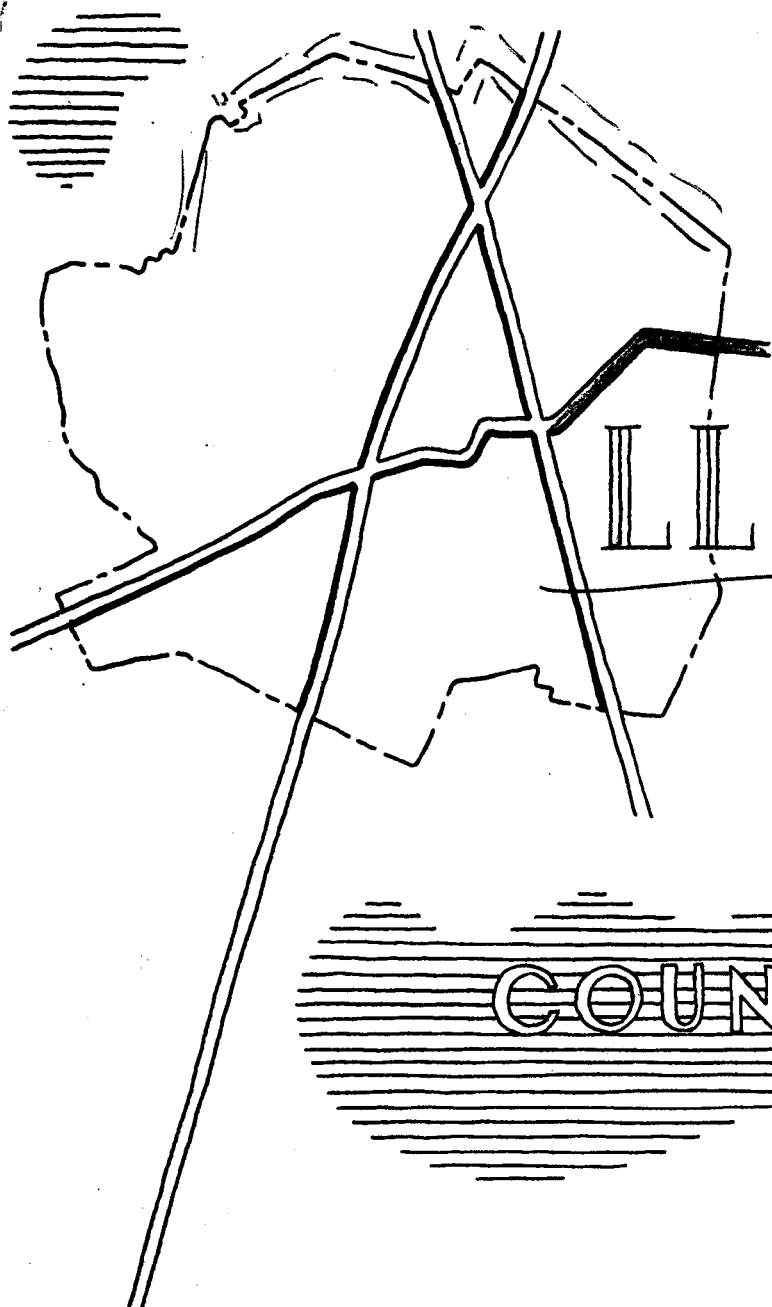


#2



Lee Memorial Library
Allendale, New Jersey 07401
U.F.

ALLENDALE

BERGEN

COUNTY N.J.

A COMPREHENSIVE
PLAN

PREPARED BY
SCOTT BAGBY & WEAVER PANGBURN
PLANNING CONSULTANTS - 1952



A COMPREHENSIVE PLAN FOR
ALLENDALE
NEW JERSEY

PREPARED FOR THE
PLANNING BOARD,
BOROUGH COUNCIL
AND
THE PEOPLE OF ALLENDALE

B Y

SCOTT BAGBY AND WEAVER PANGBURN
PLANNING CONSULTANTS, UPPER MONTCLAIR, N. J.

1952

Free Public Library
of Allendale, New Jersey

**PLANNING BOARD
BOROUGH OF ALLENDALE
ALLENDALE, NEW JERSEY**

To the Residents of Allendale:

When Noah built the Ark it wasn't raining, but Noah saw the signs and heard the voice. Noah was a doer, not a spectator, and he acted. He knew he had to have an Ark or else!

Three years ago, your Planning Board saw the signs of mass housing crowding Allendale, the Board heard the voices of complaint from both new and old home owners in surrounding communities. We saw that it's not the developer who has the "headaches". He builds and goes away while the town reaps the harvest, good or bad. Our job is not only to preserve Allendale in the best way for the present residents but also for the new ones who will come here. We could not remain spectators, so we acted. We knew we had to have a plan, or else.

No Planning Board has the time or the ability to tackle the technical job of planning. We needed expert assistance not from an ordinary engineer but from a professional town planner. We therefore engaged the services of the nationally known firm of Bagby and Pangburn to make a complete study of our Borough, its present facilities and potential growth, and to make recommendations for our guidance in meeting our future growth. Many long hours have been spent by our Planning Board with our consultants who have attended numerous joint conferences with the Mayor and Council and the School Board, also.

The Master Plan is a guide for long years ahead. It is fluid and has flexibility for meeting varying situations and circumstances. It is, however, grounded on sound principles for conserving home neighborhoods, encouraging good business and suitable industry and promoting stable municipal economy.

The important factor is that we, the residents of Allendale, want to control our community's course rather than be forced by each new development into new unplanned expenditures.

In presenting this report we are not only setting out the Borough's goals but the Planning Board is discharging one of the most important duties imposed upon it by the state Municipal Planning Enabling Act which requires every planning board to make and adopt a Master Plan.

We invite you to take the time to learn the facts and understand the goals and the practical ways of achieving them as outlined in this comprehensive plan. This does not mean that we have adopted this plan yet. We want all the suggestions and constructive criticism you can contribute now and at the public hearing your Planning Board will hold before a plan is officially adopted.

Francis X. Scafuro, Chairman	Mrs. Helen Hanson
Leslie Johnson	L. R. McPeck
Werner Baarck	Fred Rickerich
Arthur Fowler	Stiles Thomas, Secretary
Harvey Beswick, Borough Engineer	



SCOTT BAGBY AND WEAVER PANGBURN

CONSULTANTS IN COMMUNITY PLANNING AND DEVELOPMENT
14 MOUNTAIN SIDE PARK TERRACE · UPPER MONTCLAIR, N. J. · MONTCLAIR 2-6523

To the residents of Allendale:

Twenty months ago this study for a comprehensive, long-range, practical plan for charting the future development of Allendale began. Continued for so long a period to meet the budgetary abilities of the Borough, it has now culminated in this report.

The report reflects not only the judgement of the consultants but the combined wisdom of the Borough's official leaders in government, education and planning. Their views of your desires and interests, of what is sound and practical in Allendale, are reflected in the interpretation of conditions and in the recommendations.

In the long run it is you who will determine the future of your community. We believe that if you read this report carefully, following its reasoning and realizing the techniques and actions which will build a sound and progressive future for you and others who will join you as residents, you will want to see the principles outlined in this report made effective. Your interest and your support can secure this outcome.

Your consultants have great appreciation for the thoughtfulness, time and public devotion which the Borough's officials have contributed. Too often their fellow townspeople know little of this. We look forward to your future, confident that it will justify your hopes, your investments and your civic pride.

