

Borough of

Allendale

Bergen County, New Jersey

Amended Land Use Plan of the Master Plan

Borough of Allendale Land Use Board

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Land Development and Design
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Borough of Allendale Land Use Plan of the Master Plan Amended

Borough of Allendale
Bergen County, New Jersey

PREPARED FOR:

BOROUGH OF ALLENDALE LAND USE BOARD
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I. SECTION I: INTRODUCTION

LAND USE PLAN OVERVIEW

The Land Use Plan is intended to guide future development in the Borough of Allendale for minimally the next ten-year period in a manner which protects the public health, safety and promotes the general welfare. This Plan will serve as the foundation and guidance document for the Borough's land use regulations for this timeframe.

The prior Land Use Plan from the Master Plan in 2002 established such a plan although needed an update. This amended Allendale Land Use Plan provides the location, extent, and intensity of land development for various types of residential, commercial, industrial, office and public purposes. This document is a document to update the Borough's policies regarding these land uses and their development and is coordinated with the Hazard Vulnerability Assessment Study (HVAS study), that is under simultaneous review. The land use descriptions and recommendations set forth in the Plan essentially acknowledge and reaffirm the established and stable development zoning and pattern which characterizes the Borough. The Plan also includes some modifications to the various objectives, goals, and policies from past documents to refine them or to address current issues as identified herein.

The amended Land Use Plan following this introduction consists of six sections. The first section reviews the emerging issues and changes impacting land use in the Borough. The second section sets forth the Master Plan Objectives, Goals Policies. These objectives, goals and policy statements form the basis for the third section of this land use plan which comprise the related land use categories and descriptions. The fourth section reviews the Land Use Plan in relation to the plans of the state, county and surrounding municipalities as required by the MLUL. The fifth section evaluates the demographic background of the community with data available to offer a review of trends and a current snapshot of conditions in the borough. In accordance with recent legislation, the plan is required to offer recommendations regarding appropriate locations for the development of public electric vehicle infrastructure, this is provided in the sixth and final section.

The MLUL requires every municipality with a zoning ordinance to adopt a master plan containing at least a land use plan element and housing plan element (N.J.S.A. 40:55D-62a). The Land Use Plan shall include the following as required by the MLUL:

- a. Land Use Plan relationship to related 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 delineated pursuant to the "Air Safety and Zoning Act of 1983," P.L.1983, c.260.
- d. Including a statement of the standards of population density and development intensity recommended for the municipality;
- e. Showing the existing and proposed location of military facilities
- f. Including, for any land use element adopted after the effective date of P.L.2017, c.275, a statement of strategy concerning:
 - i. Smart growth which, in part, shall consider potential locations for the installation of electric vehicle charging stations;
 - ii. Storm resiliency with respect to energy supply, flood-prone areas and environmental infrastructure and environmental sustainability;
 - iii. Showing the exiting public electric vehicle charging infrastructure.

In continuation of this effort, this Land Use Plan has reviewed the planning policies and land use goals and objectives so that they remain current and represent the Borough's current and future needs. Further, in accordance with New Jersey Senate Bill No. 2607, adopted in 2021, the MLUL now

requires a climate change hazard vulnerability assessment with policy statements and resiliency strategy requirement to be included with a land use plan.

This climate change hazard vulnerability assessment (herein referred to as the Hazard Vulnerability Assessment (HVA) study), is being prepared simultaneously and will include the following:

1. An analysis of current and future threats to and vulnerabilities of the municipality associated with climate change-related natural hazards.
2. A build-out analysis of development and an assessment of the threats and vulnerabilities identified above.
3. The identification of critical facilities and infrastructure necessary for evacuation purposes and for sustaining quality of life during a natural disaster, to be maintained at all times in an operational state.
4. An analysis of the potential impact of natural hazards on relevant components and elements of the master plan.
5. Provide strategies and design standards that may be implemented to reduce or avoid risks associated with natural hazards.
6. Include specific policy statements on the consistency, coordination and integration of vulnerability assessment with existing and proposed applicable planning.
7. The municipality shall rely on NJDEP hazard projections and 'best available science', as provided by law.

OVERVIEW OF PRIOR MASTER PLAN STUDIES

The last adopted Master Plan of the Borough of Allendale was in 2005. Since this time, the Borough adopted a Master Plan Reexamination Report in 2011 and most recently combined with a Master Plan amendment on December 21, 2017. The 2005 Master Plan goals provided the basis for the land use plan recommendations, which were intended to guide the Borough's future development. The 2011 reexamination report refined and updated those community's goals and objectives and provided several recommendations to refine the zoning regulations for the Borough. The most

recent reexamination report in December of 2017 reaffirmed many of the goals and objectives from the prior reports in addition adopted changes to the Land Use Plan to reflect changes to zoning identified in the Borough's Third Round Housing Element and Fair Share Plan to be adopted in 2018. This Land Use Plan amendment seeks to use the prior goals and objectives as a basis from which they are further updated and modified in this document where deemed appropriate.

SECTION 2. EMERGING ISSUES AND CHANGES IMPACTING LAND USE IN THE BOROUGH

The following summarizes some ongoing or emerging local and regional planning issues that are impacting land use in the Borough. These issues help to inform the goals and objectives as outlined in this Land Use Plan and can be the basis for future modifications to land use regulations and included in the review of future development considerations by the Borough.

REGIONAL ISSUES AND CHANGES IMPACTING LAND USE.

1. Development Pressures and Regional Impacts.

As with many municipalities throughout Bergen County, land use planning in and adjacent to the Borough has been substantially transformed by the New Jersey Supreme Court's historic affordable housing rulings. This decision, wherein it is identified each municipality has a constitutional obligation to provide affordable housing, subsequently directs that municipalities periodically update their housing plans to address this need. This has resulted in increased pressures to reevaluate planning documents to accommodate a realistic opportunity to develop affordable housing.

The Borough has also experienced other development pressures which have influenced planning in the borough. These include among others, the need to address housing needs from an aging population, the traffic impacts and parking demands brought on by increased development, the changing nature of on-line shopping and the impacts to a limited and ageing infrastructure. All of these issues are significant factors that will influence the Borough for years to come.

The Borough's regional roadway network is served by several collector and arterial roadways including Franklin Turnpike and West and East Crescent Avenue providing vehicular circulation north and south; East Allendale and Brookside Avenue connecting to

the east and west. Additionally, East Allendale Avenue and Boroline Road connect to the arterial interchange with Route 17 to the east. All of this roadway network support local but more significantly carry regional traffic volume through the borough from adjacent communities. This network of roadways, as with many other municipalities in the area, have experienced increased volume contributing to congestion exacerbated by recent and planned development in the region. The impacts of regional and adjacent growth can impact the following land use issues that will need to be factored into future planning:

- a. The need to manage roadway and transportation improvements that are sensitive to the borough's context and scale.
- b. The increased demand for on and off-street parking due to regional growth and the existing level of development in the borough and marginal private parking inventory.
- c. Impacts to safety and accessibility for pedestrians at street crosswalks and other areas of concentrated pedestrian activity.
- d. The need to incorporate alternative modes of transportation such as bicycles for access to the business centers and public facilities in the borough.

2. Impacts of E-commerce and the COVID Pandemic.

The 2020 Covid-19 pandemic has had many significant impacts on land use activities in the borough. It accelerated the impacts of e-commerce's challenges to local businesses. For example, a virtual web-based business does not need a brick-and-mortar storefront thereby having a negative impact on the respective need for commercial space.

Similarly, the pandemic has permanently changed the use of and demand for outdoor dining. Interestingly it has in some circumstances changed patrons habits to those who prefer the conveniences, safety and scale of shopping locally instead of at the larger regional shopping centers. The Allendale central business district along West Allendale Avenue has such an advantage as a pedestrian scaled and accessible downtown in contrast to a regional shopping center.

The pandemic driven evolution of a virtual workplace has also changed how municipalities such as Allendale and area residents work, with working from home becoming more commonplace. This has changed the time of day and the day of the week when goods and services are typically sought by residents or other patrons. This change or daytime presence of residents has had the effect of some benefits for commerce by allowing an

expanded timeframe to perform household errands or to frequent a local food destination. While this is generally a benefit to a district, it can have the effect of increasing demand for publicly accessible parking supplies in areas in the central business district. Further, the transition to a virtual workspace or working from home will continue to influence or reduce the demand for office space. These changes have influenced the demand and utilization of established building space, public and private parking supply, area traffic patterns and modes of transportation to and from areas of business in the borough.

The changes brought by e-commerce and accelerated by the COVID-19 pandemic has also influenced land use in many communities through the demand for warehouse and distribution facilities in strategic locations to facilitate the distribution of goods to consumers. This has significantly affected land use in communities near state arterial roadways for large regional warehouses. This market change has also influenced interest in what could be termed 'subregional centers' as part of a business's supply chain. Such subregional warehouse facilities dependent on their level of activity with truck and delivery traffic can have a significant impact on circulation-related issues in the borough.

This land use plan identifies these changes brought on by e-commerce and incorporates them as factors where practical to be considered in future land use decisions.

LOCAL ISSUES AND CHANGES IMPACTING LAND USE.

1. Central Business District.

The prior Land Use Plan stated that Allendale's central business district (CBD) represents a significant community asset which requires periodic review to ensure that the district continues to serve the community's needs and improve its business market share. The CBD, comprised of the C-1 and C-2 districts, was found to face continued competition due to the economic recession, from nearby business centers and the internet. The Borough was concerned that this economic challenge, if not affirmatively addressed, could diminish the desirability of the commercial area, fostering stagnation and less reinvestment, and that the loss of economic value could subsequently transfer a greater tax burden to residential property owners, undermining a primary objective of the Master Plan to strive to advance the non-residential tax base.

As noted earlier while the conditions may have changed due to the economic effects of the pandemic, the concerns remain applicable and requires further consideration and

adjustments that are determined to be appropriate on balance with the scale of the community.

2. Preservation of Historic Structures.

The prior plan found that the economic climate and housing improvement trends had resulted in the value of land outpacing the value of buildings on residential properties, leading to a desire among some property owners to haphazardly expand or demolish older historically valued residential buildings within the Borough. The plan therefore recommended that residential single family improvement activity be undertaken simultaneously with an effort towards preservation of the Borough's historic properties and places. The plan also recommended that the updated Bergen County Office of Cultural and Historic Affairs Historic Sites Survey be utilized as the framework for the formulation of a historic element to the Master Plan.

This remains a valid issue in the Borough to improve the retention of the historically significant structures in the community. To further this effort the Borough can update the inventory of historically relevant structures or properties to inform ongoing planning. From this survey the Borough can consider if a Historic Element of the Master Plan would be beneficial to further support the preservation or encourage enhancements to these historic assets of the community.

3. Demographic Changes.

The 2005 plan identified certain demographic changes and their land use implications. Specifically, the plan noted a decline in the overall population in the Borough due to the aging of the population and children aging and leaving the Borough and that 70 percent of the population of Allendale commuted by automobile.

Since this time, the latest ACS estimates and Decennial Census have identified the Borough's population has increased and the age characteristics show an increase in median age from 44.3 years in 2010 to 45.7 (according to the 2022 ACS data).

The prior plan recommended improving access to mass transit opportunities which is maintained as a continued effort where practical and appropriate.

4. Development Regulation Review.

The prior Land Use Plan recommended that the Borough re-evaluate key development regulations to assess if they represent contemporary standards and if they are consistent with state regulations. Criteria such as permitted uses in non-residential zones and parking standards represent examples of standards that were said to require re-evaluation to see if these standards were up to date.

