

LAND USE ELEMENT

Single-Family Residential Districts

Single-family residential use is the dominant land use in Englewood with the vast majority of parcels and the majority of acreage being dedicated to one-family homes. Non-residential uses are to be discouraged within these areas with the exception of schools, houses of worship, and parks; uses generally compatible with residential life.

Multi-family uses, including townhouse developments, are incompatible with and have a negative impact on single-family residential zones.

However, schools and houses of worship, if not appropriately planned, can undermine the neighborhood by introducing buildings at odds with the texture of residential streets, by generating traffic, and by creating a high demand for parking. It is important that schools and houses of worship remain integral parts of the neighborhood rather than become unwelcome intrusions.

Schools and houses of worship should be accommodated without compromising the residential character of neighborhoods. With this goal in mind, the City has crafted carefully considered buffers

between institutional uses and residential uses. These buffers should be vigorously enforced, and it is recommended that the City review and strengthen the buffer requirements to insure the integrity of residential areas. It is also recommended that houses of worship be held to design standards so that new institutional buildings are compatible in scale and proportion with the surrounding neighborhoods and bulk limitations are consistent within a neighborhood. Off-street parking requirements must also be adhered to otherwise there will be serious parking issues in some residential neighborhoods.

Buffers shall be maintained between residential uses and conditionally permitted schools, hospitals and houses of worship. Buffers shall consist of enhanced setbacks, upon which landscaping berms, decorative walls and similar techniques are used to minimize, to the fullest extent possible, the auditory and visual impacts of adjacent conditional uses. Current impervious coverage

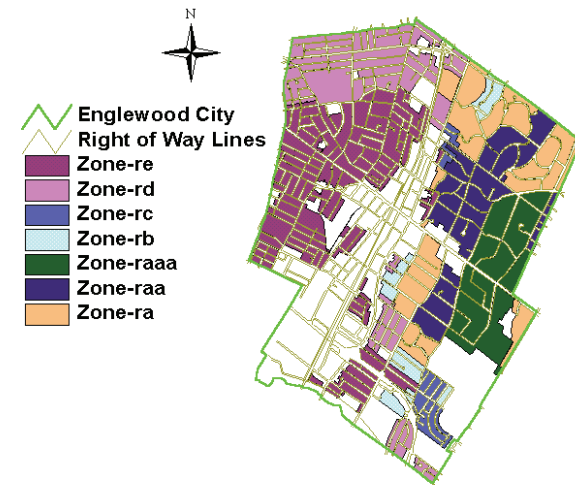


Figure II-21: Single-Family Zones in Englewood



Figure II-22: Single Family Neighborhood (1st Ward)

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requirements are designed to protect the integrity of residential neighborhoods. Variances to diminish existing impervious coverage requirements or buffers or setbacks should be very reluctantly granted and only for extraordinary reasons, and then only for constitutionally protected uses. For example, for hospitals to perform their core function of caring for patients and to permit schools to deliver curricula mandated by state law.

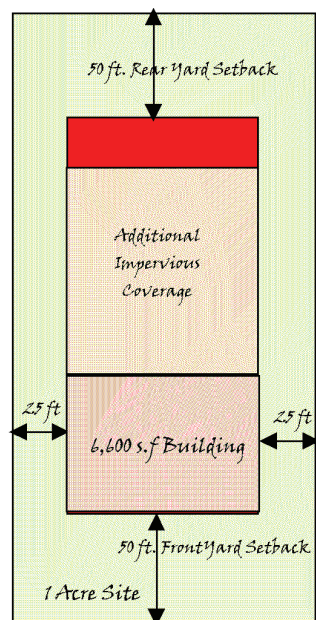


Figure II-23: In 2000, the Englewood Planning Board recommended changes to the single family zoning districts regarding coverage and setbacks for pools and tennis courts.

Englewood has many different neighborhoods with a variety of housing stock ranging from historic mansions on multi-acre lots to modest residential homes on small lots. Although most of the City's neighborhoods, with both large and small homes, are stable with sound infrastructure, some neighborhoods are fragile and threatened by external and internal factors. Absentee ownership, weak-



Figure II-24: Single Family Home (4th Ward)

ened infrastructure, and encroaching incompatible uses are all factors that can lead to increased deterioration.

Fragile neighborhoods are particularly subject to encroachment of incompatible uses, institutional uses, and overbuild-



Figure II-25: Single Family Home (3rd Ward)

ing, because the property values are generally undervalued and therefore more easily acquired, and the areas already have such incompatible uses in the vicinity. The existence of nearby commercial, industrial, and/or institutional uses is often utilized by prospective developers as an indication that addi-



Figure II-26: Single Family Home (2nd Ward)

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tional similar uses are appropriate. The Master Plan opposes the intrusion into residential neighborhoods by incompatible uses.

In 2001, Englewood developed new setback standards for swimming pools, tennis courts, basketball courts, and other paved areas typically located in the rear yards. These standards recognize the potentially intrusive nature of the activities associated with these structures in the absence of reasonably established separations of neighboring yards. The Planning Board also recognized that the implementation of standards would result in the prohibition of the construction of these facilities where lot size and setbacks are not sufficient. There are lot sizes and configurations where the subject recreational facilities are not suitable, given the potential negative impact on adjacent property owners. This Plan reaffirms the setback requirements and recommends stricter interpretations in variance situations.

Impervious coverage limitations were established in 2001 for the first time in residential zones in Englewood. The coverage limitation is an important zoning tool to maintain the quality of life for residents, insure the continuation of open space in residential areas, and limit the impact of development on drainage



Figure II-27: Pindle Street 1999



Figure II-28: Pindle Street 2000 –after neighborhood preservation and infrastructure improvements

and flooding. It is recommended that these limits be periodically reviewed to determine whether additional limitations on impervious coverage should be enacted.

Englewood's residential areas have a long history and noteworthy homes that are a part of the City's historical fabric. Specific neighborhoods with coherent architectural heritages should be protected from design intrusions that would alter the nature of these neighborhoods. Efforts must be made to protect from demolition and destruction homes with clear historic significance. The Historic Preservation element addresses the need for support of these important homes and neighborhoods. Specific recommendations related to historic preservation will be found in that element.

In the 1990's and the early 2000's, the City invested in select neighborhoods in several ways to try to curb deterioration and blight. First, the City's code enforcement personnel stepped up their activities to maintain conditions that can lead to neighborhood deterioration such as defective curbs, sidewalks and unsafe conditions both inside and outside of homes. Second, Englewood was part of the State's Neighborhood Preservation Program, offering low-interest loans and grants to improve the housing stock to qualifying homeowners. Third, Englewood utilized Community Development Block Grant funding to reconstruct the entire infrastructure of distressed areas.

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Lastly, the City has implemented the Neighborhood Rehabilitation Program that identified and acquired badly deteriorated and abandoned homes, rehabilitated these homes, and then returned these homes to private ownership through a revolving fund started in 1996.

Together these programs stopped the tide of deterioration and in most cases reversed it. The Armory Street neighborhood, the James Street neighborhood, the Florence, Mary, Grant neighborhood off of South Dean Street and the Pindle-White neighborhood are examples of completed projects. Although the City is still investing in infrastructure improvements in fragile neighborhoods, the Neighborhood Preservation Program was terminated by the State and the Neighborhood Rehabilitation Program was discontinued by the City. Code Enforcement's intensive program together with the City-wide task force was also discontinued. The Planning Board recognizes the value of comprehensive programs to combat deterioration of neighborhoods and encourages the City to reinstitute holistic approaches towards neighborhood preservation.