Sincerely yours,

Scott Bagby
Scott Bagby

Weaver Pangburn
Weaver Pangburn

June 10, 1952

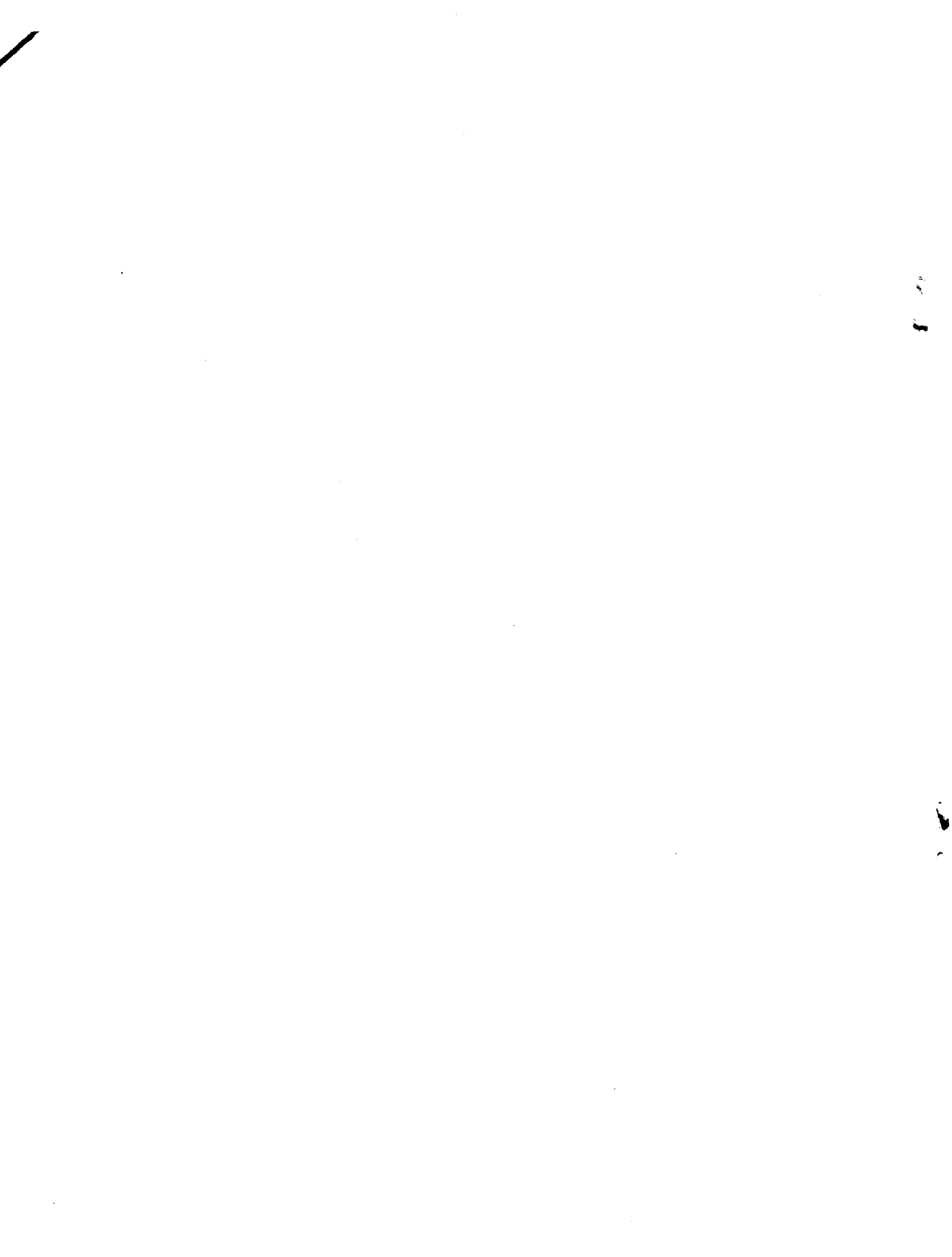
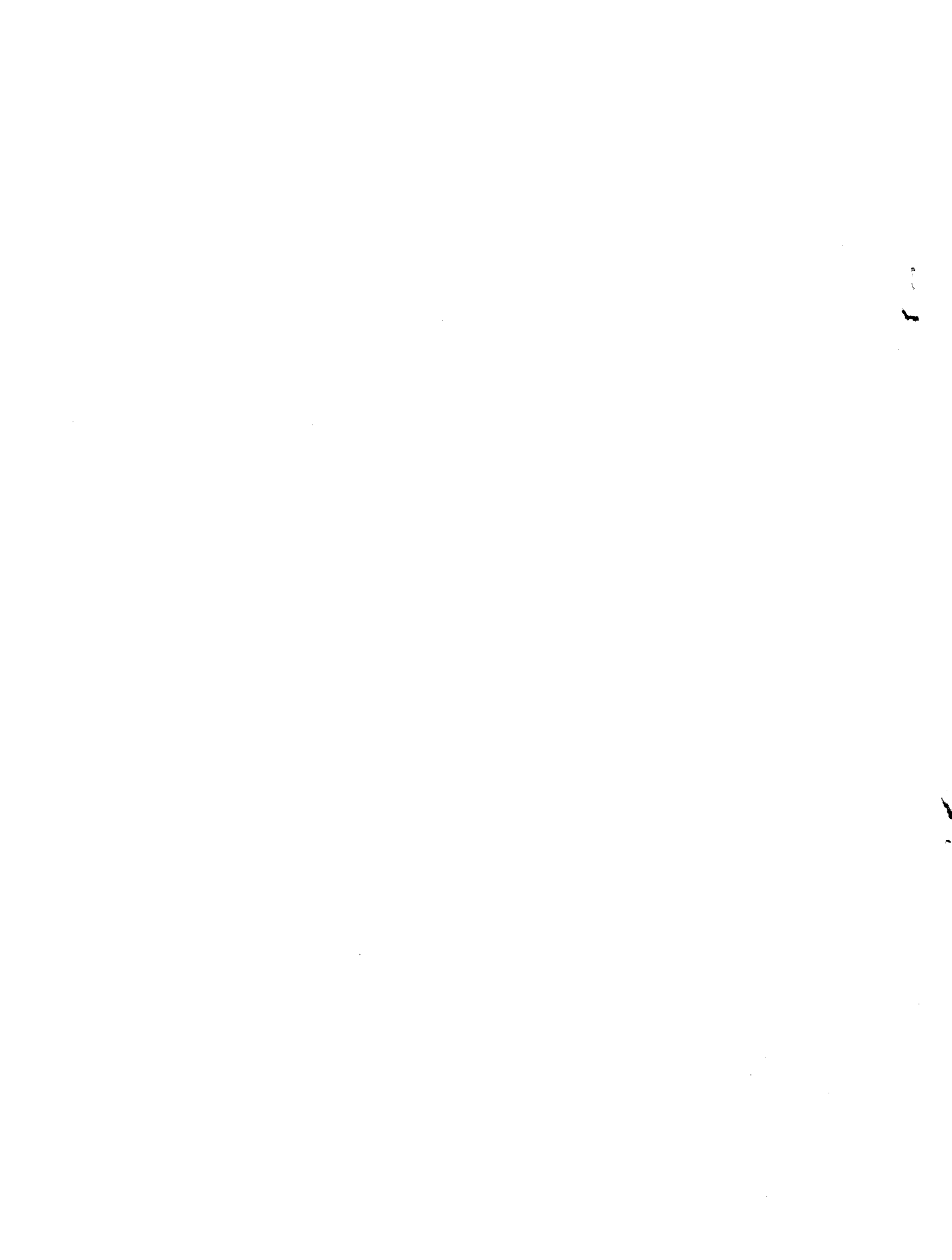


