough shares a relatively small municipal border to the southeast of Englewood. The land use plans contained within Fort Lee's 2008 Reexamina-

tion Report, prior reexamination reports and 1988 Master Plan call for low-density residential development in the form of one and two family dwellings on 5,000 square foot lots in the area adjacent to Englewood. The land use plan in Englewood's Master Plan also calls for low-density residential development in the area, but on larger, single-family lots of 7,500 and 44,000 square feet. Both municipalities plan for business uses in the vicinity of Route 4. Englewood's plan specifies businesses fronting Route 4, with the remaining area to be zoned for single family on 7,500 square foot lots.

One of the important issues facing Bergen County communities in the coming decade is sanitary sewer capacity, treatment, and overflows. Redevelopment, an important component to community renewal in the area, could be significantly restricted if the sanitary sewer discharges are increased beyond the capacity of Bergen County's treatment plant. The Fort Lee Master Plan is largely silent on this issue despite the fact that Fort Lee still maintains a combined sanitary sewer/storm sewer system that contributes significant discharges to the Bergen County Utilities Authority treatment plant. A portion of the Fort Lee discharges flows through Englewood, thus impacting on the total available sanitary sewer capacity in Englewood. This Master Plan element encourages Fort Lee to steadily reduce the amount of flow in the

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combined sewer system and to eventually eliminate all combined sewers.

### Borough of Leonia

The Borough of Leonia is located to the south of Englewood. The two municipalities are physically separated by Interstate 95. While the physical separation of the highway makes adjacent land uses largely irrelevant, Englewood's Master Plan is consistent with the Master Plan of Leonia. Leonia adopted a new master plan in June, 2002. This plan expressed a desire to 'maintain the Borough as a predominantly single-family residential community'. This objective is largely consistent with the existing and proposed land use pattern of the two municipalities. Leonia currently contains the following uses along the municipal border; Park, single-family residential on 5,000 square foot lots, multifamily-residential (14 units per acre), and Park. Englewood's land use element plans for multiple residence (Cross Creek), single -family, (6,500 square foot lots), commercial and residential mixed-use, light industrial and Overpeck Park.

Interstate 95 buffers the light industrial uses and commercial and residential mixed-use from adjacent residential ar-

reas in Leonia. Interstate 95 has a significant impact on traffic in Englewood and Leonia. This issue is addressed in the section of the Master Plan on Traffic & Circulation.

### Township of Teaneck

The Township of Teaneck shares a long municipal border to the west and south of Englewood. Teaneck developed a new Master Plan in 2007 and created a new zoning map. The new plan reiterates the prior Master Plan objective to preserve the character of low-density residential development and buffer these areas from industrial uses. This objective is consistent with both Englewood's Master Plan and existing land use patterns. Both municipalities currently contain significant single-family residential development and open spaces along their western border.

In the southwest section of Englewood, the Bergen County Golf Course serves as a large buffer between residential use in Teaneck and Englewood's Office-Industrial Zone. Englewood's mixed-use overlay district within the Office-Industrial Zone is therefore fully compatible with existing land use patterns in Teaneck.

### Borough of Tenafly

The Borough of Tenafly occupies the majority of Englewood's northern border. Tenafly's last Master Plan was produced in 1992, and the Borough conducted a Reexamination Report in 1998 and another in 2005. The Englewood Master Plan is consistent with current and proposed land uses along Tenafly's municipal border. Both municipalities currently contain single-family development in this area. The Tenafly Reexamination Report is largely supportive of a commuter rail line but expresses a number of serious concerns including the issue of parking should the line terminate in Tenafly.

### Bergen County

Bergen County last produced a master plan over 20 years ago. Due to significant changes in the County, both in terms of land use, socioeconomic and demographics since that time, the County Plan can be considered out of date. However, Englewood's Master plan is consistent with the goals and objectives contained within the County Plan. It is of critical importance, given the unique character of Bergen County, its proximity to New York City, the need for open space, the State's Redevelopment Plan, and the potential changes to the transportation network including light

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rail, that the County create a new plan.

In 1998 Bergen County adopted a Cross Acceptance Report regarding the State Plan. The County participated in Cross Acceptance again in 2008 and the report serves as the most recent general county planning document. While the published report does not contain any direct response from Englewood, it does contain several issues of relevance to the City. These include promoting the conversion of the Northern Branch Corridor to a commuter line, promoting circulation improvements to reduce automobile dependence, preserving open space and promoting redevelopment. These objectives are consistent with the goals of the Englewood Master Plan.

### State of New Jersey

In 2009, the State of New Jersey published a draft of the proposed 2009 State Development and Redevelopment Plan. This draft document is a completely new plan and is expected to be adopted by the State Planning Commission in 2009. The 2009 Englewood City Master Plan is substantially consistent with the plans and policies of the New Jersey State Development and Redevelopment Plan (SDRP).

The SDRP divides land into seven separate categories referred to as Planning Areas. Englewood City is entirely located within the Metropolitan Planning Area (PA1). The Metropolitan Planning Area was established to encourage cooperative regional programs and processes that empower municipalities to act jointly in replacing aging infrastructure, to maintain and expand employment opportunities, to upgrade housing to attract a balanced residential population, to stabilize a threatened environmental base, to protect existing community character, and to create greater opportunities for intermunicipal transportation planning. According to the SDRP, most of the communities within this planning area are fully developed, with much of the new growth occurring through redevelopment.

The objectives of the prior State Plan are consistent with the new draft document with regard to Planning Area 1 and are intended as guidelines for planning within communities located within the Metropolitan Planning Area. The prior plan objectives are stated below (the new objectives have not been adopted yet):

- ◆ Land Use: Guide new development and redevelopment to ensure efficient and beneficial utilization of scarce land while capitalizing on the

inherent public facility and service efficiencies of the concentrated development patterns.

- ◆ Housing: Preserve the existing housing stock through maintenance and rehabilitation and provide a variety of housing choices through development and redevelopment.
- ◆ Economic Development: Promote economic development by encouraging redevelopment efforts such as infill and land assembly, public/private partnerships and infrastructure improvements.
- ◆ Transportation: Capitalize on the high-density settlement patterns that encourage the use of public transit systems and alternative modes of transportation to improve travel among major population centers, employment centers and transportation terminals.
- ◆ Natural Resource Conservation: Reclaim environmentally damaged sites and mitigate future negative impacts, particularly to waterfronts, scenic vistas, any remaining wildlife habitats and to Critical Environmental/Historic Sites generally. Give special emphasis to addressing air quality concerns; provide open space and recreational amenities.
- ◆ Recreation: Provide maximum recreational opportunities by concentrating on the maintenance and re-

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habilitation of existing parks and open space, while expanding the system through redevelopment and reclamation projects.

- ◆ Historic Preservation: Integrate historic preservation with redevelopment efforts in a way that will not compromise either the historic resource or the area's need to redevelop.
- ◆ Public Facilities and Services: Complete, repair or replace existing infrastructure systems to eliminate deficiencies and enable future development and redevelopment efforts.
- ◆ Intergovernmental Coordination: Provide for the regionalization of as many public services as feasible and economical, and coordinate the efforts of State, county and municipal governments to ensure sound redevelopment by encouraging private sector investment and providing supportive government regulations, innovative tax policies and other governmental policies and programs.

space, circulation, and historic preservation are consistent with the goals and objectives of the Metropolitan Planning Area.

The City of Englewood Master Plan is consistent with both the adopted SDRP and the proposed SDRP. The objectives and policies of the Master Plan, particularly land use, redevelopment, open