A number of the zones were further evaluated, and some regulations were updated to address contemporary issues. Further review may be warranted in the future. For instance, the Borough may want to consider adopting a specific prohibition on a last mile distribution/warehouse facility in the zoning regulations.

5. State Plan Cross Acceptance.

The 2005 Master Plan states that the Borough would be required, to participate in the Cross-Acceptance process of the state plan to determine the consistency of the Master Plan and zoning ordinance with the State Plan. This effort was estimated to be undertaken in the year or two following adoption of the Reexamination Report through the Bergen County Department of Planning.

The State of New Jersey Office of Planning Advocacy is currently updating the State Plan. It was expected to be released in the spring of 2024 and is currently available in draft form. Bergen County Department of Planning and Engineering has notified municipalities that they will not be the reviewer of cross acceptance for the state, instead a consulting firm will provide such services. While a draft has been released to date, the borough will need to continue to monitor the release status to promptly review changes and implications relating to the land use and infrastructure improvement issues.

6. Alternative Modes of Transit and Access.

In consideration of the increasing cost of fuel and efforts to promote sustainability in land use, the prior plan called for consideration of accommodating and encouraging alternative modes of transportation. Accommodations for bicycles and pedestrian were said to be particularly well suited to Allendale, due to the Borough's neighborhoods being interconnected by a network of streets and available mass transit opportunities that would be conducive to bicycle and pedestrian connections. The former recommendations included

improvements to pedestrian access to Borough features such as municipal facilities, open space and recreation amenities and the central business district of the C-1 and C-2 zones. The plan also recommended the preparation of a comprehensive study of bicycle and pedestrian routes to establish a network of roadways and pathways between neighborhoods and points of mass transit and points of employment. The routes, once established, were recommended to be integrated into a circulation element of the master plan thereby creating a guideline document for phased improvements to achieve this objective.

These objectives remain valid and should be encouraged where practical.

7. Two Family Homes.

The 2005 plan recommended that the Borough consider implementing a policy that single-family zones be safeguarded from the conversion or expansion of two-family homes within such zones. The plan states that the land use plan had established appropriate areas for multifamily homes in the community in close proximity to goods, services and the availability of mass transit, and that future expansion of two-family homes in the single-family districts would be inconsistent with the established zone plan.

This issue remains applicable and the goals and objectives in this plan are updated accordingly and are expanded to note future multifamily housing, where deemed appropriate, need to ensure development is scaled in context with the established character of the borough.

8. Preservation of Critical Open Space Parcels.

The Borough outlined the preservation of several open space parcels, as detailed in the Open Space Element of the Master Plan in 2010. Such parcels were said to represent critical open space areas due to their environmental features, such as habitat, and their ability to absorb and convey storm water to attenuate stream flooding conditions. The plan identified these critical features as an important public feature forming a strong basis for their preservation.

These parcels remain critical to the continued preservation of habitat and areas that mitigate flooding.

9. Sustainability.

The prior plans identified the Borough's desire to implement programs and policies that foster sustainability in municipal facilities and on private properties. The Borough adopted a Sustainability Element in 2010 that identified a vision statement including sustainability goals and policies for the Borough. This element identified improvement objectives for issues such as energy consumption, conservation, efficiency of operation, and use of sustainable alternatives such as encouraging sustainable and efficient buildings through zoning incentives.

These continue to be applicable goals, although even more important in recognition of recent changes in climate conditions.

10. Environmental Issues.

The need to protect environmentally sensitive land is a critical issue as development pressure has increased to develop the limited remaining vacant land or the intensification of development within the borough. Protection of environmentally sensitive lands of wetland and their buffers, stream riparian corridors critical resource and floodplain areas and the related areas are of specific concern in consideration of a changing climate. The Hazard Vulnerability Assessment Study conducted in concert with this plan highlights these issues. The study offers recommendations for limiting development in and adjacent to these areas and the need for further tree preservation and more sustainable development approaches to help reduce impacts on the environment where practical.

11. Floodplain and Stream Flooding Issues.

The floodplains in Allendale are and will be of increasing importance in land use considerations. The rise in extreme weather events have greater potential to impact the health and wellbeing of the Borough. The substantial rainfall experienced in the region have had considerable impacts on a number of properties within the borough. Therefore, it is vital to consider and thoroughly review development applications and land use changes to reduce exposure and impacts from and adjacent to floodplains or local conveyance systems.

Methods to improve local floodplain conditions and the need to maintenance of stream conditions by regional agencies are important to effectively manage drainage. The solutions

to improve conditions, while they may not be easily accomplished, are needed to balance improvements with what have been worsening trend in storm events.

SECTION 3: MASTER PLAN OBJECTIVES, GOALS AND POLICIES

The following section outlines the goals and policies of the Borough of Allendale as they relate to land use. It identifies the applicable general purposes of zoning as established by the Municipal Land Use Law (MLUL), as well as those goals and policies which are specific to the community of Allendale.

GENERAL OBJECTIVES OF THE LAND USE PLAN

The Master Plan is predicated on the following general objectives from the Municipal Land Use Law.

1. To encourage Borough actions to guide the appropriate use or development of all lands in Allendale, in a manner which will promote the public health, safety, morals and general welfare;
2. To secure safety from fire, flood, panic and other natural and manmade disasters;
3. To provide adequate light, air and open space;
4. To ensure that the development within the Borough does not conflict with the development and general welfare of neighboring municipalities, Bergen County and the State as a whole;
5. To promote the establishment of appropriate population densities and concentrations that will contribute to the wellbeing of persons, neighborhoods, communities and regions and preservation of the environment;
6. To encourage the appropriate and efficient expenditure of public funds by the coordination of public development with land use policies;

7. To provide sufficient space in appropriate locations for a variety of residential, recreational, commercial and industrial uses and open space, both public and private, in a manner compatible with their respective environmental context in the Borough;
8. To encourage the location and design of transportation routes which will promote the free flow of traffic while discouraging the location of such facilities and routes which would result in congestion, blight, or unsafe conditions;
9. To promote a desirable visual environment through creative development techniques and good civic design and arrangements;
10. To promote the conservation of historic sites and districts, open space, energy resources and valuable natural resources and to prevent urban sprawl and degradation of the environment through improper use of land;
11. To encourage senior citizen community housing construction;
12. To encourage coordination of the various public and private procedures and activities shaping land development with a view of lessening the cost of such development and to the more efficient use of land;
13. To promote the utilization of renewable energy resources where practical;
14. To promote the maximum practicable recovery and recycling of recyclable materials from municipal solid waste through the use of planning practices designed to incorporate the State Recycling Plan goals and to complement municipal recycling programs.

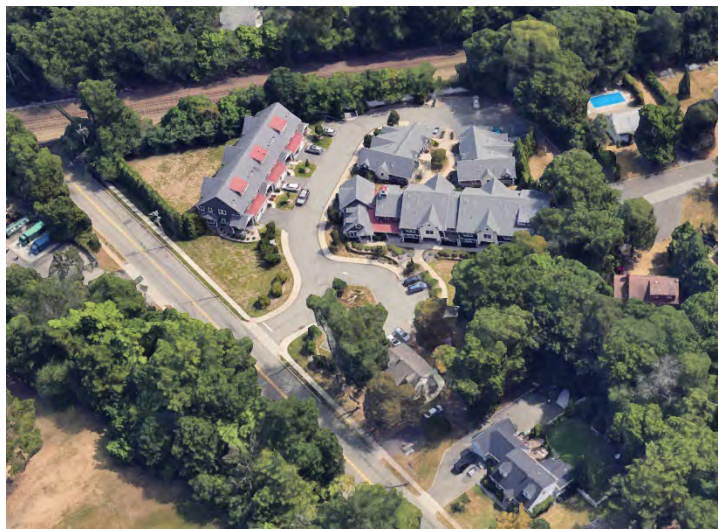
LAND USE PLAN GOALS AND OBJECTIVES

Goal 1: To preserve and enhance the suburban character of the existing one- and two-family residential neighborhoods through:

- a) establishing and maintaining zone districts and use, lot, bulk and intensity of use regulations based on existing neighborhood development patterns and good design practices;
- b) using specific and defined densities, uses and housing types identified in areas of the Borough planned in consideration of topographic, environmental, infrastructure and geographic conditions.
- c) by reinforcing the borough's land use distribution in furtherance of the purposes of zoning in the New Jersey Municipal Land Use Law in §40:55D-2;
- d) establishing and maintaining regulations that limit accessory uses and structures for residential development to those of a nature, scale, and location that is consistent with the principal use on the property and that do not unduly impact the neighborhood;
- e) establishing and maintaining regulations that limit the nature, scale and location of non-residential uses and home occupations in the residential zone districts in order to ensure that such uses will not result in undue impacts to the neighborhood;
- f) establishing and maintaining transitional use zone districts between more intensive zones and residential zones;
- g) establishing and maintaining buffer requirements between more intensive uses and one and two-family uses and zones; and
- h) maintaining the residential street width to discourage through traffic in residential neighborhoods.

Goal 2: To promote a range in housing types and densities and to comply with the provisions of the Fair Housing Act through:

- a) maintaining a range of residential zone districts that permit a variety of housing types and densities at a development scale and scope that maintains suitable light and open space as determined appropriate based upon sound planning principals;
- b) establishing appropriate zone districts that are scaled in a low-rise building setting that require the provision of affordable housing units on-site and/or payment used to fund affordable housing activities in other locations;
- c) establishing various zone districts for age-restricted housing and by supporting and promoting the establishment of age restricted housing developments designed to address the unique needs of senior citizens where determined appropriate and proximate to goods, services and alternative modes of transit;
- d) establishing regulations ensuring that affordable units are developed in accordance with the rules of the New Jersey Fair Housing Act;
- e) participating in and supporting the rehabilitation of substandard housing units; and
- f) establishing a fee upon new development that is to be used to fund affordable housing activities.



Aerial view of Crescent Commons-Supportive Housing,
Source: Google Earth.

Goal 3: To maintain and enhance the viability of the central business district by:

- a) encouraging an appropriate mix of land uses that will complement one another and will meet the retail service needs of the borough;
- b) promoting a desirable visual environment and preserving the small-town atmosphere in the business districts through defined uses, building bulk, intensity of use and development design standards consistent with the existing development context, and through streetscape improvements;
- c) providing and requiring the provision of sufficient numbers of parking and loading spaces in the appropriate locations to serve the needs of the general public as well as the needs of patrons and employees; and
- d) promoting a desirable pedestrian environment in the downtown business district.

Goal 4: To provide for office, industrial and related land uses in the Borough by:

- a) establishing and maintaining zone districts in appropriate locations that permit such uses; and
- b) creating and maintaining reasonable use, lot, bulk, intensity of use and performance standards that recognize the characteristics of such uses.

Goal 5: To minimize the environmental impact resulting from development, particularly in areas of wetlands and flood hazard areas by recognizing in the plan and in the zoning regulations the locations of such areas and the applicable State or Federal regulations pertaining to development in such areas. This is advanced by:

- a) development and/or redevelopment that is responsive to sensitive environmental features and their limitations while not overburdening the community's infrastructure capacity;
- b) by evaluating increases in intensity of development beyond those established by the zone plan to determine if increases can be accommodated by the infrastructure and roadways involved;

- c) the understanding there are numerous sites in the municipality that contain environmentally sensitive features and therefore may not be able to accommodate their prescribed full zoned development potential.

Goal 6: To provide adequate municipal open space for a variety of active and passive recreational uses by:

- a) maintaining the amount of open space available to the Borough residents and when possible and appropriate, by increasing such open space; and
- b) promoting improvements that encourage the use of and improve public access to open space and recreation areas and as identified in the Open Space and Recreation Plan.