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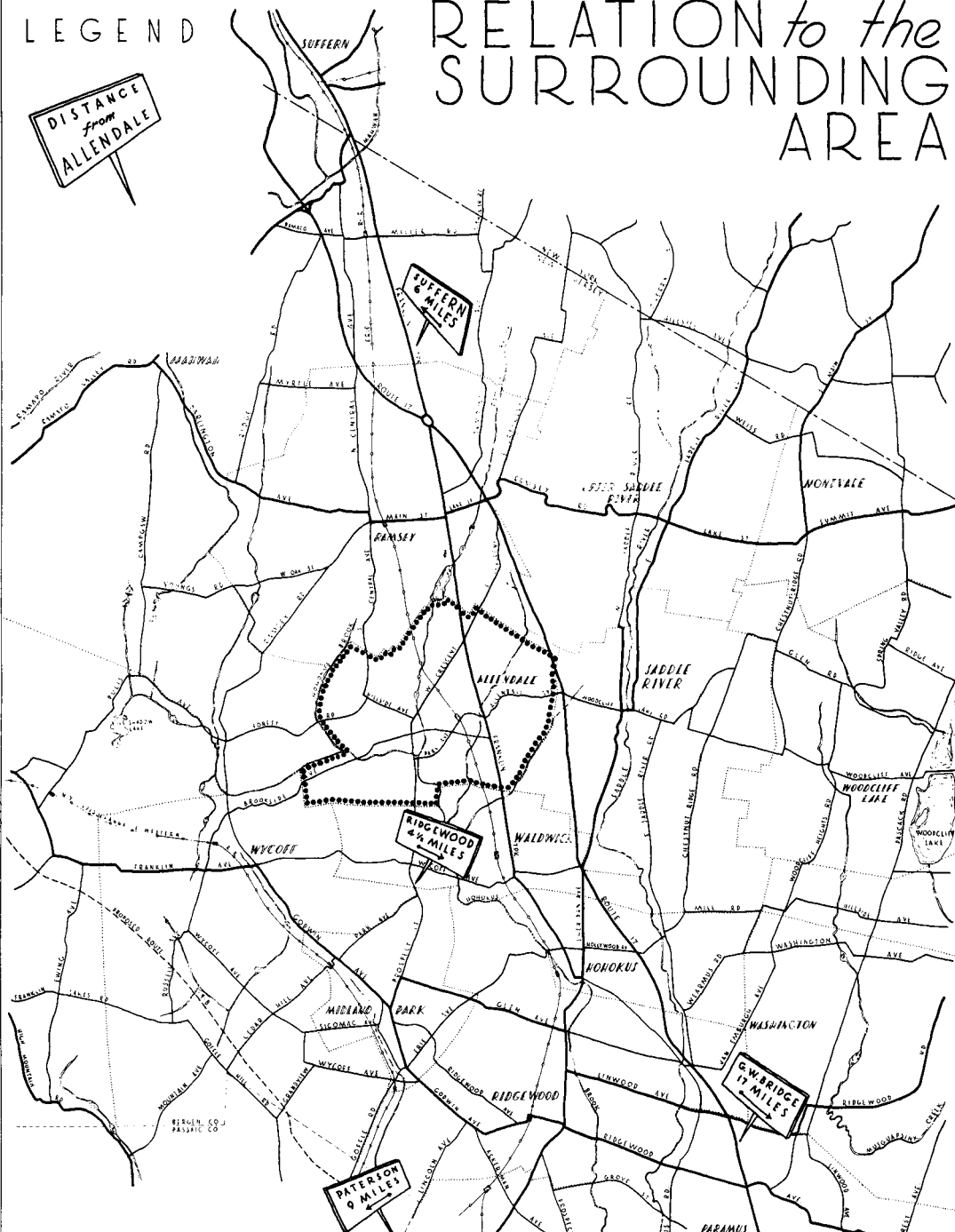


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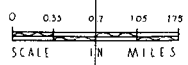
LEGEND



RELATION to the SURROUNDING AREA



FOR THE PLANNING BOARD
BOROUGH of
ALLENDALE
BERGEN CO., N.J.



PREPARED by SCOTT BAGBY and WEAVER PANGBURN
PLANNING CONSULTANTS of UPPER MONTCLAIR, N.J., 1952

BACKGROUND AND DEVELOPMENT

Twenty-five miles from New York City, lying 400 feet high between the Saddle River and Ramapo River valleys, is Allendale, a small borough of two and eight tenths square miles. Bordered on the west by Hohokus Brook, into which the greater part of the land drains and which forms San Jacinto Lake on its way, and on the southeast by Smokis Voll Brook, the borough is traversed by the Ramsey Brook, flowing from Crystal Springs Lake on its northern border and forming Crestwood Lake on its way to join the Hohokus Creek just inside the southern boundary, and by the Allendale Brook which flows through the land owned by the Borough water works and empties into Hohokus Creek. The Borough's land is varied, with moderate changes in contour of not over 100 feet from the highest point to the lowest, most of it being fairly level. Some is low and occasionally wet but capable of being drained into the various streams.

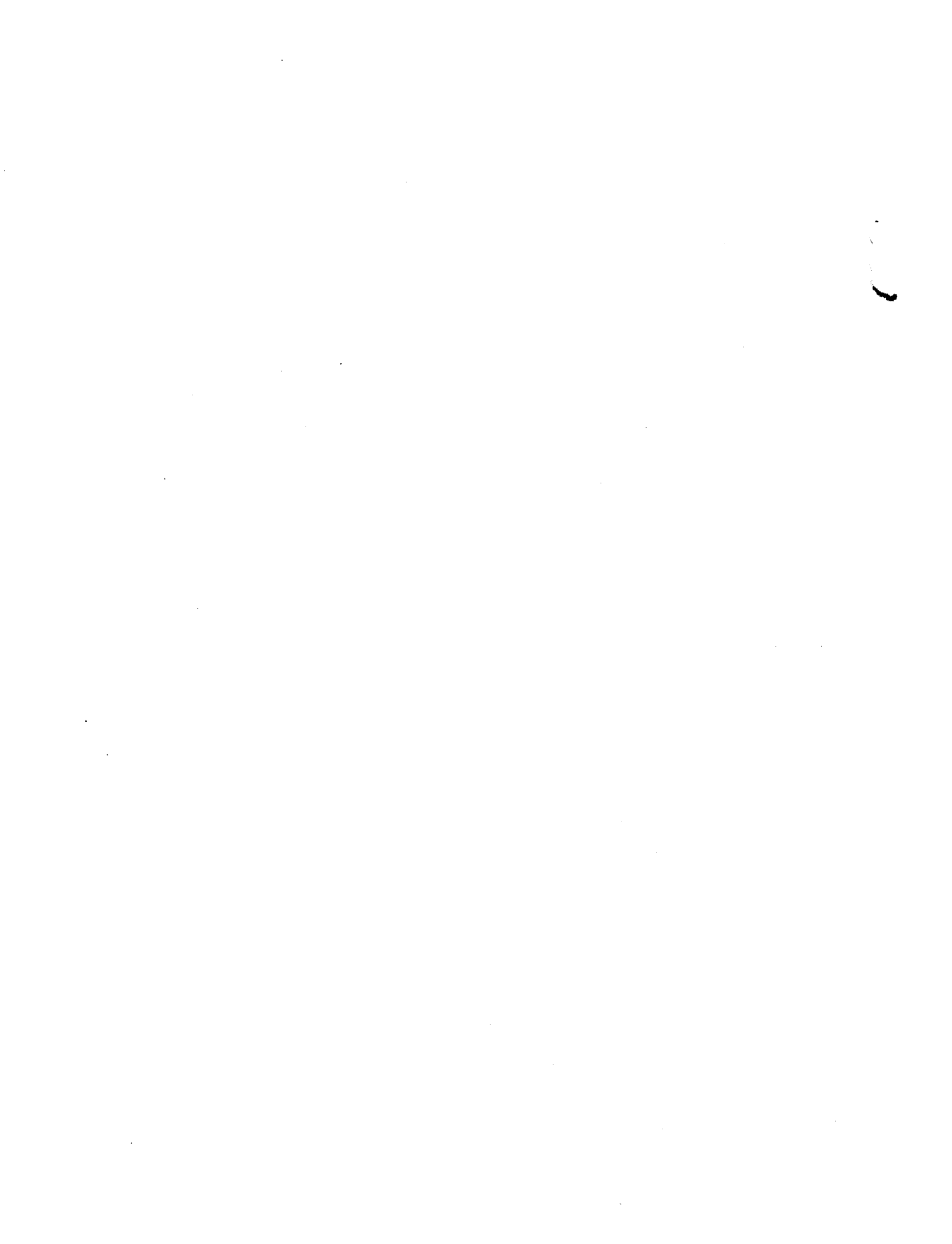
Land Bought from the Indians

The earliest records show an Englishman and a Hollander buying lands from the Lenni-Lenape Indians in 1740. In 1806 the Franklin Turnpike was chartered by the state as a toll road. In 1846 a route was surveyed for the narrow gauge railroad by Col. William C. Allen, for whom Allendale was named. This road was opened in 1850 between Paterson and Suffern. This has been superseded by the Erie Railroad whose main line runs through Allendale and provides excellent passenger service to New York.

Originally a heavily wooded section, Allendale retains considerable light timber along its borders and in small parts near its central area. For many years it was a farming community and in the latter 1800's was a noted center for strawberries and produce, shipping four to six carloads of berries a day. Allendale was also a summer resort, as many as 300 vacationers coming in a season to enjoy hiking, fishing, tennis and swimming. The largest farm remaining in Allendale is an old one of 78 acres in the central part of town, devoted to celery, raised in a black muck watered by the Allendale Brook.