The neighborhood preservation efforts in the past, greatly improved the Armory Street and James Street neighborhoods. Armory Street is a connecting link be-

tween the Central Business District and Mackay Park and has been transformed into a single-family owner-occupied area with streetscape amenities similar to those found in Mackay Park. The facades of many of the older houses have been preserved and restored and new street trees have been planted.

Infrastructure improvements and new housing construction were undertaken by the City to support the James Street neighborhood. Infrastructure reconstruction began in a four-square-block area adjacent to a new commercial building constructed under a redevelopment program. Over the course of several years, the physical surroundings of an entire neighborhood have been dramatically improved.

Working to support and maximize the value of the infrastructure improvements, City officials provided loans and grants for property improvements. The loan and grant programs were coupled with intensified enforcement of City codes and standards.

This coordinated effort prevented further deterioration and improved an entire neighborhood. The resultant improvements led directly to private investment within the adjacent Central Business District, and today the west side of Palisade Avenue is a strong, viable, and interesting commercial area. The Planning Board supports the renewal of these pro-

grams, particularly in times of financial stress.

The Planning Board recognizes that there is considerable financial pressure on the businesses in the Central Business District and also recognizes the importance of the Central Business District to the City as a whole. The Planning Board recommends the continuation of this coordinated approach toward neighborhood preservation and the continued and expanded effort to develop pedestrian friendly walkways throughout the neighborhoods surrounding the Central Business District.

Recent efforts to implement a way-finding system and the new trolley shuttle system help to support the downtown as does the parking garage. Increased utilization of the downtown parks, including Depot, Veterans Memorial and Mackay Parks, should be a goal which can be achieved through special events (art fairs, flea markets, outdoor music concerts) and street closures with limited financial investment. These events can serve to bring more people to the downtown and are very much needed during these financially difficult times.

Multiple Residence Districts

There are six classifications of multiple residence zoning districts: RM-A, RM-B, RM-C, RM-D, RM-E, and RM-H. They are found in different locations throughout the City, offering a range of both apartments and condominiums at a variety of different economic levels. Apartments and condominiums are also located within single-family residential zones as non-conforming uses. In general, the availability of multi-family housing has had a positive impact on the City by maintaining economic diversity as well as providing choices for those residents wishing to remain in the City but no longer willing to own a single-family residence. Low and moderate-income housing is to a large extent located within the RM-B zone and is discussed in more detail in the Housing Element.

RM-A Zone

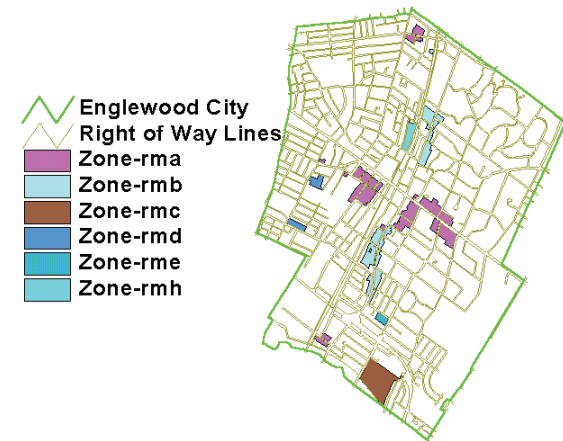
The RM-A zone encompasses most of the multiple residential areas along East Palisade Avenue and the multi-family housing directly south of Englewood Avenue and west of South Van Brunt Street. The City Council has recently decreased the permitted density of townhouses within this zone to a maximum of 6 per acre and modified the zoning of a property

along East Palisade Avenue from single-family zoning to the RM-A zone. The resultant zoning permits multiple-family residences along East Palisade Avenue from Grand Avenue to Jones Road almost without interruption. The housing in the RM-A zones is well maintained, and the Planning Board recommends the continued efforts by the City in property maintenance and code enforcement. No further zoning modifications are recommended.

RM-B Zone

The North-South corridor running along Grand Avenue and Engle Street (the continuation of Grand Avenue north of Palisade Avenue) serves as a commercial area and also a buffer to the single family zoning districts to the East. The RM-B zone within this area has developed into a successful mixed-use residential/commercial area providing incentive for private conversions of existing residential structures into small office buildings as well as creating larger infill structures consistent with the surrounding neighborhoods.

The success of the RM-B zoning leads the Planning Board to conclude that the expansion of this zone, or another zone that is compatible with the RM-B zone, to



*Figure II-29: Multiple Residence Districts
(Englewood GIS System)*

South Dean Street, from Englewood Avenue to Forest Avenue, may encourage private investment in upgrading this area and increasing property values. The re-zoning of South Dean Street, coupled with possible redevelopment south of Englewood Avenue along South Dean Street, could lead to improvements and stability in the entire area with frontage along South Dean Street.

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RM-C, RM-D, and RM-E Zones

RM-C, RM-D, and RM-E zones each relate to specific developments (Cross Creek, Coriander Way and Forest Gardens, and Roosevelt Commons), all successful private development projects with varying densities. No modifications to the zoning in these areas are recommended.

RM-H Zone

RM-H zoning encompasses the West Street Senior Citizen's Housing and the West Street Housing Development, both operated by the Englewood Housing Authority. No modifications to the zoning in this area are recommended.

Multi-Family housing is also found in several overlay zones in the CBD Zone, the OI Zone and the LI Zone and these are discussed in other sections of the Master Plan.



Figure II-30: Two of the many multi-family housing developments in Englewood. Tibbs Senior Housing (RM-H Zone) in the lower portion of the photo and Westmoor Gardens above it.