Aerial view of Celery Farm Park
Source: Google Earth.

Goal 7: To reduce or avoid vehicular traffic congestion through:

- a) intersection improvements;
- b) promoting increased or improved parking in the area of the N.J. Transit rail station;
- c) discouraging new streets and developments that would exacerbate traffic congestion.

Goal 8: To promote a balanced tax base in the Borough by:

- a) establishing and maintaining zone districts that permit an appropriate arrangement, mix and economic balance of residential and non-residential land uses;
- b) promoting the efficient use and development of land;
- c) designing transportation improvements and routes that minimize public expenditures; and
- d) preserving and enhancing open space and natural features in the Borough promoting public health, safety and welfare.

Goal 9: To minimize areas of impact or incompatibility in land use or zoning between Allendale and adjacent municipalities by encouraging the buffer/separation of incompatible uses and/or zones. This can be provided by:

- a) establishing and maintaining adequate setbacks and offsets such that the distance provides sufficient separation between incompatible land uses while providing adequate light air and open space.
- b) the installation of sufficient landscape planting areas through new plantings or maintenance of existing planting to establish adequate screening between incompatible uses and providing aesthetic benefits for the occupants of adjacent properties.

Goal 10: To promote the conservation of energy and the recycling of recyclable materials through:

- a) appropriate regulations that require recycling of recyclable materials; and
- b) appropriate regulations to encourage energy efficient design, minimize automobile travel and encourage alternate modes of transportation as promoted in the goals and policies of the Sustainability Element of the Master Plan.

Goal 11- Sustainable Planning Practices. To support and encourage sustainable planning practices, the borough promotes the following topics of sustainability:

- a) To maintain certification of the community under the Sustainable Jersey certification program including maintaining a “Green Team” committee to promote municipal sustainability programs.
- b) To adopt and enforce land use policies that preserve open space, improve transportation options and create compact walkable, developments where practicable and complementary to the Land Use Plan.
- c) To encourage sustainable development policies, which seek to protect and preserve the Borough’s environmentally sensitive features by utilizing energy efficient heating and cooling methods, minimizing waste and incorporating resource-efficient and recycled materials.
- d) To ensure that prospective development is responsive to the Borough’s environmental features and can be accommodated while preserving these physical characteristics. The Borough principally seeks to limit development to that which preserves vegetated steeply sloped topography, wetlands, riparian buffers, floodplains, retains such natural features with existing vegetation and habitat for endangered, threatened or rare species.
- e) To make energy efficiency a high priority for the Borough through building improvements and retrofitting Borough facilities with energy efficient lighting and water conservation technologies.
- f) To incorporate alternative modes of transportation in planning where determined appropriate.



Image of Allendale Train Station-Bergen County Line
Source: Wikipedia By James E. Bailey, Erie Dispatcher, Meadville, Pennsylvania.

- g) To promote environmental sensitivity through site, landscaping and irrigation design and maintenance methods sensitive to the ecosystems of the region.
- h) To preserve and protect the public aquifer and water resources in the community.
- i) To consider incorporating alternative fuel sources such as hydrogen fuel cells where deemed appropriate and consistent with the underlying goals of the master plan and land use plan.

Goal 12- Fulfillment or Last Mile Warehouse and Distribution Land Uses are deemed not appropriate in the Borough's commercial zones:

Objective Statement: Some of the borough's non-residential zones permit warehouse among other uses. It is stated that while warehousing may be permitted, it is determined that a fulfillment or last mile fulfillment facility type of distribution center is not permitted uses in these zones. Low level receipt and distribution activities may be customary and incidental to a warehouse use although it is determined that a sole fulfillment or last mile type of facility would be a substantial

impact on the public good and a negative impact on the community. This is due to the extent of truck and delivery vehicle traffic, air pollution and noise impacts from such facilities on nearby residential neighborhoods and the related roadway infrastructure which are determined to be significant and compelling factors. These factors clarify that such uses are not permitted as a principal use in the Borough of Allendale.

Section 4. Land Use Categories

The Land Use Plan designates the location and intensity of development throughout the Borough. These designations often reflect existing land uses, but in many cases, these are an effort to plan for adjustments or changes in a community. While the Land Use Plan has a few general land use categories, more specific regulations are contained in the Allendale Zoning Ordinance. As noted in N.J.S.A. 40:55D-62a, a zoning ordinance "shall either be substantially consistent with the land use plan element and the housing plan element of the master plan or designed to effectuate such plan elements."

The following are the land use plan categories displayed on the Land Use Plan map with descriptions of the purpose and intent of each land use category. The 2005 Land Use Plan of the Master Plan is the last comprehensive Master Plan prepared and approved and the 2017 Master Plan amendment added several affordable housing overlay zones. In addition, this plan includes modifications to the prior Land Use Plan which have been identified herein in the specific land use designations. The following are the major land use categories are shown on the Land Use Plan map contained with this document.

A. Residential Land Use.

Allendale has been historically a well-established predominantly single-family residential bedroom community served by the New Jersey Transit Main and Bergen Railroad Line. Over time the borough developed with a downtown surrounding the train station and non-residential development adjacent to NJ Route 17. Since the 2005 Master Plan there has been some increase in the number of dwelling units in the Borough resulting mainly from infill development, such as the subdivision of larger lots. The prior 2005 Master Plan recommended maintaining the community's existing residential character. That objective has been positively supported and met through the actions of the Borough Council, Land Use Board, and Board of Adjustment. It also added land use categories and various overlay zones for redevelopment that permitted multi-family and age restricted housing in certain commercial zones in accordance with the Borough's various Housing Element and Fair Share Plans.

The Borough of Allendale Land Use Plan consists of three categories to accommodate residential development in the Borough. These include single, two family and multifamily residential categories, as well as four multifamily overlay zone designations. These designations are generally designed to reflect the established development patterns of the

areas they encompass, incorporate an environmentally sensitive approach to development which includes the preservation of natural features through preservation and other environmentally based ordinances and retain the community's overall prevailing intensity of residential development and context. Additionally, the categories below identify some modifications to the land use designations as identified herein in specified instances where conditions warrant adjustment.

The residential land plan use categories are identified as follows:

1. Single Family Residential (A, AA and AAA Zone Districts).

The prior Land Use Plan Map and the Land Use Plan contained herein designates most of the Borough in the single-family residential use in recognition of the developed context of these areas of the community. Preservation and continued maintenance of the quality of Allendale's residential neighborhoods remains one of the most important objectives of this Master Plan. Subdivisions, plot plans and alterations that substantially depart from the development patterns promoted by the zone regulations should not be permitted. There should be no increase or expansion of any use other than single family residential use, except for such other uses specifically identified by this plan as permitted in the single-family residential districts, nor any increase in the density of residential zoning or development beyond that which is recommended by this plan.

The three zone districts, the AAA, AA, and A districts, in this land use category are designed primarily for single-family residential development and foster a range of residential development patterns. These zones differ primarily in the lot and bulk standards that apply. The required minimum lot areas vary from minimally 20,000 square feet in the A district to 26,000 square feet in the AA district to 40,000 square feet in the AAA district. Lot width, lot depth and bulk regulations vary by zone, with the requirements generally being more limiting as the lot area increases.

As noted in the 2005 plan and continues to this day, there has been a trend of increasing home sizes, as well as accessory buildings, and where land values are sufficiently high, a trend to tear down existing dwellings and rebuild them on a much larger scale. To preserve the existing character of the Borough's neighborhoods and to provide for a range of housing choice, the size of homes and accessory buildings should be restricted to ensure

that the same are compatible with the size of other homes in the neighborhood. Coverage by buildings and other improvements should be limited to avoid excessive runoff, loss of vegetation, over-intense lot development and related impacts. The earlier plan also noted, adequate setbacks should be required to ensure the provision of adequate light, air and open space, and to protect a property's privacy.

This land use category identifies that these zones are intended to accommodate accessory uses and structures customary and incidental to residential dwellings, such as garages and sheds, decks and patios, pools, tennis courts and similar private recreational areas, fences, driveways, etc. These accessory structures should be regulated to ensure that they remain in scale for the property and avoid creating nuisances for other area residents or the public.

The prior Land Use plan noted past agricultural uses and the keeping of domestic farm animals were permitted in these districts. Except for preexisting plant nursery establishments, the character of Allendale is now such that such uses can rarely be accommodated in residential areas without negatively affecting the neighborhood. For this reason, these uses should either be prohibited or only permitted with certain restrictions designed to avoid such negative impacts.

To preserve and enhance the residential character of these zones, home occupations should be limited to home offices in accordance with applicable state regulations. This plan also recommends that residential borders where not permitted by law be prohibited in the single-family and two-family zone districts, to avoid over-intensifying, the use of residential properties and the effect of greater land use cover.

Historically, certain public and institutional uses have been permitted in some residential zone districts, including public buildings, schools, parks, houses of worship and various quasi-public uses operated by nonprofit organizations. With the increasing use of the automobile, the changing characteristics of these uses, and the almost complete build-out of the community, it is increasingly difficult to accommodate these uses in residential neighborhoods without reducing the quality of life for area residents. For this reason, such uses should only be permitted in the residential areas if they are small in scale and/or located on large tracts of land, can provide substantial buffers of nearby dwellings, and can otherwise demonstrate that no substantial detriment to the neighborhood will occur.

The existing land use map shows several non-residential uses not listed above in the single-family residential zone districts. These uses should remain as nonconforming uses, with the goal of eventually replacing these uses to conforming uses, or where replacement is unlikely, such uses may be regulated as conditional uses, to ensure that future activity on these properties remains sensitive to the needs of the residential neighborhoods. Examples of this latter category include the assisted living facility at the end of Harreton Road and the nursery/garden center on Franklin Turnpike.

No substantial modifications to the single-family residential designation on the proposed 2025 Land Use Plan map are recommended.

2. Two Family Residential (B Zone District).

This residential district corresponds to the B-residential district which actually permits one- and two-family residential structures subject to specific defining regulations. The one family development in this district shall have minimally 10,000 square feet for a one family and 12,500 square feet for a two-family residence. Similarly to the single-family residential category, any further subdivisions, plot plans and alterations that substantially depart from the development patterns promoted by the zone regulations should not be permitted. There should be no increase or expansion of any use other than the residential use permitted, except for such other uses specifically identified by this plan as permitted, nor any increase in the density of residential zoning or development beyond that which is recommended by this plan.

Also, coverage by buildings and other improvements should be limited to avoid excessive runoff, loss of vegetation, over-intense lot development and related impacts. Adequate setbacks should be required and maintained to ensure the provision of adequate light, air and open space, and to protect a property's privacy. Accessory structures should be limited to ensure that they remain in scale for the property and avoid creating nuisances for other area residents or the public.

3. Multifamily Residential (AU, BU, EM, ML-1, ML-2, ML-3, ML-4, ML-5, ML-6, SC, Zone Districts and the MFRO-1, MFRO-2, MFRO-3 and MFRO-4 Overlay Zone Districts).

The 2005 Land Use Plan identified at the time that Allendale contains a number of multi-family housing developments. These developments include a variety of housing types such as two-family dwellings, townhouses and apartments, as well as varied lot and bulk regulations leading to a balanced offering of various housing options. Townhouse and apartment developments were fairly new to the Borough at that time, having been developed since the late 1970's. Several of the multi-family zone districts have resulted from the Fair Housing Act and affordable housing litigation. The following section describes these developments and zone districts.

There are two AU zone districts in Allendale; one is located on Allison Court and Franklin Turnpike north of the central business district and contains 20 townhouse dwellings; the other is located on Rio Vista Drive and East Allendale Avenue and contains 45 townhouse dwellings. The zone provides for a maximum density of 4 units per acre and a floor area ratio of 27.5% of the lot area. A substantial buffer is required to separate development in the AU district from adjacent single-family residential properties.