Growth of Borough Services

In 1894 when the Borough was formed, after being part of various townships, there were several farms, a



7

LEGEND

- ONE FAMILY RESIDENTIAL USE
- TWO and THREE FAMILY RESIDENTIAL USE
- ▲ COMMERCIAL USE
- INDUSTRIAL USE
- ▨ PUBLIC or SEMI-PUBLIC USE

PRESENT LAND USE



FOR THE PLANNING BOARD
 BOROUGH of
ALLENDALE
 BERGEN CO., N.J.

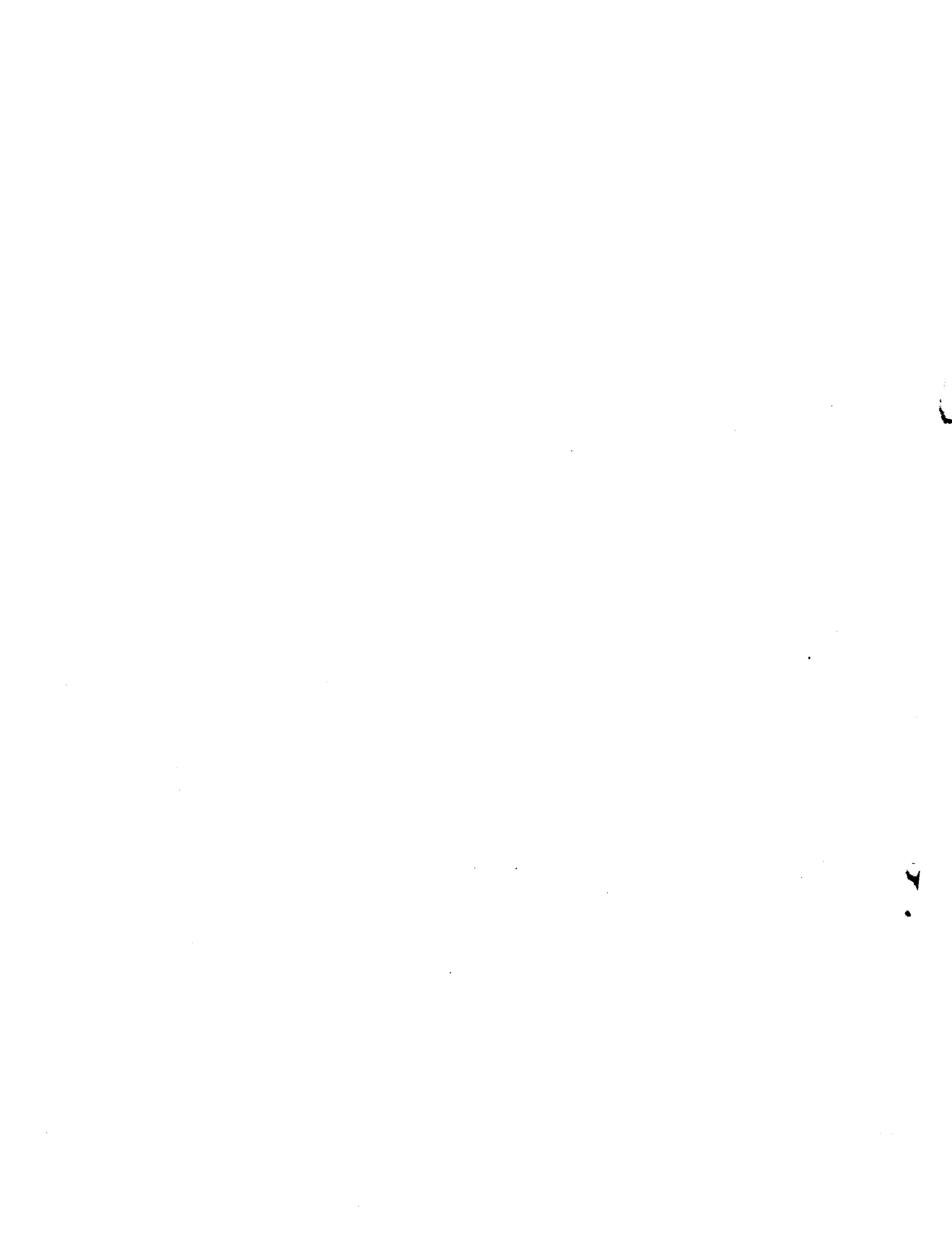
PREPARED by SCOTT BAGBY and WEAVER DANGBURN
 PLANNING CONSULTANTS of UPPER MONTCLAIR, N.J., 1952

general store, a blacksmith shop, a wheelwright and carriage painting plant, several boarding houses and a railroad station, in addition to homes. The first macadam street was laid in 1890. In 1900 the public library opened and electric light poles were installed. A water system was laid and furnished with water from a private company in 1914, and in the same year a police department began, the men serving without pay until five years later. The fire department is still volunteer, and has been a distinctive organization, winning awards in regional competitions. The first municipal recreation park of its kind in the state was opened in 1925, the same year that gas mains were laid. Three years later the first zoning ordinance was passed and in 1930 the Borough formed its own water supply system, supplying the greater part of the borough from three 12-inch wells 400 to 550 feet deep.

Population and Housing

From a population of 1,165 in 1920, Allendale grew in the next decade 48.5 per cent, reaching 1,730. In the next ten years its rate was 18 per cent. Its 1950 population of 2,408 represents a 12 per cent growth over the 1940 figure of 2,058, an addition of 350 persons. Two thirds, or 67 per cent, were over 21 years of age. An estimate of 1952 residents in Allendale indicates an increase since 1950 of 200 persons, making a present total of 2600.

Allendale's homes, almost entirely single family ones, are concentrated in clusters along its principal streets, diverging into the open undeveloped land at its outskirts. A number of its homes were built over sixty years ago. In 1940 there were 595 dwelling units, occupying 548 buildings, making Allendale predominantly a single family community, with an average of 3.5 persons per family. Slightly over 50 per cent of these were owner occupied and less than one tenth were reported as needing major repairs or having no private bath or both. Five were listed as overcrowded. The average estimated rental value of all dwelling units was \$44.77 in 1940. By 1950 there were 711 dwelling units. The average size family for the state had dropped to 3.2 persons. In Allendale it was nearer 3.4 persons. In January, 1952, there were about 770 dwelling units.



Business Center

The Borough has a small business and shopping center centrally located but cut off from half the town by the railroad which has no grade crossing at the center, necessitating a circuitous and inconvenient approach from streets not directly leading to it. The business area is served by cesspools and septic tanks, as there is no sewer system in town. These facilities are presenting a problem in inadequacy. Parking is available on West Allendale Avenue in the business section for about 50 cars and there are small parking plazas at the railroad station on either side of the tracks. There is a great need, however, for more parking both for business and for commuters. Space behind the business buildings could be utilized for this and the development of a small section for parking is being undertaken. There is scattered small commercial development elsewhere in the form of nurseries, two convalescent homes, an inn and one or two gas stations. The Borough land adjacent to State Highway 17 is vacant and wooded. In all, 45 business firms are listed in the assessor's records.

Increasing real estate development in Allendale is pointed to by the large amount of vacant land within the Borough, the tremendous growth of housing developments in the whole area and the continuing submission of subdivisions.

AREA INFLUENCE

Bergen County, in which Allendale is situated, has experienced repeated housing booms. From 1890 to 1900 its rate of increase, 66 per cent, was the largest for any county in New Jersey. The following decade it grew 76 per cent. Land values rose speculatively and farming declined. The advent of the George Washington Bridge, completed in 1931, led to a new boom which ended with large amounts of foreclosed land throughout the county, as the depression deflated wholesale development. The post-war boom of the latter 1940's is still under way, following the highways. The county grew almost 31 per cent from 1940 to 1950, the same rate as Morris County, these two being the only metropolitan