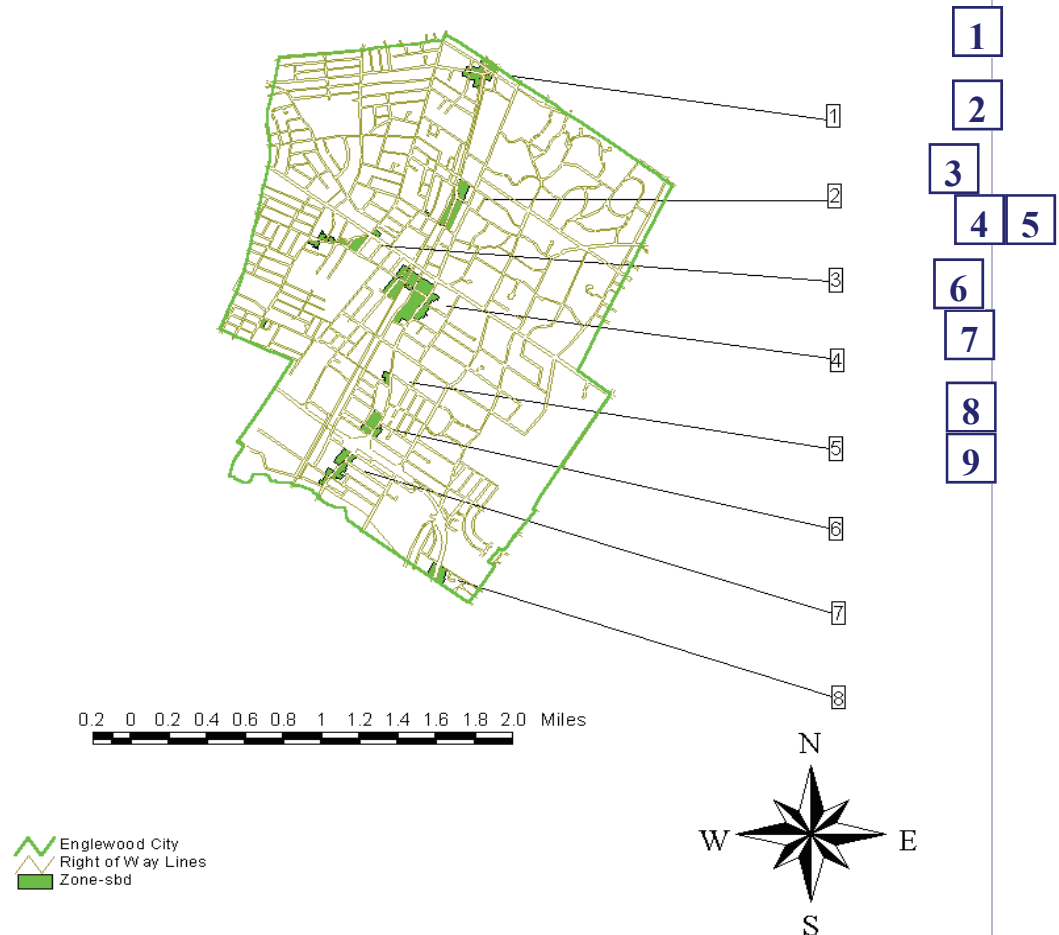
Service Business District

There are nine distinct Service Business District (SBD) zones within the City of Englewood. Each of the SBD zones serves as a commercial area separate and apart from the core of the Central Business District. While these commercial areas are desirable components of the overall land use in the City, each one includes some undesirable uses that threaten the stability and vitality of adjoining zoning districts.

Historically, the SBD zones were part of a single commercial zone in the City. In the 1950's there were two commercial zones (Business District 1 and Business District 2) for the most part differentiated by the prohibition of gasoline stations in Business District 1 (the boundaries of Business District 1 were similar to the limits of the Central Business District of today).

In the early 1970's the City of Englewood developed studies and reports relating to downtown development (two notable studies were by the Urban Land Institute and Laurance A. Alexander & Company). Recognizing the need for the revitalization of the Central Business District (CBD), the studies concluded that the CBD be limited to the Palisade Avenue area from Grand/Engle to the monu-

SBD Zones City of Englewood, New Jersey



**Figure II-31: Service Business Districts
(Englewood GIS System)**

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ment. The business areas outside of this central area were thought to erode the concentrated, pedestrian-oriented core. The outlying business areas were examined and rezoned into residential and commercial zones. In 1975, in accordance with Planning Board recommendations, the City enacted legislation creating a new Service Business zone, which created the nine SBD areas that exist today. Off-site parking was required for all the uses within the new SBD zone as opposed to the CBD zone where parking is only required for restaurant use.

At the time of the formation of the SBD zone, the Planning Board recognized that there were existing commercial enterprises in the area. It attempted to identify and designate the existing uses as permitted uses. The Board did not examine the uses that were appropriate for each of the new SBD zones, nor did they develop a model that permits uses that were fully compatible with the surrounding residential zones and discourages or prohibits uses that negatively impact the surrounding areas.

The Planning Board recommends that each of the SBD zones be analyzed and some currently permitted uses be prohibited. Permitted SBD uses such as printing (not photocopy shops), appliance repairs, building supplies shops, and gaso-

line stations serve to destabilize the residential character of some neighborhoods. They are more industrial in nature and physically tend to detract from residential life. These same uses should not be in the immediate vicinity of the CBD zone that has been undergoing extensive modifications in the past decade. A new Neighborhood Business District should be created that limits the uses to those fully compatible with residential and CBD zones.

In addition, certain use definitions should be clarified and adapted to current conditions. For example, hardware stores that are essentially retail in character should be clearly differentiated from building supply stores that primarily provide materials for construction contracting trades. The former should be a permitted use in commercial districts while the latter should be prohibited from all but the industrial zone. Car detailing, an activity that has in recent times expanded, should be clearly defined and prohibited from residential and commercial zones. Detailing should also be defined and differentiated from car wash facilities.

Service Business Area 1 (see insert)

At the north end of Englewood, Hudson Avenue, in the vicinity of North Dean Street, has a self-contained shopping area that serves the surrounding residen-

tial neighborhood. It is a prototypical Neighborhood Business District. During the past twenty years, the shops along Hudson Avenue have included a coffee shop, a sandwich shop, a pizzeria, a fresh produce store, a pharmacy, a retail clothes store and a barber shop, and a supermarket (Grand Union). Within walking distance from many apartments, condominiums, and houses, the area continues to serve the needs of the local community and is a convenient shopping area for the residents. A drug store retailer has replaced the supermarket and a sandwich retail store has replaced the fresh produce store, but the zone continues to be a viable and active local retail area.

There are two car repair facilities (one also sells gasoline) in the area, separated from one another by approximately 500 ft. While not normally desirable in a Neighborhood Business District, in this area the automobile repair facilities are not a detriment to the community and located such that they are not blighting influences. They are well maintained, the stored cars are appropriately screened from the street, and their physical separation from one another lessens any negative visual impact. One of the facilities is housed in an old firehouse, thus preserving part of Englewood's heritage. Strict compliance with Ordinance conditions increases the viability of this commercial center. Intrusion of permit-

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ted SBD uses that are not compatible with its current character can threaten the integrity of the area

The Master Plan recommends rezoning the Service Business Area 1, as a

Neighborhood Business District so that the permitted uses serve the surrounding neighborhood and support its residential character. It is also recommended that auto repair facilities in the vicinity of residential areas or uses be required to store all vehicles in a screened area and that the conditions placed on automobile related facilities, particularly the prox-

imity limitations, be maintained in SBD areas to avoid altering the character of neighborhoods.

Service Business Area 2 (see insert)

The area surrounding North Dean Street from Demarest Avenue to Hamilton Avenue includes office buildings, medical offices, and a City owned parking lot. Although zoned SBD, its existing character is more of an office zone. Permitted uses currently include printing shops, appliance repairs, laundry and dry cleaning establishments, building supplies shops, funeral parlors, automobile repair facilities and gas stations.

At the intersection of Demarest Avenue and North Dean Street there has been a considerable effort to transform this area. Once, the home of three gas service stations (one each on the northwest corner, the northeast corner and the southeast corner), now only one gas station remains. The southeast corner has a two story retail/office complex with a striking design and the northwest corner houses a branch bank that was uniquely designed for the corner. This intersection is a gateway into the City's Central Business District and is an extremely high-profile area of the City with thousands of automobiles traveling from the Northern Valley towns to Route 4 and Route 80. The new buildings are a welcome addition and should be supported with im-



Figure II-32: Hudson Avenue Service Business Zone (SBD)

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Figure II-33: Plans for the new Commerce Bank at the northwest corner of Dean and Demarest (the Bank replaced a gas station)