The BU zone district is located adjacent to the railroad line on Crestwood Mews and Myrtle Avenue, northwest of the central business district. The development contains 24 condominium units. The district permits a maximum density of 10 units per acre and a floor area ratio of 34.5% of the lot area. A buffer is required to protect the adjacent single-family dwellings on Myrtle Avenue.

The EM mixed industrial/multi-family district is located adjacent to Saddle River along the northeasterly portion of the borough located along Boroline Road. This zone serves dual objectives and has been amended by several housing plans over the years. While this zone is currently developed and permitted to have a variety of modern industrial buildings and uses, the zone is also designed to permit multi-family development as an option in the southerly portion of the district, at a maximum density of 12 units per acre. Should the multifamily option be developed, the multi-family units are to be made affordable to low- and moderate-income households. The current EU district regulations also allow a developer to pay a fee in lieu of developing affordable units, if such units are not feasible

due to physical conditions. A portion of this district is also overlaid by the MFRO-3 overlay zone identified in the regulations as the Allendale Corporate Center Inclusionary Overlay District.

The Borough zone plan contains several existing and proposed multi-family/townhouse zone districts that were created in response to the need for affordable housing as mandated by the courts, the Fair Housing Act and the N.J. Council on Affordable Housing: the ML-1, ML-2, ML-3, ML-4, ML-5, ML-6, SC and EM zones and the MFRO-1, MFRO-2, MFRO-3 and MFRO-4 overlay zone districts. These districts define the majority of multi-family development within the Borough, and are more fully discussed in the housing element of the master plan. A brief summary of each district is provided below.

The ML-1 district is located adjacent to the railroad and west of the central business district, with frontage on both Park Avenue and West Orchard Street. The district has been developed with 59 multi-family dwelling units. A buffer is developed to protect the adjacent single-family and two-family dwellings. The density and other standards for this district recognize the existing character of this development and seek to maintain this character. This district does not contain any affordable housing units; as part of the approved housing plan that created the district, the developer was permitted to pay a fee in lieu of constructing such units, which fee was used to help fund a regional contribution agreement for affordable housing in another community.

The ML-2 district is located at the end of Elm Street, on the north side of the central business district. The district is developed with 16 townhouse dwelling units on a lot of slightly more than two acres. Of these units, 3 are affordable to low- and moderate-income households. As with all of the multi-family districts, a buffer was added to separate the development from adjacent single-family and two-family residential areas. The density and other standards for the district are designed to preserve the existing character of the area.

The ML-3 district was located in previously three separate areas of the Borough. The first area is a 5-acre parcel located along Crescent Avenue near the municipal boundary with Ramsey Borough. This property is a former farm that contained a single-family dwelling. The second area located at the end of George Street and is partially occupied by a house

of worship and by Hillside School although it was removed by ordinance in 2013. The third area is found along the railroad at the intersection of West Orchard Street and Allen Street. This parcel is developed with 68 townhouse dwellings, of which 9 units are affordable to low- and moderate-income households. As part of the approved housing plan that created the district, the developer also paid a fee in lieu of developing additional affordable units, which fee was used to help fund a regional contribution agreement for affordable housing in another community. The ML-3 district areas are designed for a maximum density of 8 units per acre, excluding wetland and wetland transition areas from the lot area. A buffer is required along residential property lines.

The ML-4 zone district consists of a single 3-acre tract (containing five lots) located at the intersection of West Orchard Street and Franklin Turnpike. The tract has been developed with a 6-bedroom, 10 total unit supportive special needs facility on a portion of the tract and a passive park on the remaining area. The passive park portion of the tract named Orchard Commons, is designated in the Park, Recreation and Open Space land use category.

The ML-5 district is also a single area of the borough and is located off of Franklin Turnpike on Fox Run Road. The zone contains a 25-unit townhouse development known as Fox Run. As part of the approved housing plan that created the district, the developer paid a fee in lieu of developing affordable units within the district, which fee was used to help fund a regional contribution agreement for affordable housing in another community. The maximum permitted density ranges from 6.4 units per acre for market rate units only to 8 units per acre, excluding wetlands and wetland transition areas from the lot area, when both market and affordable units are developed within the zone. As with the other ML zone districts, a buffer is required along residential zone lines. The density and other standards for the district are designed to acknowledge and preserve the character of existing development in the area.

The ML-6 zone district is located in the southern portion of the Borough, along the railroad and adjacent to Waldwick. The district has limited frontage along Chestnut Street. The ML-6 district was developed as the development known as the Whitney with townhouses and apartments including market rate and affordable units. The development contains a total of 150 units with 12 affordable units on-site and a

contribution to 11 off-site units to Crescent Commons development. A buffer is required along all residential zone boundaries.

The SC zone district is a district located off of First Street on Cebak Court. The district is developed with 15 age-restricted affordable housing units (duplex design). The units are all rental units managed by the Allendale Housing Inc.. The proposed zone and the standards for the zone are designed to recognize and preserve the character of the existing development.

B. **Commercial Land Use.** The commercial land uses in the Borough are divided into two categories. These categories include the Commercial-Business Use and Industrial-Manufacturing Use districts. These categories are described as follows:

1. Commercial-Business Use (C- 1 and C-2 Districts)

The Commercial-Business designation of retail and general business uses concentrated primarily in Allendale's central business district, located along West Allendale Avenue and side streets between the railroad, Franklin Turnpike and West Orchard Street. The district is comprised of two zones: C-1 Business and C-2 Shopping Center districts. This land use plan identifies certain policies and standards proposed to better recognize the existing pattern of development and to protect and reinforce the positive features of the Borough's central business district. It is emphasized that there should be no further expansion of the Allendale central business area beyond what is set forth in this plan. For example, commercial development of any kind should not expand on Crescent Avenue or Franklin Turnpike as it has in Waldwick to the south and Ramsey to the north; the area is residential in nature and for that reason neither should there be any increase or expansion of any use other than single family residential use, except for such other uses specifically identified by this plan as permitted in the single family residential districts, nor any increase in the density of residential zoning or development beyond that which is recommended by this plan.

The C-1 zone district has historically been the heart of retail business development in Allendale, due in part to its close proximity to the passenger railroad stations and the compact, pedestrian-oriented shopping environment that exists. The zone is located primarily along West Allendale Avenue, Franklin Turnpike and side streets. The C-1 zone is designed primarily for retail sales and retail service uses that provide convenience goods

and services to the Borough and its residents, and secondarily for office and residential uses that complement and support the retail business environment.

To promote the continued goal of a viable downtown business district, retail sales, banks, small office and personal service uses should be the primary uses on the first floor of buildings with residential apartments limited to the upper floors of buildings. Sales and/or service uses and residential uses that are not compatible with these goals and the district's character should not be permitted. The types of services/sales that should be prohibited include, but are not limited to, outdoor businesses, automotive-related uses, construction-related uses, manufacturing or industrial uses, large-scale offices, wholesale businesses and drive-through restaurants.

To further promote the intent of the C-1 zone, several other policies are recommended. Buildings should be small to medium in scale, in keeping with the pedestrian-oriented environment, and should be designed to be compatible with other buildings within the downtown business district. First floor storefront windows should be required, even for non-retail uses, to foster a pedestrian-friendly and scaled streetscape. Signage should be designed to reinforce the pedestrian-oriented shopping environment by being small in size and low in height. In most cases, only wall-mounted signs, and not freestanding signs, should be permitted

The intensity of development in the business district may contain little or no front or side yard setbacks, and a higher percentage of coverage by buildings and other improvements. It is important to maintain the pattern of little or no front yard setback in the zone, again to promote a pedestrian-oriented and scaled shopping environment. Where the zone abuts residential zones, setbacks and buffers should be required to offset some of the non-residential activities on adjacent residential zones.

Despite the higher ratio of buildings and pavement to total site area, amenities such as trees and related landscape planting plus pedestrian-oriented and outdoor sitting areas improvements should be encouraged. The parking regulations should be such to ensure that public parking areas in the area are devoted primarily to retail sales and personal services; office, apartment and other long-term parking uses should not be permitted to greatly reduce the amount of parking available to shoppers and retail merchants.

Storefront sidewalks should be maintained and enhanced where possible. Private parking areas should supplement available public parking. Where possible, areas for deliveries and refuse storage and pickup should be at the rear or side of buildings and should not interfere with pedestrian or vehicular traffic.

The C-2 zone district adjoins the C-1 district, and is located along West Allendale Avenue, Demercurio Drive and the railroad. This zone currently contains a developed shopping center with a mix of retail, service, office and restaurant uses. Permitted principal uses are similar as within the C-1 district. Additional provisions should be considered to maintain that retail and retail services remain the predominate use of the shopping center.

The larger scale of retail buildings in this zone necessitates appropriately scaled yard setbacks on all sides to provide adequate light, air, open space and buffering. The shopping center should not be developed such that adequate setbacks and buffering is maintained along West Orchard Street, opposite the residential zone on the south side of this street. Due to the increased setbacks, larger buildings and reliance upon vehicular travel, limited freestanding signage should be permitted. An extensive and robust parking lot landscaping should also be required and maintained to improve site and district appearances and to help ameliorate environmental conditions resulting from large unbroken areas of pavement.

In both the C-1 and C-2 districts, design standards should be established to ensure that the district maintains its attractive appearance and continues to attract shoppers. The standards could address such subjects as facade treatments, lighting, exterior H.V.A.C. equipment, refuse and recycling storage areas, landscaping, etc.

2. Industrial-Manufacturing Use (D-1, D-2, E and EM Zone Districts)

The borough contains several areas that have developed primarily for industrial, manufacturing and office uses. These areas are recognized in this plan and proposed for designation in the zoning regulations as the D-1, D-2, E and EM districts.

The D-1 zone district is located along Crescent Avenue adjacent to the New Jersey Transit railroad tracks. The D-2 zone district is a small area located adjacent to Waldwick Borough on Chestnut Street and is part of a larger light industrial zone found adjacent in that

municipality. The main difference in the land use proposals for these two districts is the overlay district for the D-1 zone, whereby multifamily development is permitted under certain conditions (see MFRO-1 zone). The overlay is not applicable for the D-2 zone. Except for this overlay, the primary intended uses in both the D-1 and D-2 districts include light manufacturing, processing and assembly operations, wholesale sales, research laboratories and office use. In addition, it is the intent that the non-residential uses, identified in the AAA Residence Zone District provided they are on a 5-acre lot be permitted in the D-1 and D-2 districts.

The E and EM districts are located in the northeast portion of the Borough along Boroline Road with limited access to Route 17. Like the D-1 and D-2 zones, the E and EM districts are intended to permit a variety of light manufacturing, packaging and assembly type of uses, as well as research laboratory and office uses. The zones are not designed to accommodate the various institutional uses permitted in the D-1 and D-2 zone district, however. The primary difference between the E and EM district is the multi-family housing development option permitted in the EM district, but not in the E district.

The standards for the industrial districts identified herein should require lot sizes are maintained at the minimum required to ensure that adequate space is available for the various uses permitted in the districts while maintaining generous yard setbacks. Building height, building coverage and improvement coverage limitations should be designed to prevent an over- intense utilization of properties and provide for a reasonable amount of natural and landscaped vegetation. Performance standards and outdoor storage limitations should be followed to avoid undue impacts to adjacent properties or streets. Buffers should be required adjacent to residential zones.