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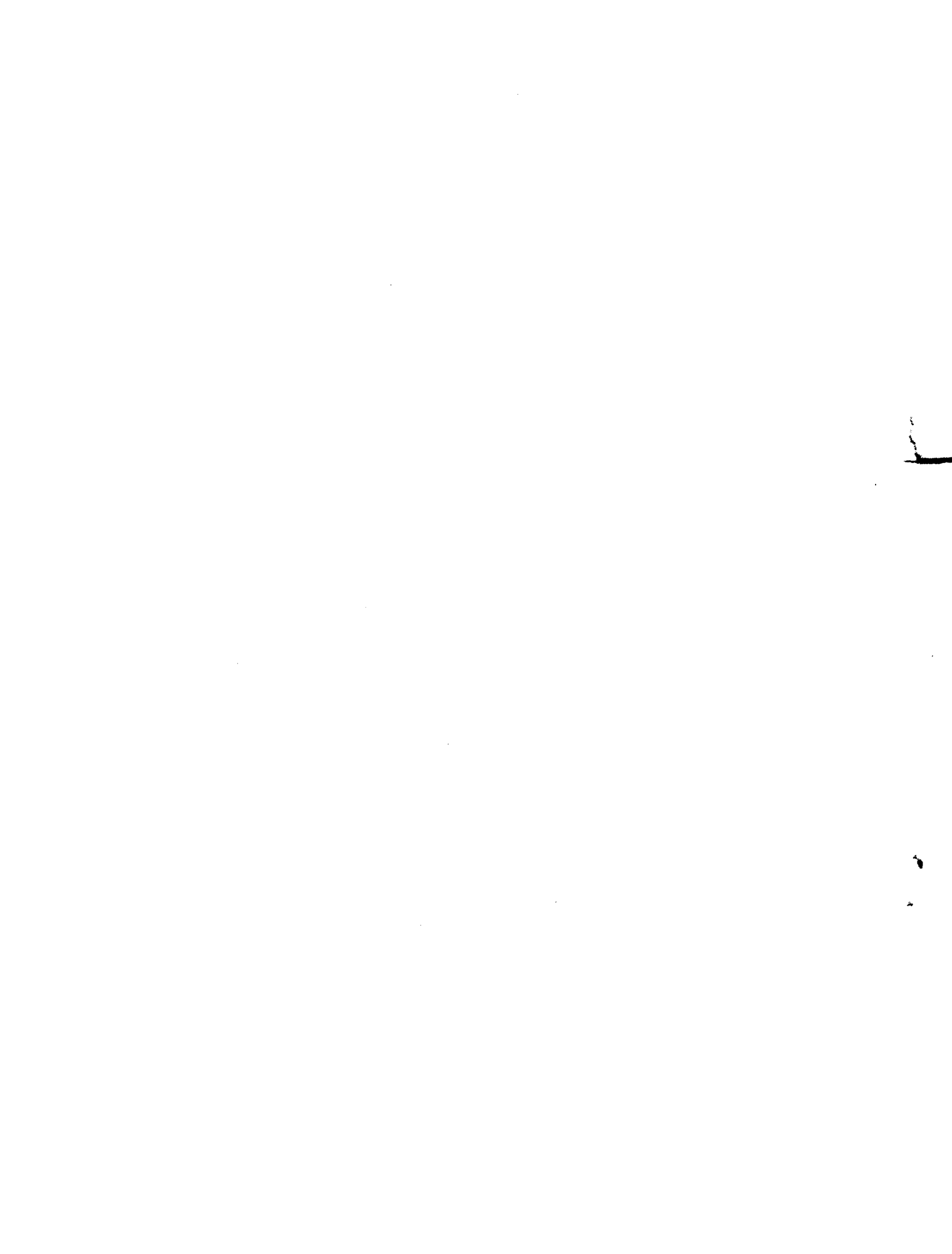
counties to show such a rate. The Regional Plan had estimated an increase of 27 per cent for Bergen.

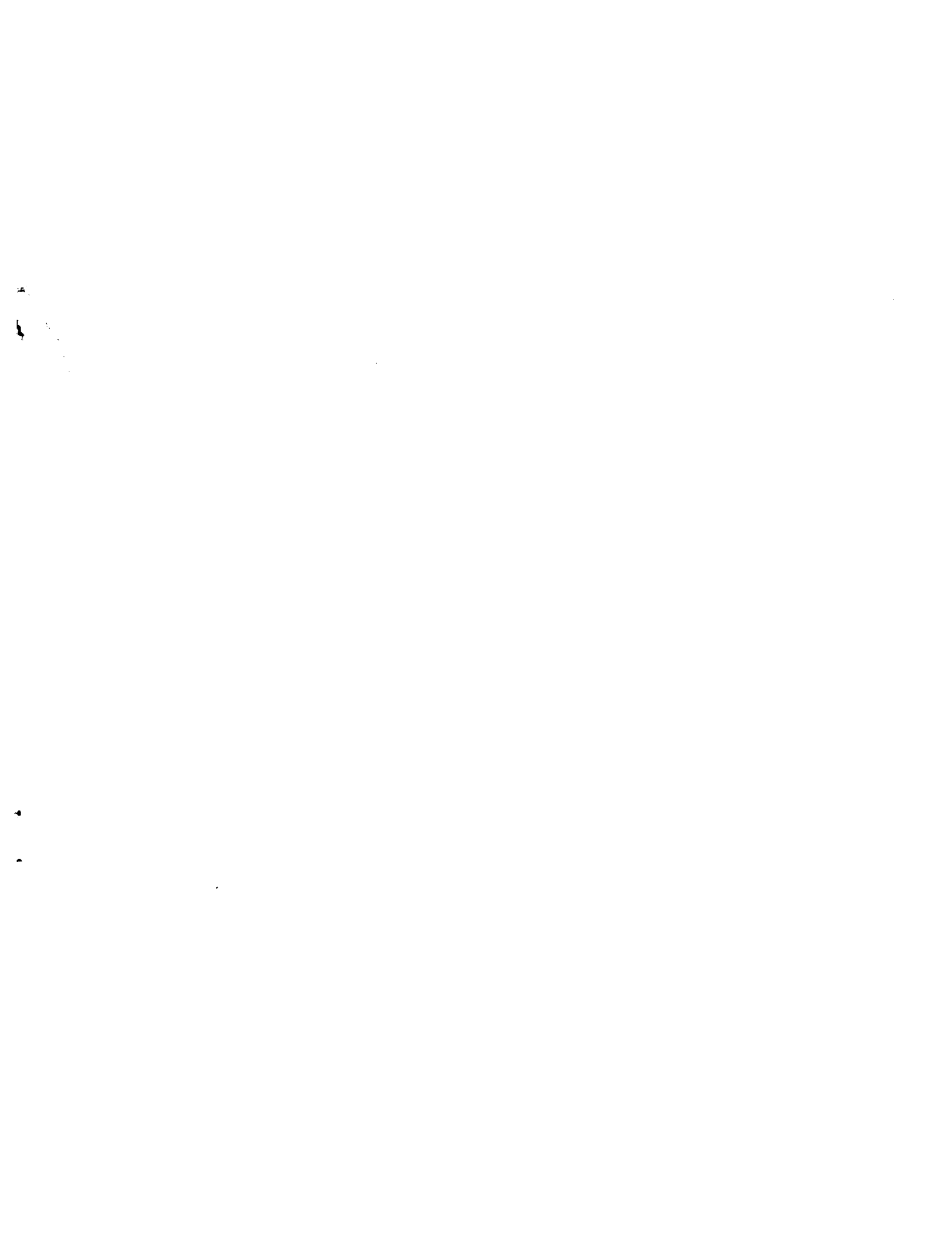
Route 17

Route 17 is the most important highway for Allendale's accessibility, bordering a small section of the borough. Well developed commercially north of Allendale through its Upper Saddle River and Ramsey sections and again south of Hohokus, its intervening distances are either vacant or the site of new housing developments backing onto the highway. It leads from the highways coming from the bridge to Suffern. Connecting Suffern with Ridgewood is the old Franklin Turnpike, developed for most of its length by older residences and new mushrooming developments, with a scattering of small commercial enterprises. Further away another north-south state highway 202, also leads to Suffern. Embryonic state highway plans indicate a new north-south highway in the vicinity of Allendale to relieve present traffic on Routes 17 and 202. There is no good east-west highway in this area, much of this traffic passing through Allendale on local streets.

Neighboring Towns

The Saddle River valley communities near Allendale contain two of the most rural places in the county, Saddle River Borough which adjoins it and Upper Saddle River, both with broad flat farm lands and wooded rolling hills, a few large commercial orchards and fish hatcheries and scattered residential development, some of it high grade. Waldwick, directly adjacent to the south of Allendale and once a busy freight terminal, is made up largely of older frame houses and small new housing developments, which threaten to cover all of its vacant land and have created school and sewer problems. It grew 61.6 per cent from 1940 to 1950. On the Allendale border is a large wooded municipal park and lake. On its southern border is Hohokus, a higher income community with a more settled appearance but also the scene of great recent real estate development. It grew 38.2 per cent. Ridgewood, beyond it, is the key city of the area, surpassed only by Englewood in its wealth and distinction in the arts, professions and business. It is the major shopping center for the area, connected directly with Allendale by the Franklin Turnpike. Midland Park also lies within a five-mile radius of Allendale and is more industrialized than the other small places.