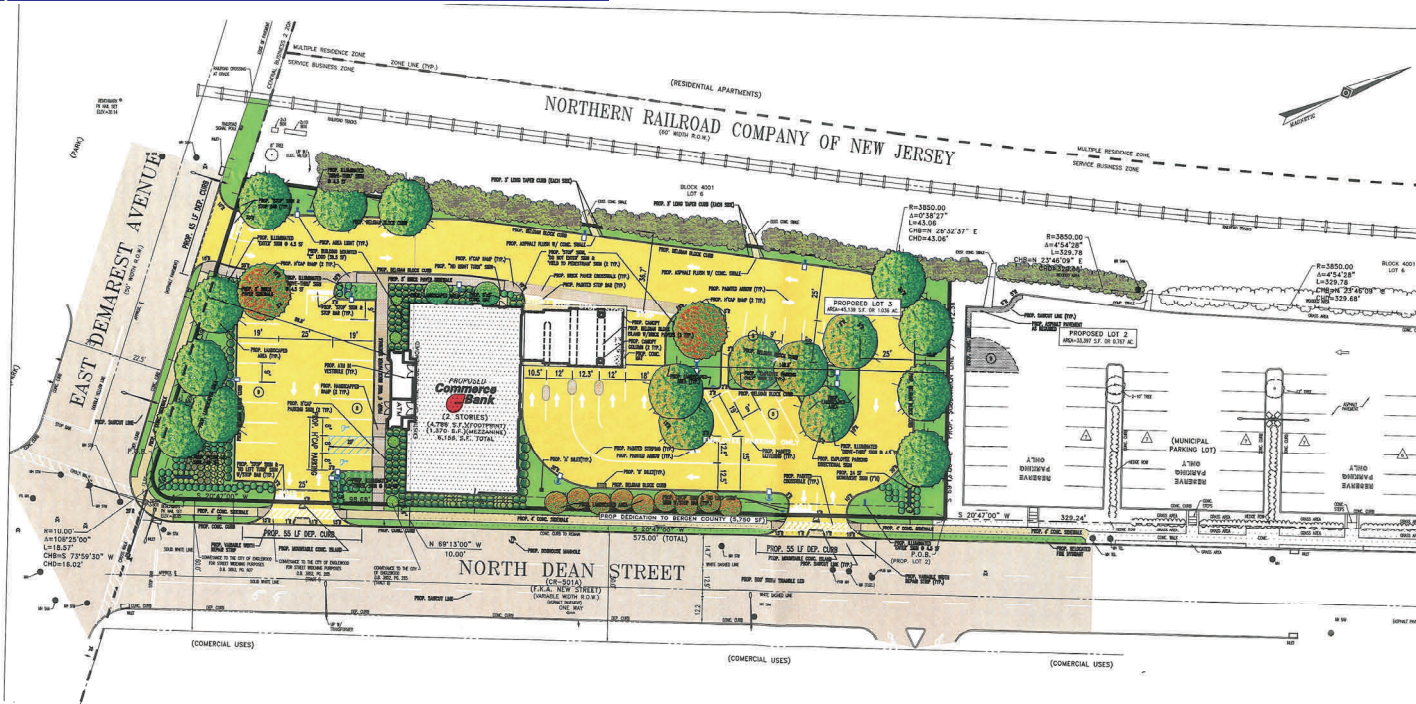


Figure II-34: The completed Commerce Bank (now TD Bank) and the new Lexus maintenance facility (on the right).

proved landscaping in the park and park events to bring more people to that part of the downtown.

Although this gateway has been revitalized, the City is urged to rezone this area, restricting those uses that do not serve to enhance either the Central Business District or the park at the southwest corner of Demarest and Dean, and to create an office/commercial area that benefits the City both in image and substance.



Figure II-35: Recently constructed mixed use building on the southeast corner of Dean and Demarest (the building replaced one of three gas stations on the corner)



Service Business Area 3 (see insert)

Surrounded by single-family residential zones, this area, also known as Wides Corner, is of crucial importance to the residents in the immediate vicinity. Although burdened with automobile repair facilities, this area would benefit greatly

by careful rezoning. The City has completed extensive infrastructure improvements that have both improved the roadway, sidewalk and parking conditions and have also connected the area to the Central Business District through pedestrian walkways and by visually designing the streetscape in a manner con-



Figure II-36: Wides Corner Service Business District Zone (SBD)

sistent with the CBD.

Careful rezoning would entail changing currently permitted uses to non-conforming uses, but over a period of time it is likely that the use pattern will ultimately be compatible with the neighborhoods.

The Master Plan recommends the rezoning of this area as a Neighborhood Business District.

Service Business Area 4 (see insert)

The area bounded by the railroad tracks, Palisade Avenue, South Van Brunt Street and Englewood Avenue is directly across from a mixed use redevelopment project. Several properties along Van Brunt Street have received variances and there is now a combination of office and retail stores. There is a vacant property

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at the corner of South Van Brunt Street and Englewood Avenue. The Planning Board recommends that the entire block be reviewed in light of the new construction and use directly to the west and that the area be rezoned to encourage redevelopment that will support and be compatible with the immediate surroundings and the central business district.

Service Business Area 5 (see insert)

The land bounded by the railroad tracks to the west, Grand Avenue to the east, Palisade Avenue to the north and Englewood Avenue and Garrett Place to the south features a variety of commercial uses. To the west a variety of commercial and residential uses. To the south, along Dean Street, the Service Business District serves as a transition area between the CBD to the north and the Light Industrial area to the south.

The Light Industrial (LI) Zone directly south of the subject SBD Zone has an impact on both the traffic and the appearance of the CBD. Truck traffic travels through the SBD area to access the large distribution center in the LI Zone. In addition, the appearance of the LI Zone seriously impacts on the viability of improving the SBD area. Both the SBD 5 area and the LI



Figure II-37: South Dean Street retail stores with public garage in the rear (the project was a public-private partnership)

Zone to the south should be re-examined together. Recommendations for the LI Zone are found in a later section of this plan.

The City of Englewood with a private developer recently constructed a parking garage and a series of retail stores along South Dean Street. This redevelopment project forms an important component

of the stabilization and improvement of the South Dean Street area. The improvement of this area helps to insure the well-being of the Central Business District with its newly developed mixed-use residential/commercial overlay district.

Looking south along South Dean Street, once again, the permitted SBD uses can severely conflict with the newly redevelop-

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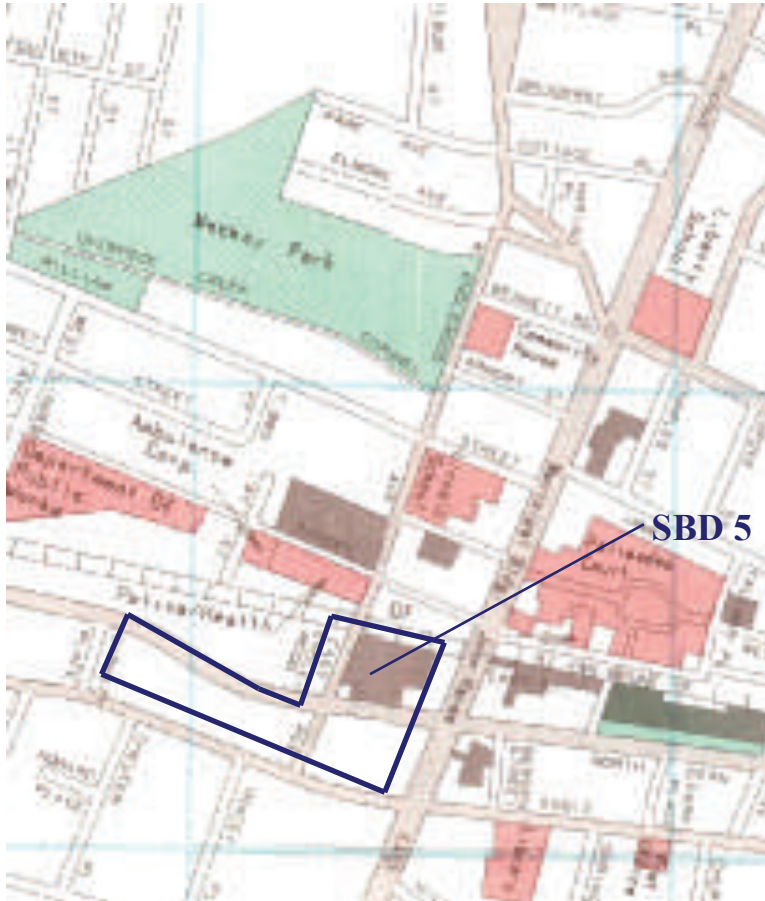