- C. **Public, Quasi-Public, Religious, Parks, Recreation and Open Space (Various Districts).** The Land Use Plan map also indicates various public parks, recreational and other public, quasi-public and religious uses found within in the Borough, including the various municipal facilities, schools, houses of worship, nursing homes and public parks and recreational facilities. Where these uses form a large contiguous land area, the former Land Use Plan proposed the creation of a new PU- Public Use zone district to recognize these uses. This recommendation is not being continued in this plan since the underlying zones currently permit the respective uses and with specific criteria relating to the zone plan.

The prior plan also noted the zoning regulations should make reasonable accommodation for such existing and new facilities on appropriate sites and in appropriate neighborhoods. It must also be understood, however, that the potential opportunities for additional uses of this nature are limited in Allendale due to its almost fully developed character, and due to the environmental constraints on the remaining undeveloped land. Historically, many of these uses have been in residential areas, and this concept is endorsed to some extent by the plan.

The zoning regulations for the religious and quasi-public uses, however, should be designed to ensure that such uses will minimize detrimental impacts to adjoining areas by limiting the nature of activities on the site, requiring adequate lot area and setbacks of buildings, parking and outdoor use areas from adjacent properties, limiting the coverage by buildings and other improvements, and by requiring adequate parking. Although governmental facilities are normally exempt from local zoning controls, non-governmental uses are not.

See the appendix of this document for the corresponding Land Use Plan map of the Borough.

SECTION 5: RELATIONSHIPS TO OTHER PLANS

The MLUL stipulates that a Master Plan must include specific policy statements describing the proposed development of a municipality (as developed in its master plan) to the master plans of adjacent municipalities, as well as any pertinent County and State plans.

This following section discusses legislative and regulatory changes at the state level that affect land use and development policies in the Borough.

STATE STRATEGIC PLAN

On October of 2011, the Draft State Strategic Plan (SSP) was developed as an update to the current State Development and Redevelopment Plan (SDRP) but was not fully adopted. It is noteworthy that the State Plan is currently being reevaluated. A preliminary version of the SDRP (the "Preliminary Plan"), was expected to be made public on or about April 8, 2024. Subsequently, a draft of the state plan has been revised and released for cross acceptance review for consistency with the borough's planning. This will be an ongoing process over the next several months reviewed in a regional context through "negotiating entities". These entities will engage their constituent municipalities and public to evaluate the Plan as it relates to regional and local land use policies and objectives. As noted earlier, Bergen County Department of Planning and Engineering has notified municipalities that they will not be the reviewer of cross acceptance for the state, instead a consulting firm will provide such services. While a draft has been released to date, the borough will need to continue to monitor the release status to promptly review changes and implications relating to the land use and infrastructure improvement issues.

Allendale's Master Plan recommendations have been substantially consistent and compatible with those of the SDRP. The Borough has planned most of its growth to its pre-developed central business and other non-residential areas, which corresponds to the areas identified in the Metropolitan Planning Area (PA-1). While the Borough's plan has consistencies with the underlying concepts of the SDRP, the broader regional statements and intentions and those to be evaluated, need to be consistent with and balanced with the Borough's planned scale, context, capacities, environmental resources and vision for the community.

BERGEN COUNTY PLANNING-MASTER PLAN

Bergen County's amended Master Plan was formally adopted in April of 2023. As such, the document has been updated to reflect the current status of Bergen County. The Borough of Allendale is identified in the northwest Bergen portion of the County. The following from the plan is particularly noteworthy to the planning considerations in the Borough:

1. *Addressing the issues related to future land use and housing will require Bergen County and its municipalities to reevaluate and reexamine their existing visions for future growth and development to identify approaches that will meet changing demand and other external variables. For example, the increasingly expansive role of eCommerce in retail and services will likely continue to change the character of brick-and-mortar businesses... Municipalities should critically examine their land use regulations to ensure that, where appropriate, they permit some degree of flexibility to capture new, or at least new mixes of, uses that appeal to a broader array of users.*
2. *The COVID-19 pandemic forced many individuals and businesses to adapt to public health requirements that limited public gathering and necessitated social distancing. Such adaptations included employers in some industries adopting remote or hybrid work environments, which has, and will likely continue to hasten the trend seen in the ACS data showing an increasing proportion of people are working from home. Increased adoption of such work environments may reduce the need for large office spaces, while also reducing the amount of traffic during regular peak commute periods. It may also spur local development pressures for amenity spaces and neighborhood-oriented retail spaces that cater to these daytime remote workers.*
3. *Land Use Related Goals and Objectives:*
 - a. *GOAL 1: Become the model for smart growth and sustainable development both in New Jersey and in the region.*
 - i. *Objective 1.1: Assist municipalities through the development of ordinances and standards.*
 - ii. *Objective 1.2: Study possible financial incentives for development which includes bike-friendly services, such as bicycle storage and showers in employment centers, and other ecologically sustainable practices that minimize surface*

parking, increase the proportion of non-vehicular trips, decrease commuting time, reduce traffic congestion, and reduce greenhouse gas emissions through fewer vehicle miles traveled.

- iii. Objective 1.3: Balance new development and redevelopment with access to parks and open space.*
- b. GOAL 3: Limit sprawl development patterns which increase vehicle traffic and congestion.*
- c. GOAL 4: Encourage a wide variety of housing types, range of densities, and price points.*
- d. GOAL 5: Mainstream the use of green building and sustainable design.*

4. Economic Vitality Goals and Objectives.

- a. GOAL 1: Maximize job creation and investment by facilitating economic development.*
 - i. Objective 1.1: Prioritize job creation and retention.*
 - ii. Objective 1.2: Facilitate entrepreneurial and business incubation.*
 - iii. Objective 1.3: Promote new development in strategic locations.*
 - iv. Objective 1.4: Forecast future trends and conditions.*
 - v. Objective 1.5: Revitalize downtown areas and make transit a priority.*
 - vi. Objective 1.6: Eliminate unnecessary obstacles to economic development.*
- b. GOAL 2: Encourage redevelopment and revitalization of underutilized sites.*
- c. GOAL 3: Improve transportation opportunities and commuting options.*

5. Environmental and Natural Resources.

- a. GOAL 1: Preserve, protect, conserve, and enhance water supply.*
- b. GOAL 2: Maintain and update aging infrastructure to meet existing and future demand.*
- c. GOAL 3: Encourage land use decisions that will protect open space, natural lands, publicly owned lands, and parkland to leverage ecosystem services.*
- d. GOAL 4: Assist municipalities with floodplain management.*

RELATIONSHIP TO MASTER PLANS OF ADJACENT MUNICIPALITIES

Section 40:55d-28(d) of the New Jersey Municipal Land Use Law requires that the master plan include a specific policy statement indicating the relationship of the proposed development of the municipality as developed in the master plan to the master plans of contiguous municipalities. As such, this master plan reexamination includes a review of the master plans of the surrounding municipalities.

The Borough of Allendale is located in the north-west edge of the county. The Borough shares its municipal border with five other municipalities including Mahwah Township, Borough of Ramsey, Borough of Saddle River, Borough of Waldwick and Township of Wyckoff in Bergen County.

A. Mahwah Township

Mahwah Township abuts the westerly border of Allendale. The primary roadway of Forest Avenue connects the two municipalities. Most of Mahwah that borders Allendale is planned as low-density residential, with minimum lot sizes of 40,000 square feet. A small portion of the township north of the Ho-Ho- Kus Creek is planned as moderate residential density. This area is zoned for planned residential development. This is fairly compatible with the adjacent areas in Allendale, which are all zoned for single-family detached homes on lot sizes varying from 20,000 to 40,000 square feet.

B. Borough of Ramsey

Ramsey abuts the northerly border of Allendale. All of Ramsey that borders Allendale to the north is zoned for low density residential except for the section that Route 17 traverses, which is zoned highway commercial. The residential district requires a minimum lot area of 14,000 square feet, which is compatible with the single-family residential zoning of adjacent properties in Allendale, which requires a minimum lot area of 26,000 square feet. The highway commercial zone in Ramsey permits offices, science research labs, select industrial uses, motels, hotels, cabins, public swimming pools, retail sales and services, nursing homes and residences. This area is adjacent to the E industrial district in Allendale. It is emphasized that commercial development of any kind should not expand on Crescent Avenue or Franklin Turnpike as it has in Ramsey; the area is residential in nature and for that reason neither should there be any increase or expansion of any use other than single family residential use, except for such other uses specifically identified by this plan as permitted in the single family residential districts, nor any increase in the density of residential zoning or development beyond that which is recommended by this plan.

C. Borough of Saddle River

The Borough of Saddle River borders the easterly portion of the Borough of Allendale. The primary roadways of East Allendale Avenue and Boroline Road connect the two municipalities. Most of Saddle River's western border with Allendale is planned for low density residential (minimum lot area of two acres), which is compatible with Allendale's single-family zoning south of East Allendale Avenue. North of East Allendale Avenue, a developed PUD zone is on the eastern side of Boroline road. This area is currently developed with 76 affordable townhouses, an assisted living facility, and an office building. Although there are plans to add additional affordable housing in place of the existing office building.

D. Borough of Waldwick

The Borough of Waldwick borders the southerly boundary of the Borough of Allendale. Franklin Turnpike and Hopper Avenue serve as the primary connection between the two municipalities. The western portion of Waldwick's border with Allendale is zoned for low density residential development, with a minimum lot size of 15,000 square feet. This is consistent with Allendale's single-family residential zoning in the same area. The area between Allendale Brook and the railroad in Waldwick is zoned industrial. The adjacent area in Allendale includes the D industrial district, which is compatible, and the ML-6 townhouse/apartment district, which is not compatible. The Borough had addressed this incompatibility through design and circulation components of the final development.

Along Franklin Turnpike, the zoning in Waldwick is "turnpike commercial". The zone permits retail, service repair, auto supply sales, wholesale trade building supplies and brewery, winery or distillery. Conditional uses include auto services, churches, restaurants and taverns, private nursery schools, and public utilities. One parcel in Allendale on Franklin Avenue on the border with Waldwick is currently developed with retail use, the existing and proposed zoning in this area is for single-family residential use. This master plan does not endorse an extension of the retail strip pattern present in Waldwick into Allendale's portion of Franklin Avenue.

SECTION 6: BACKGROUND ANALYSIS

Several substantive changes at the state and local level have occurred since the adoption of the 2005 Land Use Plan. This section provides an analysis of the various changes and how they may further inform and influence Allendale’s developmental regulations.

An analysis of a community’s present-day development pattern is an essential foundation for any effective and practical land use plan, as it provides a background framing a municipality’s future planning goals. An analysis of the existing land use identifies the community’s current extent of development, its distribution, and the amount of vacant land throughout the municipality. This information in conjunction with an analysis of the Borough’s environmental features, natural resources, and other related elements helps to assess a community’s development plan and its ability to thoughtfully plan for potential future growth.

The table below displays Allendale’s recorded land uses by both acreage and number of parcels.

The total land area of the Borough is 1994.13 acres (1683.14 acres without including streets/roads). The Borough currently contains 2,515 parcels. The majority of the Borough is primarily characterized by residential development. In fact, over 1153 acres of the municipality’s total land area (58 percent) consists of residential uses. Single-family residential accounts for the bulk of this majority, accounting for 56.98 percent of the Borough’s total land area. Multi-family residential developments are less common, comprising only 16.84 acres, or 0.84% percent, of the Borough’s total land area.

Commercial land uses account for a total of 154.62 acres, or approximately 7.75 percent of the Borough’s total land use area. Industrial constitutes the largest commercial use with 24 parcels covering 104 acres.