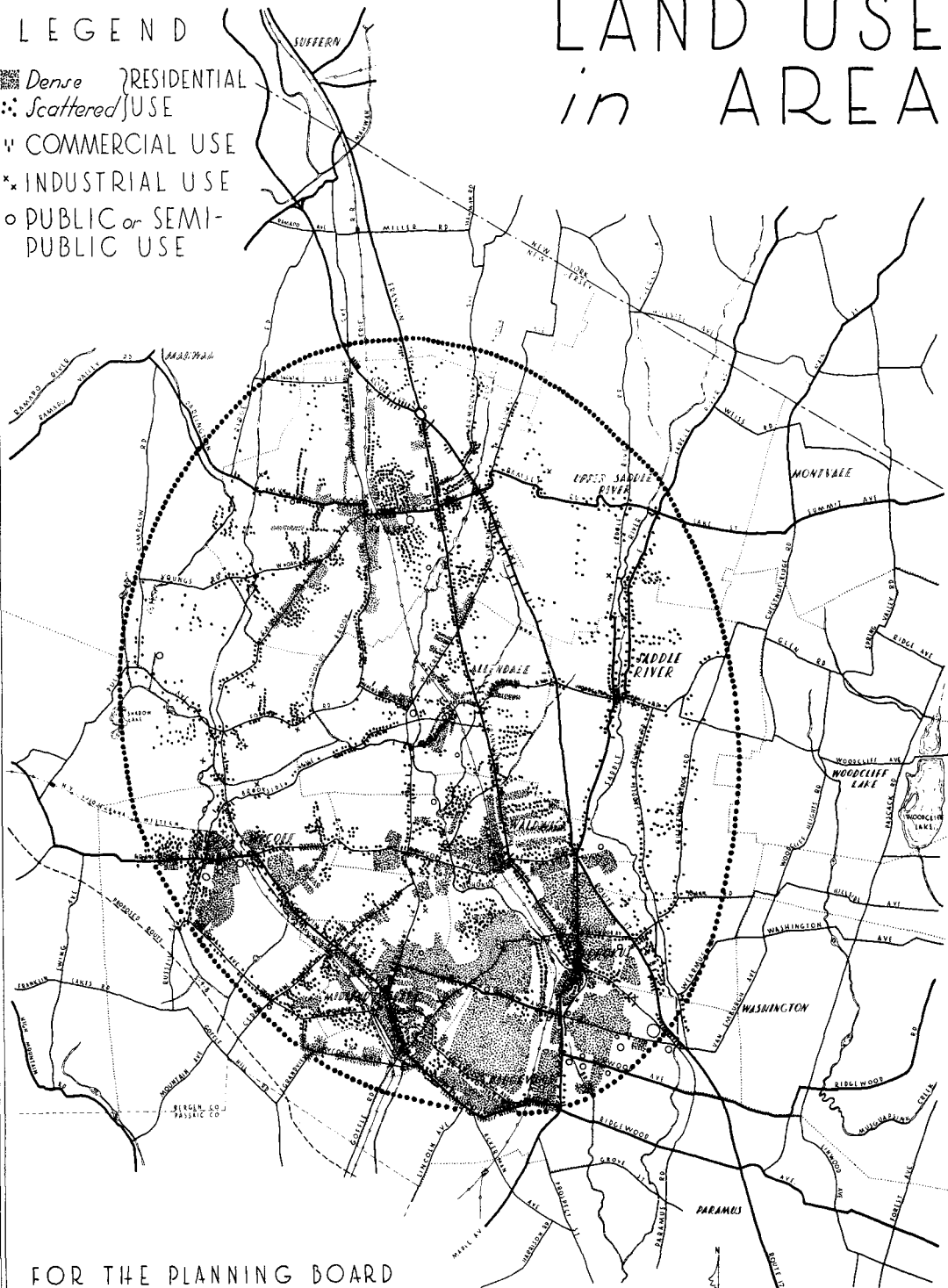




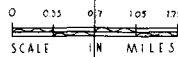
LEGEND

- Dense RESIDENTIAL USE
- Scattered RESIDENTIAL USE
- ▨ COMMERCIAL USE
- * INDUSTRIAL USE
- PUBLIC or SEMI-PUBLIC USE

LAND USE in AREA



FOR THE PLANNING BOARD
BOROUGH of
ALLENDALE
BERGEN CO., N.J.



PREPARED by SCOTT BAGBY and WEAVER DANGBURN
PLANNING CONSULTANTS of UPPER MONTCLAIR, N.J., 1952

Commuter towns like Allendale, Wyckoff and Ramsey share many of its characteristics of lakes, small homes and large vacant tracts. Wyckoff covers 7.9 square miles, its 1950 population was 5,590, and 293 new single family homes were built in 1950. Ramsey, with a large number of retail businesses along its Main Street, Franklin Turnpike and Route 17, covers 5.9 square miles and grew 30.4 per cent from 1940 to 1950, to reach a total population of 4,651. New housing developments stretch along Central Avenue towards Allendale. Some of the residential Ramsey development near Allendale is above average. Wyckoff recently increased its minimum lot size to 15,000 square feet, and Saddle River Borough to two acres.

A Surplus of Land

The Bergen County Planning Board which has made extensive studies of development and physical characteristics in the county, advises that in view of the surplus of suitable land for residential development municipalities zone for large lot development areas remote from existing centers and public utilities, not suited for close urban development and those having good agricultural soils. It shows a small section of Allendale unsuitable for development because of more than an 8 per cent grade and recommends that the greater part of Allendale be developed at densities of not over 20 persons to the acre.

The striking aspect of all the area around Allendale is its great accessibility to New York and other important cities of the region. This is combined with the acreage still available for development, in spite of the enormous recent housing boom, in practically all of the municipalities near Allendale and in Allendale itself. The paramount problem of the whole region is seen to be the wise control of this vacant land in relation to services, finances and probable future growth.

Increasingly the communities around Allendale are raising their requirements for lot sizes, requiring more improvements and financial responsibility from developers and coming to the realization that only guided growth can save their municipalities from intolerable problems and burdens. Some of these communities have already instituted acreage zoning, in others half an acre is required for certain sections. Even the smallest zones have been upgraded.



Allendale's future will be governed by the way these area influences affect it as well as by the steps it take as a separate municipality.