Figure II-38: SBD 5 Area

oped area and the existing CBD uses as well as limit the potential improvement and redevelopment of the LI Zone to the South. This Plan recommends the rezoning of the SBD 5 area to a Neighborhood Business District. It is further recommended that the entire strip along South Dean Street from Englewood Avenue to

Forest Avenue, on the East and West side of the street, be zoned RM-B to encourage redevelopment of this area.

Service Business Area 6 (see insert)

At the northwest corner of Forest Avenue and Grand Avenue, extending to the north approximately 400 ft., are two fully developed properties: one an office building, the other a mixed use commercial/residential structure. The current uses are fully compatible with the residential neighborhood to the east and should be supported by appropriate zoning. Although the area is stable and the current uses are permitted uses, the zoning should correspond to uses that are compatible with the neighborhood. The Master Plan recommends the rezoning of the SBD 6 area to the Neighborhood Business Zone.

Service Business Area 7, 8, and 9 (see insert)

These areas are appropriately zoned and utilized. The boundaries of SBD Area 8 should be redrawn to reflect that the SBD zone should have frontage on Grand Ave-

nue and the Light Industrial Zone should have frontage on Dean Street.

Currently, there is only one property along the strip of SBD zoned property from Honeck Street to the Leonia border along Grand Avenue that has frontage on both Dean Street and Grand Avenue and it is zoned Industrial. This lot should be split zoned to insure that the future utilization of the lot fronting Grand Avenue is in the SBD zone. At the same time, the adjacent lot to the north (Block 3005, Lot 5) is unnecessarily split zoned without any basis in planning. It is recommended that this lot be zoned entirely SBD because of its sole frontage along Grand Avenue.

Each of the Service Business Districts should be re-evaluated and modified in accordance with the recommendations found in this section.

Central Business Districts

In 1995, the City of Englewood embarked on a program that over the course of the next ten years would revitalize the Central Business District. For the first half of the twentieth century, the Central Business District served as a hub for retail and entertainment for many of the surrounding communities. As with many small cities in the 1960's and 1970's, malls and central shopping areas provided strong competition to local shopping and, consequently, the Central Business District in Englewood declined. Deterioration and blight began to encroach into the CBD. During the 1980's efforts were made to strengthen the downtown area and improvements to the "east" shopping area were initiated. At the same time the "west" shopping



Figure II-38: Streetscape improvements in the CBD District (1998-2000)

area continued to deteriorate and the City was clearly a tale of two cities with a strong ethnic, economic, and racial divide.

The revitalization was accomplished through design initiatives for public spaces, streetscape and infrastructure improvements, and the leveraging of private investment. A comprehensive, multi-year plan was implemented that ultimately transformed Englewood's large, centrally located park, two residential neighborhoods, and the contiguous commercial district into a safe, viable, pedestrian-friendly community with places to live, shop, work, and play. The recently constructed mixed-use developments provide increasing numbers of residents living downtown. This adds a level of vibrancy that is necessary to secure the downtown as safe, active and successful. The commercial downtown area of the City is a desirable place to not only shop, but to live.

The commercial areas and surrounding residential areas, long thought to be incompatible and adversarial to each other, now form different parts of a cohesive community. Today, the residential and commercial spaces support one another and each is viewed as an asset to the other. Mackay Park, located in the center of town, for a decade a source of problems to the surrounding community, has become an integral part of the revi-

talization of the downtown, attracting people of different ages, races, and ethnic backgrounds. Park activities in the summer must be programmed to attract more people to the park.

The interrelationship between the commercial area and the surrounding residential neighborhoods and recreational



Figure II-39: Restoration of a 1920 Façade in the Central Business District

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space formed a key concept governing the revitalization plan, the design, and the order of implementation of public improvement projects. Providing safe, attractive, convenient access from one neighborhood to another and from each of the public spaces to all others should be an important component of any future downtown revitalization project. The objective of purposefully creating a pedestrian friendly downtown, physically connected to residential neighborhoods and parks is a continuing theme of the open space section of this plan.

It is important to develop a critical mass of residents living within the limits of the CBD so that it takes on the character of a mixed-use area. New mixed use commercial and residential development has been constructed in the CBD area. These new projects generate increased foot traffic and support for businesses on the avenue and because of offset peak traffic activity, traffic impacts are minimal. The City of Englewood now owns two key properties that were purchased from the Board of Education: Lincoln School and Liberty School. The redevelopment of these properties will have a lasting and meaningful impact on the downtown.

The Planning Board recognizes that the Central Business District contributes enor-

mously to the integrity and survival of Englewood and recommends the continued improvements to the area, particularly in the categories of mixed-use development, increased residential construction and traffic improvements. In addition, public events including street fairs, outdoor concerts, art fairs and the

like, should be programmed and supported by the City to enhance public participation and activity downtown, particularly during the warmer months. The economic conditions demand that the City invest in supporting the downtown.



Figure II-40: Palisade Avenue is now an active commercial hub, 7 days a week

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Office-Industrial Zone

In 1974, industrial uses provided Englewood with a tax base comparable to commercial uses. Although always restricted to a well-defined geographic area within Englewood, the Industrial Zone was thought to be a desirable component of the land use mix because



Figure II-41: Aerial Photograph of the OI Zone.

it contributed to the tax base and generated employment. Much has changed since 1974. The contribution of industrial uses to Englewood's tax base has decreased considerably in relation to commercial and residential land values. Employment in commercial spheres rivals or surpasses that of the industrial sector.

In the mid 1980's, the Planning Board recommended and the City Council adopted a new zone designation for a large portion of the Industrial Zone. The new zone was designated as the Office-Industrial Zone (OI Zone) and permitted the development of mid-rise construction for offices and hotels. The area was bounded by Cedar Lane to the south, Forest Avenue to the north, the railroad tracks to the east and Overpeck Creek to the west. There were 46 separate properties within the OI zone ranging in size from less than a half acre to in excess of eleven acres. There was also a vast array of different uses, including hotel, warehousing, manufacturing, restaurant, distribution centers, and offices.

In 1988 Bergen County funded and constructed the channelization of Overpeck Creek, south of Route 4. In addition, the county constructed a stormwater pumping station and a series of dykes designed to prevent flooding in the Office-Industrial Zone. The Office-Industrial (OI) zoning designation together with the flood control projects attracted an eight-

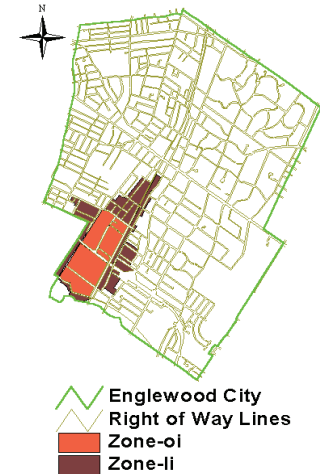


Figure II-42: Office Industrial and Light Industrial Zoning Districts

story structure hotel, constructed on Block 2517, Lot 3.01 and a 30,000 s.f. three-story office building, however no other development project utilized the OI zoning parameters.