Land uses under the Public/Semi-Public classification comprise the second largest land use category in Allendale, accounting for 327 acres, or 16.4 percent of the Borough’s total land area. Semi-public land uses, including places of worship and other non-profit organizations, account for 1 percent of the Borough’s total land area, while schools comprise an additional 3 percent. Municipal property and public parking lots make up most of this category with more than 12 percent.

The Borough contains one Class I rail line that traverses the Borough from North to South. The rail line covers more than 21 acres in the Borough.

Table 1: Existing Land Use Analysis (2024)
Borough of Allendale, New Jersey

Land Use		Acres	% of Total Acres	Parcels	% of Total Parcels
Residential	Low Density	1136.22	56.98%	1884	74.9%
	Multifamily	6.20	0.31%	426	16.9%
	Multifamily Assisted Living	10.64	0.53%	1	0.0%
Commercial	Commercial	24.36	1.22%	41	1.6%
	Farm/Nursery/Golf Course	25.86	1.30%	9	0.4%
Public/Semi-Public	Municipal Property	241.15	12.09%	37	1.5%
	Public School	64.01	3.21%	6	0.2%
	Church & Charitable	21.77	1.09%	6	0.2%
Other	Vacant	25.30	1.27%	65	2.6%
	Industrial	104.40	5.24%	24	1.0%
	Rail	21.18	1.06%	9	0.4%
	Other Exempt	2.06	0.10%	7	0.3%

LOCAL DEMOGRAPHIC CHANGES

This section is an analysis of demographic information available from the 2010 Decennial Census as well as the 2010 and 2022 American Community Survey (ACS) 5-year estimates. The ACS data consists of estimates based upon data averages across a five-year span, otherwise known as “period” estimates. They are not actual counts, rather they are representative of data collected over a period of time and thus may not be directly comparable to decennial census figures. For example, the 2022 ACS includes data collected from 2018, 2019, 2020, 2021 and 2022. The following provides an assessment of population size, rate of population growth, age characteristics, as well as household size and income levels. Each of these items is described in detail below. This information is vital for the Borough to carefully plan for the current and future needs of its residents and the community.

1. Population: The 2022 Census determined the Borough has a population of 6,817 residents. The following table displays the population growth since 1950.

Table 2: Population Growth (1950 to 2022)
Borough of Allendale, New Jersey

Year	Population	Population Change	Percent Change
1950	2,409		
1960	4,092	1,683	69.86%
1970	6,240	2,148	52.49%
1980	5,901	-339	-5.43%
1990	5,900	-1	-0.02%
2000	6,699	799	13.54%
2010	6,505	-194	-2.90%
2022	6,817	312	4.80%

Sources: U.S. Census, 2022 American Community Survey 5-Year Estimates.

The Borough experienced a slight decline in population from 1970 to the 1990s. The reduction in the population at that time could be attributable to the aging population and homes with children aging into adulthood and moving onto new locations. The Borough regained more than double the losses by the year 2000 only to lose half of them again between 2000 and 2010. The population slightly increased from then through the year 2022.

2. Age Characteristics: As shown in the age distribution table below, the Borough's age characteristics show a slight increase in median age from 44.3 years in 2010 to 45.7 according to the 2022 ACS data. The largest age cohort in 2022, which represented 20.6% of the population (45-54 age group) was also the largest cohort in 2010 (18.2%). The age groups showing declines between the 2010 census and the 2022 ACS data appear to be 5-9, 20-24, 35-44, 55-59, and 75 and older cohorts.

While the cohort over 75 has declined, the population over 60 years of age has increased from 22 to 23.8 percent. This trend highlights the need for considering more senior or age restricted housing in the community including housing that is more affordable for this aging population living especially for those on a fixed income.

Table 3: Age Characteristics (2010 and 2022)
Borough of Allendale, New Jersey

Age Group	2010		2022	
	Pop	%	Pop	%
Under 5	207	3.2%	387	5.7%
5 to 9	667	10.3%	485	7.1%
10 to 14	595	9.2%	635	9.3%
15 to 19	371	5.7%	532	7.8%
20 to 24	354	5.5%	229	3.4%
25 to 34	209	3.2%	279	4.1%
35 to 44	917	14.1%	701	10.3%
45 to 54	1,182	18.2%	1,406	20.6%
55 to 59	554	8.5%	541	7.9%
60 to 64	312	4.8%	430	6.3%
65 to 74	435	6.7%	683	10.0%
75 to 84	385	5.9%	326	4.8%
85 +	301	4.6%	183	2.7%
Total	6,489	95.2%	6,817	100.0%
Median Age	44.3		45.7	

Sources: 2010 & 2022 American Community Survey 5-Year Estimates.

3. Average Household Size: The census data shown below presents how the Borough's average household size decreased from 3.0 in 2010 to 2.96 in 2022 while the Bergen County average household size remained steady at 2.69 over the same time period. The total population increased from 2010 to 2022, while the number of households slightly decreased over the same span.

Table 4: Average Household Size (2010 to 2022)
Borough of Allendale, New Jersey

Year	Total Population	Number of Households	Average Household Size Allendale	Average Household Size Bergen County
2010	6,489	2,035	3.00	2.69
2022	6,817	2,271	2.96	2.69

Sources: 2010 & 2022 American Community Survey 5-Year Estimates.

4. Household Income: The following data from the 2000 census and the 2022 ACS indicates that the median household income in Allendale increased more than 50% from 1999 to 2022, increasing from \$105,704 to \$163,875.

Table 5: Household Income (1999 and 2022)
Borough of Allendale, New Jersey

Income Category	1999		2022*	
	Number	%	Number	%
less than \$10,000	15	0.7%	118	5.2%
\$10,000 to \$14,999	20	0.9%	5	0.2%
\$15,000 to \$24,999	68	3.2%	94	4.1%
\$25,000 to \$ 34,999	95	4.5%	52	2.3%
\$35,000 to \$ \$49,999	219	10.4%	30	1.3%
\$50,000 to \$74,999	357	16.9%	120	5.3%
\$75,000 to \$99,999	205	9.7%	193	8.5%
\$100,000 to \$149,999	465	22.0%	375	16.5%
\$150,000 to \$199,000	207	9.8%	1284	56.5%
\$200,000 or more	462	21.9%		
Total	2,113	100.0%	2,271	100.0%
Median Income (Household)	\$105,704		\$163,875	

Sources: U.S. Census; 2022 American Community Survey 5-Year Estimates.

LOCAL HOUSING CHANGES

This section of the analysis provides an inventory of the Borough’s housing stock. The inventory details housing characteristics such as age, condition, purchase/rental value and occupancy. It also details the number of affordable units available to low- and moderate-income households and the number of substandard housing units capable of being rehabilitated. As previously noted, the latest information from the American Community Survey consists of five-year estimates by the Census Bureau, not actual counts and may not be directly comparable to census figures.

- 1. Number of Housing Units. As illustrated in the table below, the overall number of housing units within the Borough has continued to increase from the 1980s through 2022. Understandably, the slowest percentage increase in numbers was between 2000 and 2010 during the Great Recession.

Table 6: Housing Units (1980-2022)
Borough of Allendale, New Jersey

Year	Housing Units	Numerical Change	% Change
1980	1,700	-	-
1990	1,915	215	12.65%
2000	2,143	228	11.91%
2010	2,254	111	5.18%
2022	2,419	165	7.32%

Sources: U.S. Census; 2022 American Community Survey 5-Year Estimates.

The data shown on the following table indicates that the breakdown between the share of owner occupied and rental occupied units has remained largely the same since 2010 with the majority of units being owner occupied. Housing vacancies have decreased over this time frame from 9.72% in 2010 to 6.12% in 2022.

Table 7: Housing Units by Tenure and Occupancy Status (2010-2022)
Borough of Allendale, New Jersey

	2010		2022	
Category	# of Units	%	# of Units	%
Owner Occupied	1,884	83.58%	1,817	75.11%
Renter Occupied	151	6.70%	454	18.77%
Vacant Units	219	9.72%	148	6.12%
Total	2,254	100%	2,419	100%

Sources: U.S. Census; 2022 American Community Survey 5-Year Estimates.

2. Housing Characteristics. This section provides additional information on the characteristics of the Borough's housing stock, including the number of units in structure and the number of bedrooms per unit. As is the case with many surrounding municipalities, single-family detached dwellings are the predominant type of housing in the Borough. The 2022 ACS estimate data provided in the table below shows a total of 1,660 single-family detached dwellings which amount to 73 percent of all housing units in the Borough. This percentage is a decrease from 2010 when single-family dwellings accounted for approximately 84 percent. There was an increase from 2010 to 2022 in the number of structures containing 10 units or more which represents 15 percent of overall units.

Table 8: Units in Structure (2010-2022)
Borough of Allendale, New Jersey

Units in Structure	2010		2022	
	No.	%	No.	%
Single Family, Detached	1,705	83.80%	1,660	73.10%
Single Family, Attached	187	9.20%	168	7.40%
2	67	3.30%	44	1.94%
3 or 4	33	1.60%	43	1.89%
5 to 9	22	1.10%	16	0.70%
10 +	18	0.90%	340	14.97%
Mobile Home	0	0.00%	0	0.00%
Other	0	0.00%	0	0.00%

Sources: 2000 U.S. Census; 2010 and 2022 American Community Survey 5-Year Estimates.

3. Housing Age. The table below indicates the relative age of the Borough's housing stock, revealing that approximately 20 percent of the units were constructed before 1939. More than 40 percent of the units were constructed before 1960. One third of all units were constructed between 1960 and 2000. Under 10 percent of the units have been built since 2000.

Table 9: Year Structure Built (2022)
Borough of Allendale, New Jersey

Year Units Built	Number	Percent
2020 or Later	0	0.00%
2010 to 2019	182	7.52%
2000 to 2009	42	1.74%
1990 to 1999	419	17.32%
1980 to 1989	168	6.95%
1970 to 1979	146	6.04%
1960 to 1969	451	18.64%
1950 to 1959	542	22.41%
1940 to 1949	8	0.33%
1939 or earlier	461	19.06%
Total	2,419	100.00%

Source: 2022 American Community Survey 5-Year Estimates

4. Housing Conditions. The Borough's housing conditions are presented in the data below starting with the number of occupants per room, which is the most common measure where housing types are considered are overcrowded. The number of units considered overcrowded within the Borough has remained below 1 percent from 2010 through 2022. The overall number of occupied units increased during this time period from 2,035 in 2010 to 2,271 in 2022.

Table 10: Occupants per Room (2010 and 2022)
Borough of Allendale, New Jersey

Occupants Per Room	2010		2022	
	Number	%	Number	%
1.00 or less	2,017	99.12%	2,255	99.30%
1.01 to 1.50	18	0.88%	16	0.70%
1.51 or more	0	0.00%	0	0.00%
Total Occupied Units	2,035	100.00%	2,271	100.00%

Sources: U.S. Census; 2022 American Community Survey 5-Year Estimates.

The presence or lack of complete plumbing and kitchen facilities and the type of heating equipment used can also provide additional detail regarding housing conditions within a municipality. The 2022 ACS estimate data indicate Allendale's occupied housing units are not lacking essential plumbing facilities and standard heating equipment. However, the estimate data shows 5.0 % of the occupied units are lacking complete kitchen facilities in 2022.

Table 11: Occupied Housing Units - Equipment and Plumbing Facilities (2010 and 2022)
Borough of Allendale, New Jersey

Facilities	2010		2022	
	Number	Percent	Number	Percent
Plumbing:				
With Complete Facilities	2,035	100.0	2,271	100.0
Lacking Complete Facilities	0	0.0	0	0.0
Kitchen:				
With Complete Facilities	2,035	99.8	2,154	95.0
Lacking Complete Facilities	0	0.2	117	5.0
Heating Equipment:				
Standard Heating Facilities	2,035	100	2,271	100.0
Other Fuel	0	0.0	0	0.0
No Fuel Used	0	0.0	0	0.0
Total Occupied Units	2,035	100.0	2,271	100.0

Sources: 2010 & 2022 American Community Survey 5-Year Estimates.