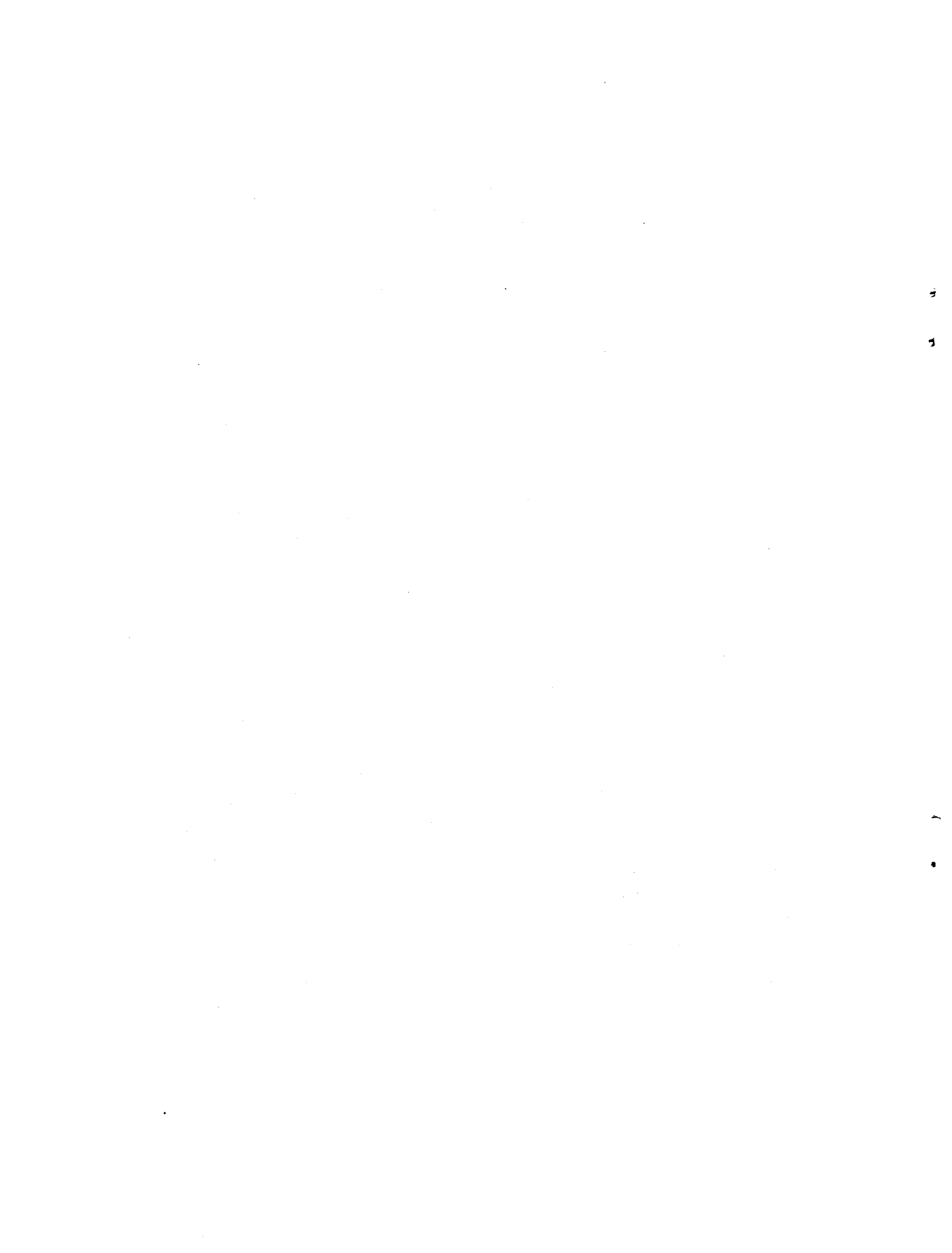
SCHOOLS AND OTHER PUBLIC DEVELOPMENTS

Allendale has one public school, well located for the section of the Borough west of the railroad but accessible to the eastern half only by the pedestrian underpass at West Allendale Avenue and the vehicular and pedestrian underpasses at West Orchard and West Crescent. It occupies a site of 6.84 acres and is directly adjacent to the 12 acre municipal park which includes a baseball diamond, a small swimming pool and other features. The swimming pool which is filled from artesian wells is maintained by a volunteer committee of citizens.

The school has a kindergarten and eight grades. From an average enrollment of 250 in 1941-42, pupils increased to 317 in 1950-51 and the total enrollment of December, 1951 was 342. The building has been enlarged and the new addition, opened in the fall of 1951 at a cost of \$260,000, gives a capacity of about 600 pupils. Should it, at a later date, be necessary to increase facilities there is some sentiment in favor of an additional school site in the eastern part of town.

High school students go to Ramsey High School. Allendale sent 99 students there in 1940 and dropped to 75 in 1945. In 1949 the number was 95 and in the year ending in 1950 it was 97. In 1950-51 there were 92 high school students there from Allendale. The Ramsey High School has a total enrollment this year of 900 and a capacity of 1300. Students come from Franklin Lakes, Mahwah, Saddle River Borough, Upper Saddle River, Waldwick and Wyckoff, as well as from Allendale and Ramsey.

Since all of the elementary children in Allendale live less than two miles from the school, no expense for transportation is incurred for them. Approximately \$1,000 a year is spent on transportation of 41 high school students to Ramsey by bus and 33 elementary and high school students to parochial school by public service busses.



Municipal Buildings

Allendale uses as a municipal building for meetings the War Memorial Building on Franklin Turnpike, a one-story stucco building originally designed for a school in 1895 but since rejuvenated. There is also a firehouse with a room used for meetings, a two-story stucco building erected in 1913. Next to it is a new small Rescue Squad building occupied by the Allendale Ambulance Corps. The town also maintains a public safety office used by the Borough Marshall. Since all Borough officials are part time, records are kept in their various homes, as there is no central headquarters for the files and work of the Borough.

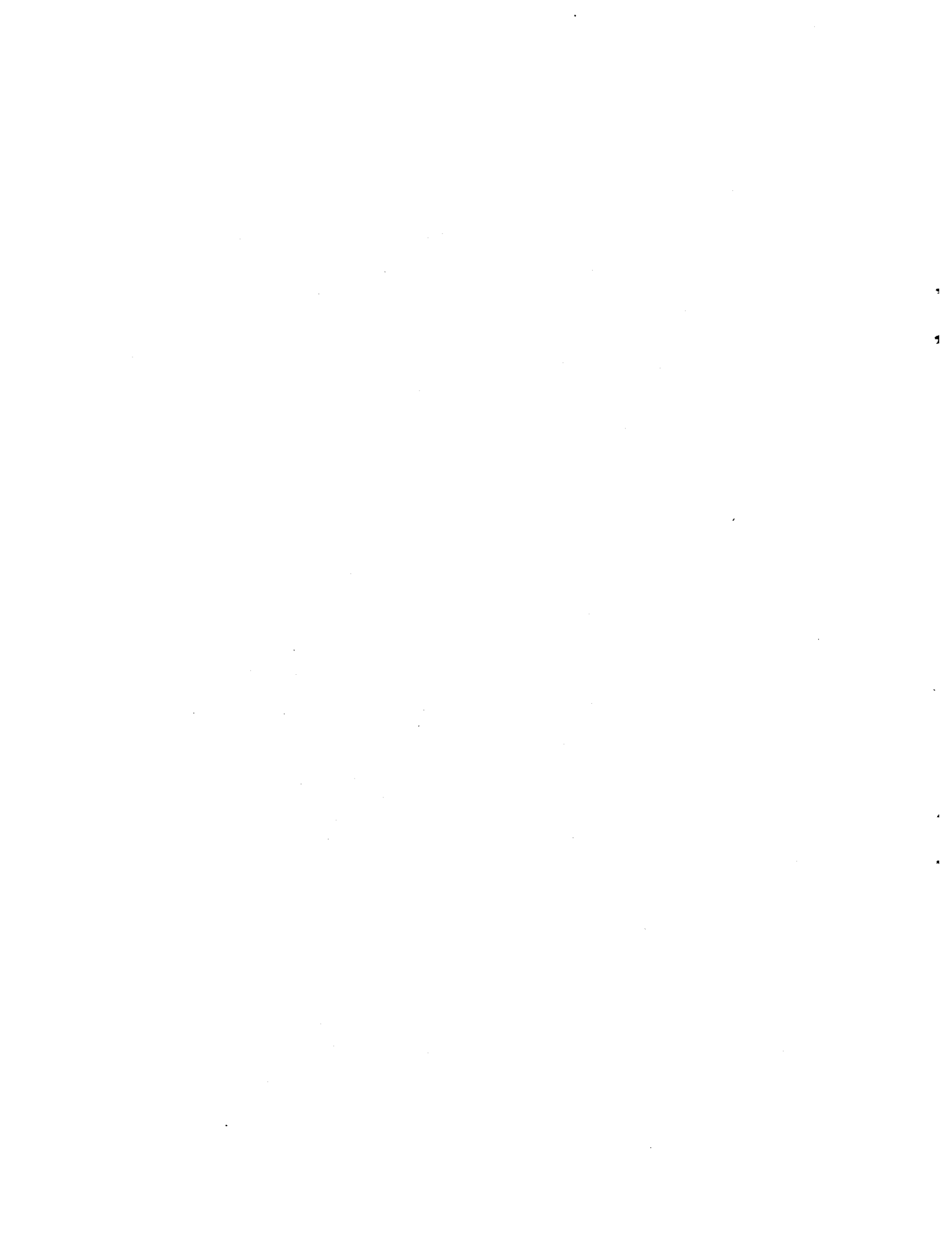
The public library is now housed in an attractive one-story brick building built in 1926 and open on a part time basis.