In 2002, the City, after extensive planning and study, added an overlay zone to the OI Zone District permitting mixed use planned development in the area. The overlay zone required a developer to have a minimum of 12 acres in order to insure the adequacy of a planned development. By rezoning the property

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and increasing the potential for redevelopment, the City encouraged private investment and redevelopment within the zone. Two impediments to redevelopment are the flood hazard designation and the limited access to the area. The area is almost entirely within a flood hazard area as delineated by the Federal Emergency Management Agency (FEMA) and the New Jersey Department of Environmental Protection (NJDEP). The only area that is not within the flood hazard area is a section of roadway along Route 4 that is elevated above the surrounding area. Any expansion or new construction within the flood hazard area is subject to stream encroachment regulations. These regulations are administered by NJDEP and compliance with the requirements will generally restrict additional development to a maximum of a 20% increase in volume within the flood hazard area.

The constraints related to stream encroachment seriously inhibited redevelopment of many of the properties unless the properties were redeveloped for mid-rise construction. Mid-rise construction, while under the same limitations as single-story construction at grade level, are largely unaffected by stream encroachment regulations once the elevation of the floors rises above the flood hazard elevation. For example, a developer

can typically construct a building where the first story meets all of the constraints related to construction in a flood hazard area while the floor area of the second and higher stories is essentially unregulated.

traverse the Office-Industrial area, there is only a single ingress and egress to and from Route 4 West. Nordhoff Place runs from South Van Brunt Street in a circuitous route that goes through the area south of Route 4. The City therefore

Figure II-43: New road network connecting the south end of Englewood with Route 4 East and West



The second obstacle to redevelopment was the limited access to the area. Although both Route 4 (a State highway) and Route 80 (an Interstate highway)

planned and constructed direct access to and from Route 80 East and West and Route 4 East and this supported redevelopment efforts in the entire area.

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With improved access and appropriate rezoning, the City was able to attract investment for redevelopment of approximately 25% of the total acreage of the OI zone. One development project to the north of Route 4 has been completed and another major project to the south of Route 4 is under construction.

Absent a commercial component, the area would simply become mid-rise residential enclaves and this should be discouraged through zoning that would require the mixed use redevelopment of the area.

The Planning Board recommends that the City re-examine the OI zone to determine the character and quantity of additional redevelopment projects.

The Planning Board recommends that new development in the OI district be of an appropriate density and scale so that the massing, height and bulk harmonize and integrate with the surrounding fabric of the City in a sensitive and aesthetic manner. It is further recommended that any additional redevelopment in the area have a commercial component."

The existing trolley shuttle system should continue to provide transit options to the southern section of Englewood. A light



Figure II-44: The Brownstones—a new mixed-use development in the OI Zone

rail line, currently being studied and considered by the State and County, should be fully examined by the City of Englewood to assess its overall impact on the City.

Figure II-45: Hospital as viewed from Engle Street in 2002



Light Industrial Zone

Light industrial uses will remain in areas both inside and outside the Office-Industrial Zone. As illustrated by a newly reconstructed industrial building on Cedar Lane (Block 2603, Lot 10.01), some industrial uses need not be unattractive, nor are they necessarily incompatible with mixed-use development.

Englewood's Municipal Land Use Ordinance contains setback and landscap-



Figure II-46: Industrial Property on Cedar Lane

ing requirements for industrial uses. Industrial uses are also subject to additional setback and landscaping requirements when they abut residential districts or uses. These requirements should be continued and strictly enforced.

Light industrial permitted uses are restricted to the LI and OI zoning districts. Light industrial uses should be contained in those zones to limit any impact on residential areas.

Hospital Zone

Englewood Hospital has been a part of the City since the nineteenth century. Although located on its current site since 1890, the Hospital continues to be classified as a non-conforming use in a residential zone. Sound planning demands that the City develop a Hospital Zone that both meets the needs of the Hospital and protects the surrounding community from negative impacts.

The City should critically examine two issues: off-street parking requirements,

and bulk and setback limits. Off-street parking requirements should be modified to reflect the changes in the health care system today. Currently, the City's parking requirement is directly proportional to the number of beds or in-patients. A greater number of out-patients and lesser number of beds require a reexamination of this formula for parking spaces.

Although, the recent construction of the Berrie Center, an out-patient facility, and the new emergency facility along Engle Street, greatly limits areas of additional construction, the Hospital should be al-

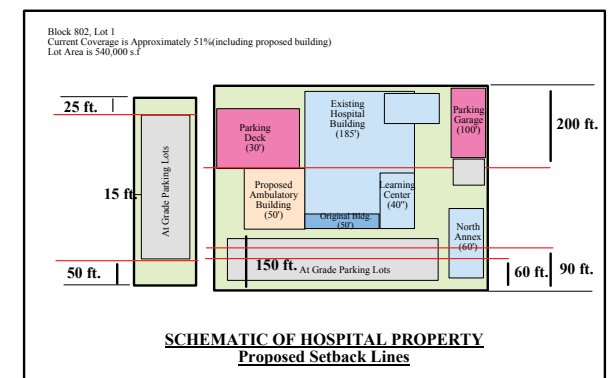


Figure II-47: Schematic of Englewood Hospital Developed for Planning Zone Setbacks

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lowed to redevelop the site without applying for use variances to the Board of Adjustment.

The Hospital is a simple fact in Englewood, has been for more than 100 years,

and should be acknowledged by the City's Zoning Ordinance.

Bulk limits and setback requirements should reflect the growing needs of the Hospital while at the same time protect the surrounding residential community from incompatible design. The railroad and the green space along Dean Street

offer a natural buffer, as does the Cemetery to the north. Permitting greater bulk and limited setbacks along Dean Street, at the north property line, and the center of the site while protecting the south property line and Engle Street will result in a plan more compatible with the current neighbors. It is recommended that a Hospital Zone be created.