5. Purchase and Rental Values. The Borough's median monthly rent for its rental housing stock is approximately \$2,589 according to the 2022 ACS data. This figure is 27.7 percent higher than the median monthly rent of Bergen County, which was \$1,870 in 2022 according to the 2022 ACS 5-Year Estimates.

Table 12: Gross Rent of Specified Renter-Occupied Housing Units (2022)
Borough of Allendale, New Jersey

Rent	2022	
	Number	Percent
Less than \$500	0	0.00%
\$500 to \$999	11	2.42%
\$1,000 to \$1,499	89	19.60%
\$1,500 to \$1,999	88	19.38%
\$2,000 to \$2,499	11	2.42%
\$2,500 to \$2,999	158	34.80%
\$3,000 or more	97	21.37%
No cash rent	0	-
Total	454	100.00%
Median Gross Rent	\$2,589	

(-) means that the estimate is not applicable or not available.
Source: 2022 American Community Survey 5-Year Estimates.

Table 13: Value of Specified Owner-Occupied Housing Units (2022)
Allendale, New Jersey

Value	2022	
	Number	Percent
Less than \$50,000	9	0.50%
\$50,000 to \$99,999	0	0.00%
\$100,000 to \$149,999	55	3.03%
\$150,000 to \$199,999	0	0.00%
\$200,000 to \$299,999	4	0.22%
\$300,000 to \$499,999	156	8.59%
\$500,000 to \$999,999	1040	57.24%
\$1,000,000 or more	553	30.43%
Total	1,817	100.00%
Median Value	\$731,300	

Sources: 2022 American Community Survey 5-Year Estimates.

The median value of owner-occupied units in Allendale was \$786,300 according to the 2022 ACS data which is approximately 22% higher than that of Bergen County's median housing value of \$615,300.

6. Number of Units Affordable to Low- and Moderate-Income Households. Based on COAH's 2023 regional income limits, the median household income for a three-person household in COAH Region 1, Allendale's housing region comprised of Bergen, Hudson, Passaic and Sussex Counties, is \$108,371. A three-person moderate-income household, established at no more than 80 percent of the median income, would have an income not exceeding \$86,697. A three-person low-income household, established at no more than 50 percent of the median income, would have an income not exceeding \$54,185.

According to UHAC affordability controls outlined in N.J.A.C. 5:80-26.1 et seq., an affordable sales price for a three-person moderate-income household earning 80 percent of the median income is estimated at approximately \$284,000. This is considering the average mortgage interest for a 30-year fixed mortgage and %5 down payment. According to the 2022 ACS 5-year data, 4 percent of Allendale's owner-occupied housing units are valued at less than \$300,000 (the threshold closest to \$284,000). The same affordability controls state that an affordable sales price for a three-person low-income household earning 50 percent of the median income is estimated at approximately \$227,000. According to the 2022 ACS 5-year data, approximately 3.5 percent of Allendale's owner-occupied housing units are valued at less than \$200,000.

For renter-occupied housing, an affordable monthly rent for a three-person moderate-income household is estimated at approximately \$2,167. An affordable monthly rent for a three-person low-income household is estimated at approximately \$1,354. According to the 2022 ACS 5-year data, nearly 41 percent of Allendale's rental units have a gross rent of less than \$2,000 and approximately 2 percent of the rental units have a gross rent less than \$1,000.

LOCAL ECONOMIC PROFILE CHANGES

To carefully plan for the current and future needs of the community, it is important to perform an analysis of the existing and probable future employment characteristics of the community in order to adequately take the temperature of the Borough’s economic profile and what it can and cannot support. The following tables present information on historic trends, employment characteristics, occupational patterns and related data to fully inform the answers to these questions.

1. Employment Status. The table below provides information on employment status in Allendale for the segment of the population 16 and over or their working age labor force. As shown, Allendale’s working age labor force population has remained relatively the same at around 59 percent since 2010. Like many other municipalities across the State and the Country, the unemployment rate for the Borough’s civilian labor force increased because of the job loss from both the Great Recession as well as the pandemic and have since been normalized. The 2022 ACS data estimate for unemployment rate was 3.6% while Bergen County’s 2022 ACS data unemployment rate was 2.9 percent.

Table 14: Employment Status - Population 16 & Over (2010 and 2022)
Borough of Allendale, New Jersey

Employment Status	2010		2022	
	Number	%	Number	%
In labor force	2,863	58.60%	3,090	59.70%
Civilian labor force	2,863	58.60%	3,090	59.70%
Employed	2,670	54.70%	2,980	57.60%
Unemployed	193	4.00%	110	2.10%
% of civilian labor force	--	6.7%	--	3.6%
Armed Forces	0	0%	0	0.00%
Not in labor force	2,021	41%	2,084	40.30%
Total Population 16 and Over	4,884	100.00%	5,174	100.00%

Sources: 2010 and 2022 American Community Survey 5-Year Estimates.

2. Employment Characteristics of Employed Residents. The following two tables detail information on the employment characteristics of Allendale residents. The first table presents an employment breakdown by occupation and the following table presents an employment breakdown by industry. As shown, 65 percent of Borough residents are employed in the management, business, science, and arts occupations according to the 2022 ACS 5-year estimate data which is less, but not too dissimilar from the 2010 data. The occupation sector that experienced a decline among Borough residents was that of sales and office occupations. The industries that experienced declines among Borough residents since 2010 include: manufacturing; wholesale trade; information; finance, insurance, real estate and rental and leasing; and professional, scientific, management, administrative and waste management services. The industries that experienced the most growth since 2010 include: transportation, warehousing, utilities.

Table 15: Employed Residents Age 16 and Over, By Occupation (2010 and 2022)

Occupation	2010		2022	
	Number	Percent	Number	Percent
Management, business, science and arts occupations	1,765	66.10%	1,939	65.10%
Service occupations	65	2.40%	202	6.80%
Sales and office occupations	765	28.70%	604	20.30%
Natural resources, construction and maintenance occupations	39	1.50%	118	4.00%
Production, transportation and material moving occupations	36	1.30%	117	3.90%
Total	2,670	100.00%	2,980	100.00%

Table 16: Employed Residents Age 16 and Over, By Industry (2010 and 2022)

Industry	2010		2022	
	Number	Percent	Number	Percent
Agriculture, forestry, fishing and hunting and mining	0	0.00%	12	0.40%
Construction	153	5.70%	197	6.60%
Manufacturing	281	10.50%	244	8.20%
Wholesale trade	102	3.80%	82	2.80%
Retail trade	250	9.40%	299	10.00%
Transportation, warehousing, utilities	8	0.30%	102	3.40%
Information	137	5.10%	82	2.80%
Finance, insurance, real estate and rental and leasing	553	20.70%	504	16.90%
Professional, scientific, management, administrative and waste management services	495	18.50%	542	18.20%
Educational, health & social services	484	18.10%	590	19.80%
Arts, entertainment, recreation, accommodation and food services	61	2.30%	130	4.40%
Other services (except public administration)	96	3.60%	124	4.20%
Public administration	50	1.90%	72	2.40%
Total	2,670	100.00%	2,980	100.00%

Sources: 2010 and 2022 American Community Survey 5-Year Estimates.

3. Employment Projections. A projection of the Borough's probable future employment characteristics is based on an assessment of historic employment trends which are identified and outlined below.

The table below provides data on Allendale's average annual employment covered by unemployment insurance over a fifteen-year span from 2007 through 2022. Employment in the Borough has fluctuated considerably during this time with understandably low levels after the Great Recession and the Covid pandemic. Recognizing the limited availability of vacant land for new non-residential developments, only minor changes in employment are anticipated. Because of the fully developed context of the community's non-residentially zoned areas and the few locations available for further development, it is anticipated that job creation in the borough will remain low.

Table 17: Average Covered Employment Trends (2007-2022)
Borough of Allendale, New Jersey

Year	Number of Jobs	Change in Number of Jobs	Percent Change
2007	6,401	-	-
2008	6,317	-84	-1.31%
2009	6,403	86	1.36%
2010	6,161	-242	-3.78%
2011	5,980	-181	-2.94%
2012	3,366	-2,614	-43.71%
2013	3,432	66	1.96%
2014	3,676	244	7.11%
2015	3,493	-183	-4.98%
2016	3,524	31	0.89%
2017	3,664	140	3.97%
2018	3,720	56	1.53%
2019	3,748	28	0.75%
2020	3,470	-278	-7.42%
2021	3,414	-56	-1.61%
2022	3,550	136	3.98%

Sources: NJ Department of Labor and Workforce Development.

SECTION 7: PUBLIC ELECTRIC VEHICLE INFRASTRUCTURE

Recent legislation requires recommendations concerning locations appropriate for the development of public electric vehicle infrastructure, including but not limited to, commercial districts areas proximate to public transportation and transit facilities and transportation corridors and public rest stops. In addition, any recommended changes, if any, in the local development regulations necessary or appropriate for the development of public electric vehicle infrastructure should be identified.

The New Jersey Municipal Land Use Law was recently revised in Senate Bill 606, requiring municipalities to plan for electric vehicle charging infrastructure including locations where they are encouraged. Upon reviewing the locations where such infrastructure may be encouraged, the Borough offers the following areas as potential locations for such improvements:

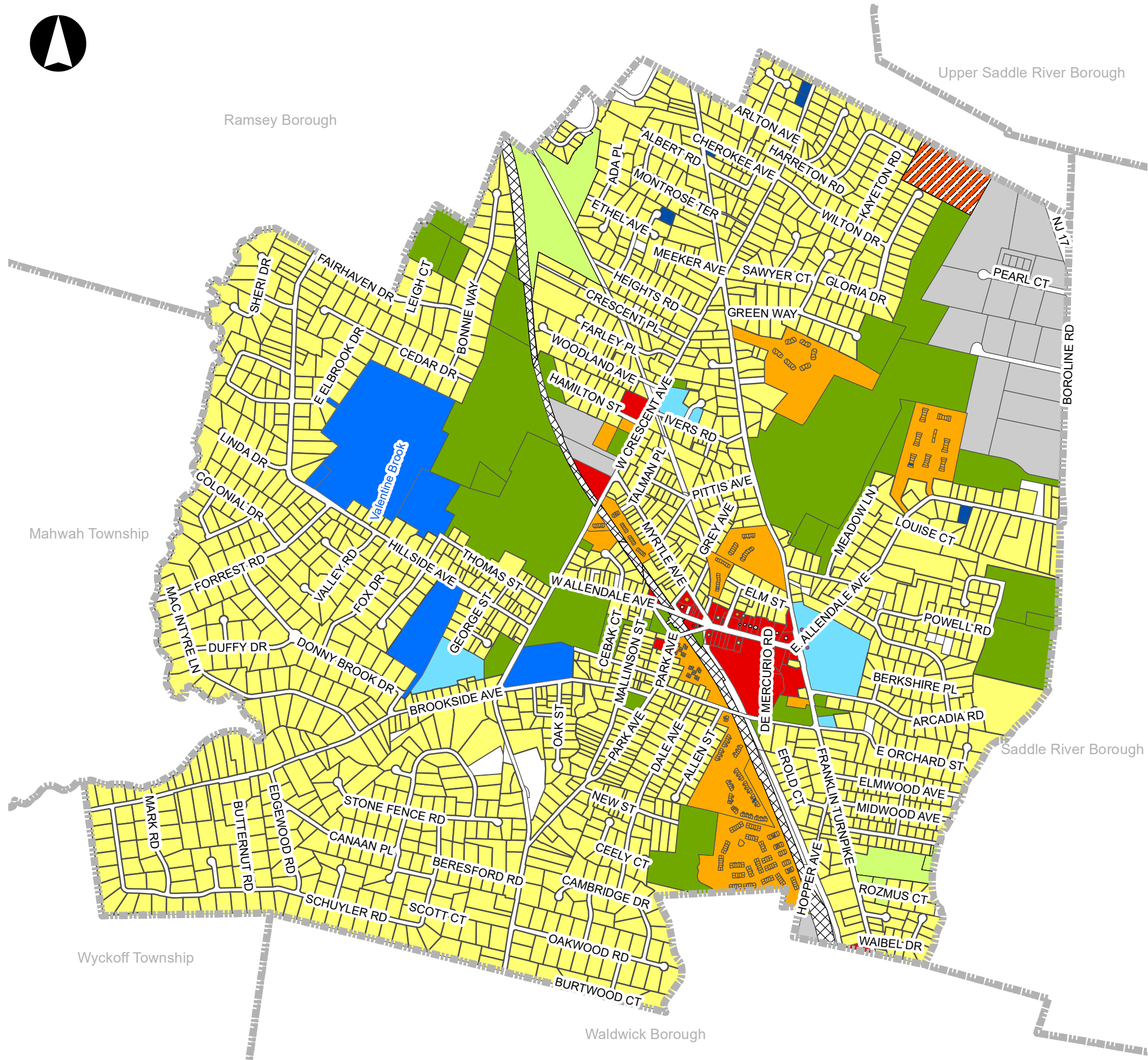
- A. The municipal commuter parking areas and areas deemed appropriate in public parking areas adjacent to the New Jersey Transit Allendale Train Stations or other appropriate transit stops in the Borough.
- B. In 2021, the State of New Jersey signed into law that Electric Vehicle Supply/Service Equipment (“EVSE” or “charging stations”) and Make-Ready parking spaces be designated as a permitted accessory use in all zoning or use districts and establishes associated installation and parking requirements related to EVSE. For municipalities with existing EV ordinances, the statewide ordinance will supersede those requirements. Municipalities don’t technically need to adopt the ordinance in order for it to be in effect. The law states that municipalities may encourage additional installation of EVSE and Make-Ready parking spaces but may not require more EVSE or Make-Ready parking spaces than what is required in the model EV ordinance as published by the NJDCA.

The mandatory requirements in the EV ordinance include:

- All EVSE and Make-Ready parking spaces are subject to applicable local and/or Department of Community Affairs permit and inspection requirements.
- Parking spaces with EVSE and Make-Ready equipment must be included in the calculation of the minimum required parking spaces.

- Parking spaces with EVSE or Make-Ready must count as at least two parking spaces (no more than 10% reduction of total required parking spaces).
- All parking space calculations for EVSE and Make-Ready equipment must be rounded up to the next full parking space.
- As a condition of preliminary site plan approval, for each application involving a multiple dwelling with five or more units of dwelling space, which includes include a multiple dwelling that is held under a condominium or cooperative form of ownership, a mutual housing corporation, or a mixed-use development, the developer or owner, as applicable, must install:
 - Immediately: 15% of parking spaces shall be make-ready and 1/3 of those shall have EVSE installed;
 - Within 3 years: install EVSE in an additional 1/3 of the original 15%
 - Within 6 years: install EVSE in the final 1/3 of the original 15%.
 - Overall, at least 5% of EVSE must be accessible for people with abilities

APPENDIX DOCUMENTS

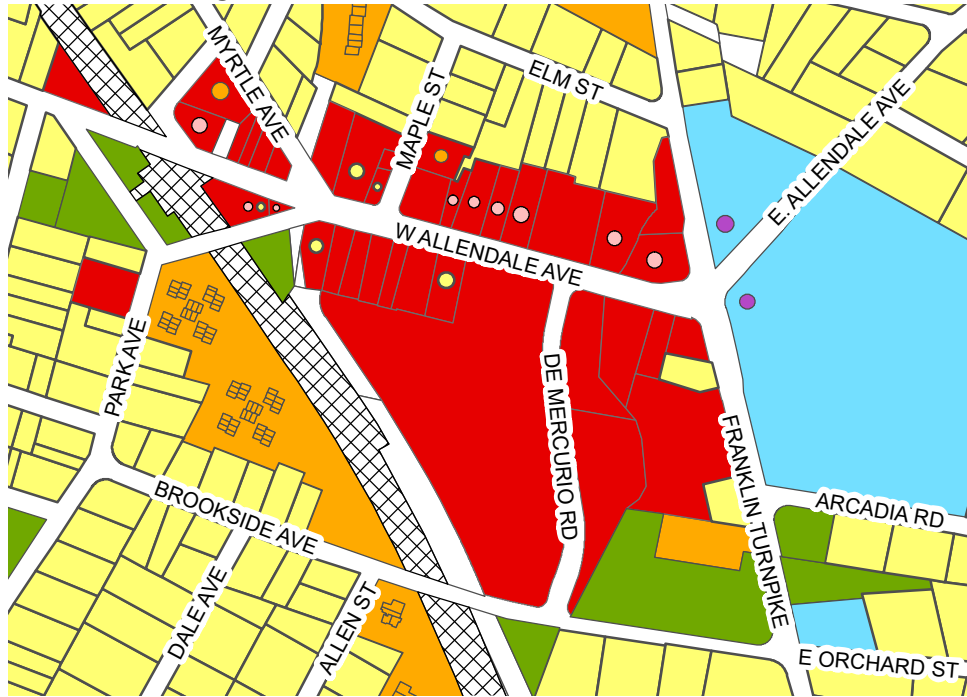


Surrounding Municipalities

Existing Land Use

- Residential
- Multifamily Residential
- Assisted Living
- Farm/Nursery/Golf Course
- Commercial
- Office
- Industrial
- Rail Class I
- Public School
- Public
- Church & Charitable
- Other Exempt
- Vacant
- Other
- Parcels
- Additional/Multiple Uses On Lot

Downtown Enlargement



Source 1: Municipal boundary data, NJDEP.
Source 2: Street centerlines data, NJDEP.
Source 3: Parcel data, NJGIN Warehouse.

Zone AE: Areas subject to inundation by the 1-percent-annual-chance flood event generally determined using approximate methodologies. Because detailed hydraulic analyses have not been performed, no Base Flood Elevations (BFEs) or flood depths are shown. Mandatory flood insurance purchase requirements and floodplain management standards apply.



Community Planning
Land Development and Design
Landscape Architecture

25 Westwood Avenue
Westwood, New Jersey 07675

p: 201.666.1811
f: 201.666.2599

Project Title:

2024

Climate Change Related Hazard Vulnerability Assessment

Borough of Allendale
Bergen County, New Jersey

Dwg. Title
Existing Land Use

Graphic Scale

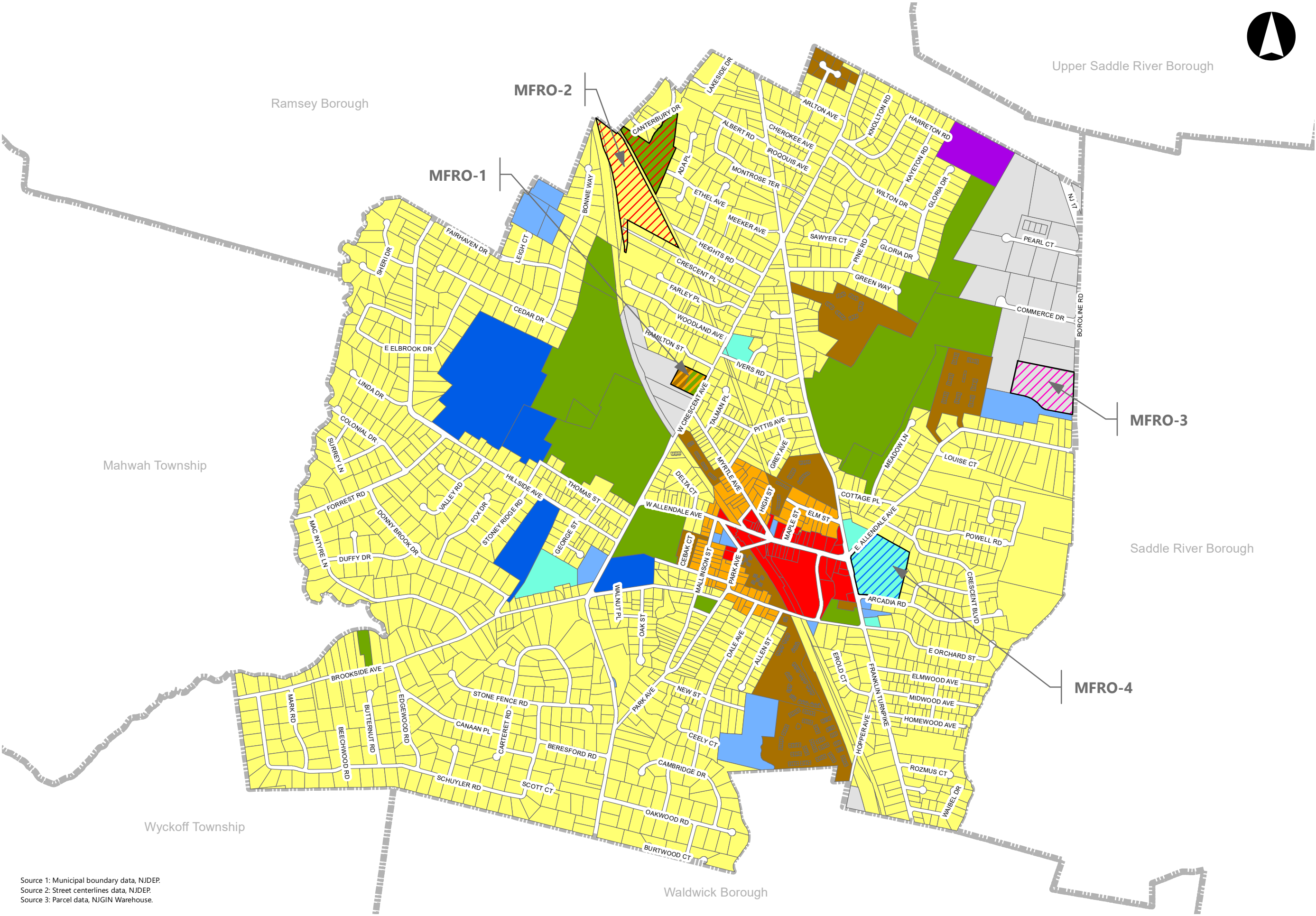
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Feet

Joseph H. Burgis PP, AICP
Professional Planner
New Jersey License # 2450

Project No. 3987.07
Sheet No. 1 of 1
Date 12.03.24
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Source 1: Municipal boundary data, NJDEP.
Source 2: Street centerlines data, NJDEP.
Source 3: Parcel data, NJGIN Warehouse.



Project Title:

2025
Land Use Plan

Borough of Allendale
Bergen County, New Jersey



Legend

- Surrounding Municipalities
- Single Family Residential
- Two-Family Residential
- Multi-Family Residential
- Assisted Living
- Commercial-Business
- Industrial
- Public, Quasi-Public
- Religious Use
- Educational Use
- Parks, Recreation & Open Space

Multi Family Overlay

- MFRO-1
- MFRO-2
- MFRO-3
- MFRO-4

Rev	Description	Date	Dwn	Ckd

Dwg. Title

Land Use Plan

Graphic Scale

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