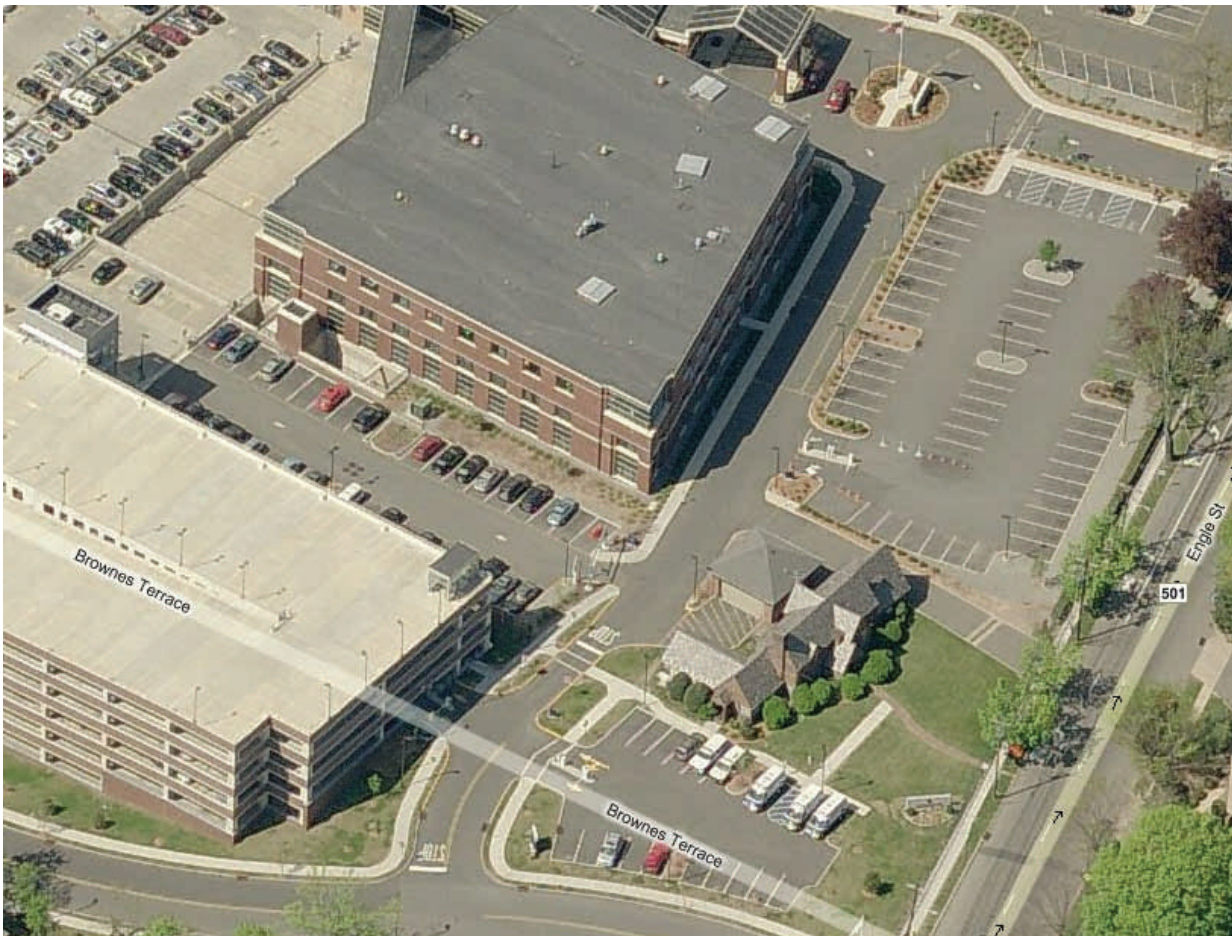


Figure II-48: The new out-patient facility and parking garage at Englewood Hospital

Open Space Districts, Parkland, and Recreational Space

Englewood has a wide variety of parks, recreational spaces, and open space. The importance of this space to the community cannot be overstated. The inventory and use of the varied spaces, as well as recommendations, are found in other sections of the Master Plan. Several land use decisions in recent years have served to protect open space. The rezoning of the R-AA and R-AAA zones has prevented the subdivision of larger lots that would inevitably have led to the loss of open space connected to residential properties. The City adopted a zoning ordinance that included impervious coverage limitations as well as increased setbacks for pools, tennis courts, and other hard surface play areas. These limitations serve to protect a residential site from being overdeveloped and thereby preserves open space. Applications seeking variances from these limitations should be considered in light

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of a clear recognition that open space in residential zoning districts is of value and the expressed intent of the Planning Board to preserve open space.

The Planning Board also encourages the City to include the current inventory of parkland in the Open Space Zone.

In



Figure II-49: Pergola in Mackay Park

recent years, the City has redesigned several community spaces. The islands on West Palisade Avenue have been reconstructed and re-planted. As a result, they are now an asset to the surrounding community and serve as a gateway into the commercial center of town from the west. Forest Avenue and Lafayette Place was also reconstructed as a gateway from Route 4 into the Fourth Ward of Englewood. A deteriorated and abandoned house was demolished by the City on First Street and the property now



Figure II-50: Walking Through Englewood's Mackay Park

serves as an extended entranceway into Mackay Park from the west.

The recapturing of small and large places in Englewood, especially those spaces that serve as gateways into the different sections of the City, results in a more pedestrian-friendly community that encourages and promotes both the



Figure II-51: Mackay Park Pool



Figure II-52: West Palisade Islands 1999-2001-the creation of a boulevard

creation and the greater utilization of open space. The creation of pedestrian connections as well as the concept of gateway is further advanced in the Open Space section of the Master Plan.

Areas of Potential Redevelopment

This document identifies several areas

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within the City that should be redeveloped. The following recommendations by the Planning Board are not an indication that any particular area is an "Area In Need of Redevelopment" as determined by the New Jersey Redevelopment Act. Rather it is a judgment by the Planning Board and a recommendation to the City that each of these areas would benefit, as would the adjoining areas and the City as a whole, if efforts



*Figure II-53: First Street Entrance to Mackay Park
2001 pre and post construction*

were made to increase private and public investment in these areas.

The Planning Board has also identified the need to zone these areas in a manner that encourages private investment while maintaining the overall character of the City and the residential neighborhoods. Although specific recommendations for each of the areas below is found in other places in the land use element, the Master Plan emphasizes a particularly focused approach for these areas.

In the past, the City has had to make financial concessions or infrastructure investment to secure private investment in specific areas of Englewood. The following areas should be redeveloped through rezoning without a contribution on the part of the City and this principal should remain true for some time.

Areas in particular would benefit from redevelopment efforts by the City and could be redeveloped through zoning modifications are:

- **The Central Business District**
- **South Dean Street Area between Englewood Avenue and Forest Avenue**
- **South Van Brunt Street between Englewood Avenue and Forest Avenue Office-Industrial Area**

The Central Business District has been the object of several redevelopment projects. Carefully planned and controlled developments that maintain the diversity and essential character of the downtown will help to keep the area an active and interesting place and one free from blight, deterioration, and abandonment. Both Lincoln School and Liberty School, although not in the Central Business District, can have a meaningful and lasting impact on the Central Business District. Lincoln School, located just 500 ft. from the Central Business District and bordering a multi-family residential district would be an ideal candidate for a mid-rise residential multi-family housing development. Zoning should be respectful of the low rise developments to the south and the property can serve as a transition buffer from the Central Business District to the north and the low rise housing to the south. Providing additional residents that will walk and shop in the downtown will help support the CBD, particularly on the west side.

Liberty School presents more complex planning issues and is the subject of a study by an independent consultant commissioned by the City Council. Once the study is completed, and within 60 to 90 days of completion of the study, the Master Plan through the Planning Board and the City Council should revisit the issue of the future of Liberty School.

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The Planning Board takes no position on the future of Liberty School at this time

South Dean Street has a negative impact on both the connecting residential

neighborhoods and the businesses in the area. As a primary North-South route from the Northern Valley to Routes 4 and 80, this strip of land should be re-zoned to support greater business development and to establish strong buffer restrictions between businesses and adjoining residential neighborhoods. Expansion of the



Figure II-54: Liberty School

retail zone should not be done, but lofts serving as live/work space or galleries and studios below housing units offer

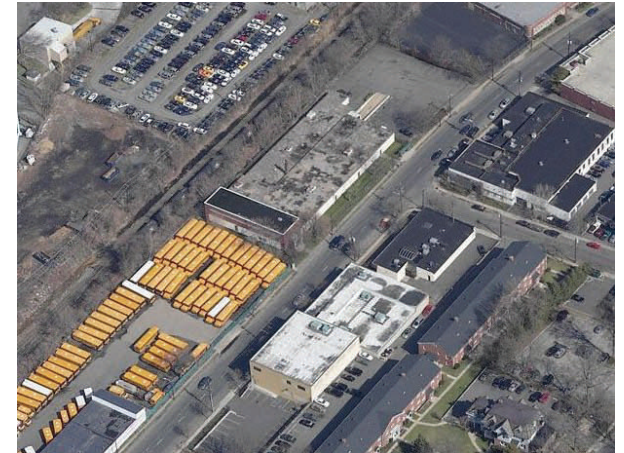


Figure II-55: A section of South Dean Street

some potential for redevelopment that would be compatible with, and add to the uniqueness of, Englewood.

The current zones of Light Industrial and Single Family Residential are incompatible with one another, are incompatible with the adjacent zones and are unsustainable.

South Van Brunt Street, south of Englewood Avenue, has seen the conversion of a number of the smaller warehouses to office space. The size and scale of this area is important to maintain because it adjoins a residential neighborhood to the west. It is also important to provide sufficient on-site parking for new

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uses. Small office use should be considered in a new zoning. The current zoning of Light Industrial should be reviewed and revised.

The Office-Industrial area should be re-examined to determine whether additional development of a mixed-use com-

munity is viable. The infrastructure investments that have been made, together with the shuttle system and other public transportation initiatives open up the possibility of expanding the community that has been started in the area. Connections to the major highways that traverse the Office-Industrial area limits any traffic impact on Englewood and provides direct access for the larger population that would work and visit the

redeveloped area.

Other Land Use Issues

In 1997, the State of New Jersey issued Residential Site Improvement Standards (RSIS) that provide mandatory standards for all multi-family residential development in New Jersey. Englewood's Municipal Land Use Ordinance should incor-



Figure II-56: South Van Brunt Street Aerial

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porate the RSIS and also clarify those zoning issues that are outside of the jurisdiction of the RSIS. Integrating the RSIS into Englewood's zoning would provide clear guidelines for the evaluation of residential site plans.

Recent important legislative acts and decisions by State and Federal courts involve regulations related to the zoning of houses of worship and schools.

Englewood's ordinance recognizes the importance and benefits of houses of worship and schools while at the same time creating clear requirements for the operation of these institutional uses that limit the negative impacts on adjoining residential properties and neighborhoods.

Englewood's ordinance appears to be consistent with the law and court decisions and the Master Plan encourages the consistent application of standards for these institutional uses in residential neighborhoods.

Recommendations

The following recommendations for renewal are presented:

Residential Neighborhoods

1. Use zoning to preserve our residential neighborhoods.
2. Review and strengthen buffers between institutional uses (schools and houses of worship) and residential uses to insure the integrity of residential uses.
3. Design houses of worship to fit in proportionally and architecturally to the sur-



Figure II-57: West Side Presbyterian Church—One of the many houses of worship in Englewood residential neighborhoods



Figure II-58: Elizabeth Morrow School—One of several private schools exist in several Englewood residential neighborhoods.

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rounding neighborhood.

4. Follow setback requirements for swimming pools, tennis courts, basketball courts, and other paved areas except in circumstances where residents show that the construction of such facilities will not have a negative impact on their neighbors. Many properties in Englewood are not suitable in size or shape to accommodate swimming pools, tennis courts, and basketball courts.

5. Review impervious coverage limitations periodically and determine whether more restrictive coverage limitations are called for to protect residential properties from overbuilding and from the corresponding negative impacts to adjoining properties.

6. Continue the investment in fragile neighborhoods through increased code enforcement, the Community Development Block Grant Program, grant and loan programs for housing rehabilitation and a coordinated approach towards housing preservation. In addition, use variances within these neighborhoods should be carefully evaluated in relation to the fragility and possible negative impact on these residential neighborhoods.

7. Carefully monitor and prevent, to the fullest extent possible, intrusion into residential neighborhoods, particularly fragile neighborhoods, by incompatible uses. Continue to support a coordinated approach toward neighborhood preserva-

tion and an expanded effort to develop pedestrian friendly walkways throughout the neighborhoods surrounding the Central Business District.

Service Business Districts

- Rezone Service Business Districts in light of changes and potential changes to our commercial neighborhoods.
- Review and modify permitted uses within the Service Business Districts and rezone other SBD zones to develop more compatible zoning when adjacent to residential areas as well as commercial areas.
- Preserve outlying neighborhood commercial areas.
- Require automobile repair facilities, including gas stations, to park all overnight vehicles in a screened area to prevent an undesirable visual environment from developing.

Increase utilization of the parks in the downtown area (Mackay, Depot and Veterans Memorial Parks) through event planning, street closures and publicity.

Specific zoning recommendations are provided for each of the many Service Business Districts found throughout the City.

Mixed Use Development

- Creatively implement mixed use development so that it is an asset to Engle-

wood and can have a beneficial effect on some locations within the City. Re-evaluate parking for planned mixed-use areas as well as revitalized commercial areas.

Central Business District

1. Encourage residential development above and behind commercial developments in the Central Business District where it can provide long-term support to our primary retail area by increasing street activity and sales levels, improving safety, reinforcing community identity, and generally contributing to a more vibrant downtown. Lincoln and Liberty Schools should be redeveloped to support the downtown.

Continue the planning and improvements to the Central Business District, recognizing that the Central Business District contributes enormously to the integrity and survival of Englewood.

Office Industrial District

Continue to review and permit mixed-use development (office, hotel, residential, retail) within the OI zone, but only with a minimum acreage necessary for a well-planned community and a limited residential component tied to commercial redevelopment. The Planning Board does not recommend the redevelopment of many small parcels, nor does the Planning Board recommend the con-

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struction of residential units and retail uses in the absence of an associated office and hotel component.

Light Industrial Districts

1. Strictly enforce ordinance requirements governing setback and landscaping for industrial uses.

Contain light Industrial uses in the Light Industrial and Office Industrial zoning districts.

Hospital Zone

1. Create a separate zone for the Hospital.

2. Develop on-site parking for any building expansions and/or additions and develop new parking standards. Develop setbacks appropriate to the needs of the Hospital as well as the surrounding community. Any proposed zone should be generated to consider and limit impacts on surrounding residential areas. Mid-rise and high-rise development should be permitted within the confines of the existing hospital site, and permissible heights and bulk should be limited as future construction approaches neighboring residential areas.

Open Space and Open Space Zone

1. Enforce bulk limits and setback requirements for homes as well as ancillary structures. They serve to protect a residential site from being entirely built-up and thereby preserve open space. Applications for variances to these limitations should be considered in light of a clear recognition that open space in residential zoning districts is of value and it is the expressed intent of the Planning Board to preserve open space.

2. Include the City's inventory of parkland in the Open Space Zone. Continue to remove blight and create additional pocket parks, gateways, and other open space amenities.

Redevelopment Areas

Four areas of redevelopment are identified with a recommendation to explore improvements through new zoning modifications. The areas are:

- The Central Business District
- South Dean Street Area between Englewood Avenue and Forest Avenue
- South Van Brunt Street between Englewood Avenue and Forest Avenue
- Office-Industrial Area

Other Land Use Issues

1. Incorporate the Residential Site Improvement Standards (RSIS) into the City's zoning ordinance.

2. Review and update the Englewood Municipal Land Use Ordinance with regard to houses of worship and schools.