Parks and Recreation

Besides the Municipal Recreation Park, the school playground and a Memorial park, at the intersection of Brookside, Mallinson and Park Avenues, once part of a real estate development, there are two large private recreation areas. Crestwood Lake, comprising 32 acres, is run on a commercial basis, drawing thousands of visitors from the metropolitan area on a fair summer week-end. Besides the lake which is used for swimming, with bath houses and a good beach, there are a dancing pavilion, refreshment concessions, pony rides, a ten-acre parking lot and picnicking facilities. The bath houses and toilet facilities are inadequate to the crowds that use them and require the constant supervision of the health department to maintain sanitary conditions. The lake is fed by the Ramsy Brook and is subject to flood conditions in unusual storms. A recent one did considerable damage to the municipal park across the road. There is also the San Jacinto Swimming Club, privately operated with a 22-acre site, a lake formed from the Hohokus Brook, bath houses and picnic facilities. This appears to be well-maintained.

The Water Department is located on ten acres of undeveloped woodland, with wells and water works and a rifle range.

There are three churches in Allendale, Methodist, Episcopal and Catholic and numerous civic and social organizations.



BASIC PROBLEMS, GOALS AND RECOMMENDATIONS

Allendale faces four major problems in planning its future development. The first is the best use of its vacant land so that all new homes will be assets to the Borough, enhancing its economic stability through sound ratables and without creating avoidable municipal expenses. A second problem is the maintenance and improvement of its business area through better accessibility and more parking space. In the third place, Allendale, like the rest of the country, faces the problem of increasing school enrollments which will place a strain on its financial resources. And lastly, the protection of its present homes from deterioration because of poor street design and traffic presents a fourth problem.

It is to meet these problems with foresight and judgment, based on experience in many communities and a knowledge of the techniques and tools of planning, that this study was undertaken. The need for a master plan for future development is not confined to the large communities but applies equally to small ones. In fact there is often a more hopeful prospect of carrying it out in a small community where the everyday problems are brought closer to the people than in a large one.

A Sound Home Community is Goal

Allendale has established as a goal for its community the continuance of itself as a predominantly single-family home community. It does not aspire to large estates nor does it wish to be overwhelmed with low income, small house families. It wishes to continue in its present character with a broad cross section of families predominantly in the middle income group, interested in maintaining good schools and enhancing the good life of their community while keeping costs low by performing many volunteer services themselves.

The Broad Scope of Planning

The State of New Jersey specifically states in its enabling act that it shall be the duty of the Planning Board to make and adopt a "Master Plan." The State Department of Economic Development and Conservation is continually urging communities to prepare comprehensive development plans. The

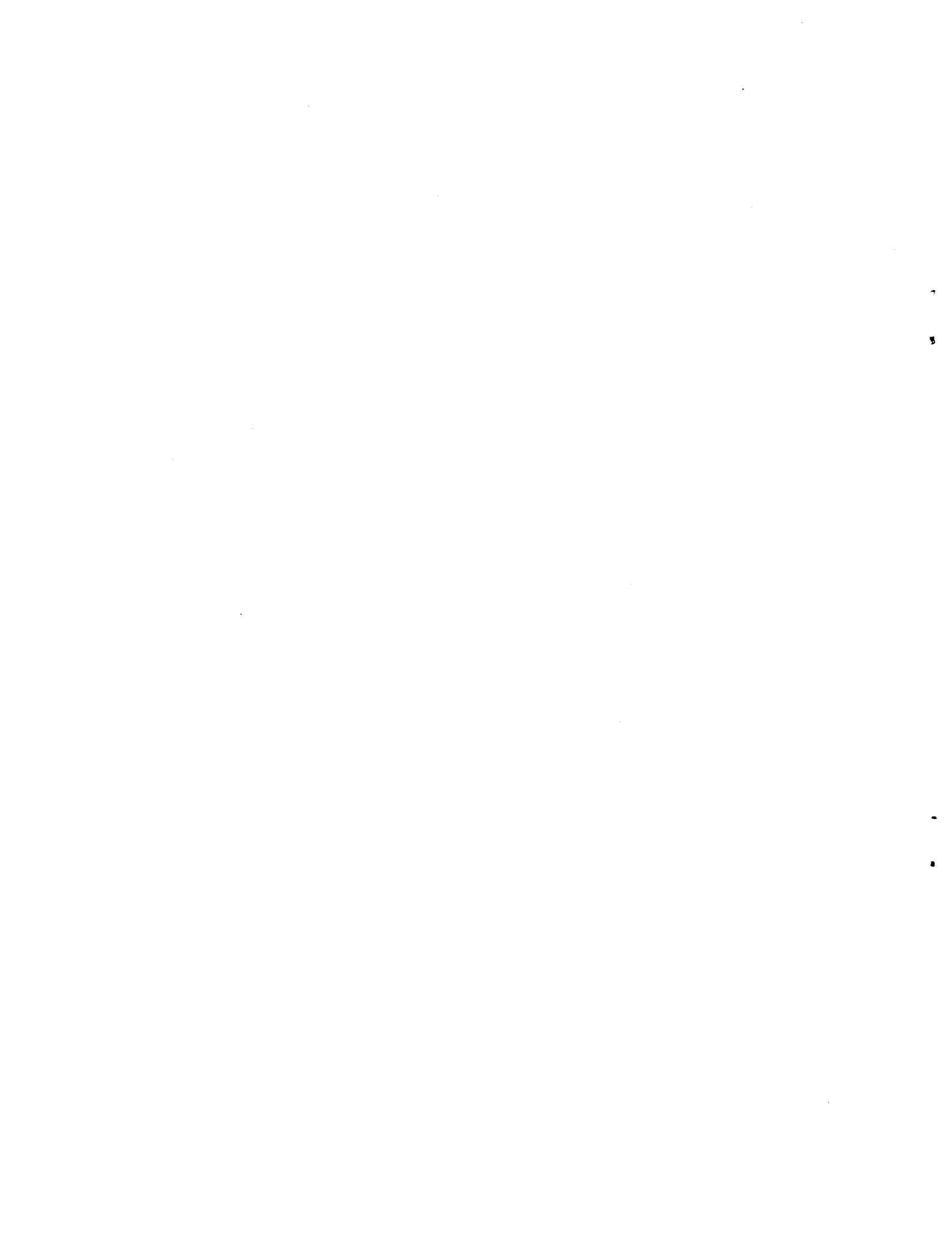


federal housing act of 1949 makes a plan a pre-requisite for federal loans or grants for housing or redevelopment. Planning appears so important to many citizens that they support through private contributions the Regional Plan Association of New York, and others elsewhere. Bergen County has presented a plan for the future land development of the county. What do all these bodies mean by planning and why do they consider it so important?

Planning means basically a program for securing the orderly development of the physical and public features of a community or area. The state act says that such a plan shall be made for the purpose of guiding and accomplishing a coordinated, adjusted and harmonious development of the municipality and its environs which will in accordance with present and future needs best promote health, safety, morals, order, convenience, prosperity and general welfare as well as efficiency and economy in the process of development. It states that the plan must give due consideration to the ability of the municipality to carry out, over a period of years, the various projects in the plan without the imposition of unreasonable financial burdens. The plan shall include adequate provision for traffic, recreation, light and air, public utilities and other public requirements, and shall promote safety, good civic design and arrangement and the wise and efficient expenditure of public funds.

Planning Can Guide Development

The essential purpose of planning is the future well-being of the citizens of a municipality, taking into account their wishes and needs and projecting them into the future in terms of physical, geographical, economic, financial and social factors, in order to conserve values, and provide economically for needed services which shall contribute to the functional fitness of a community and protect and improve the life of its residents. The need of a community for various types of development, residential, commercial or industrial, its probable growth and the best distribution of its future growth determine the location and extent of various zones, its major and minor street pattern, the number and location of its public schools, parks and recreation areas, the provision, extension and location of sewers and water supply. Whether a municipality needs six elementary schools or four, fifty miles of streets and sewers or half that many, or perhaps no sewers at all, is determined not only by the number of its residents but by the density and distribution of their homes. The guidance of such development can have a great bearing on the tax rate of a municipality. The acquisition of needed sites before development takes place can save thousands of dollars.



A plan is only the recommendation for such orderly development. It must be followed by concrete actions of the governing body and other municipal officials in establishing wise zoning, subdivision regulation, capital budget program, etc. to become effective. It must secure the support of the citizens over a period of years. It must provide goals and standards sufficient to serve as a guide over twenty or thirty years but it must permit flexibility in the application of its principles to allow modification in detail as long as the objective is served.

Over half of Allendale's land is vacant and therein lies both its danger and its opportunity. In determining the best use of this vacant land consideration must be given to probable population growth, to desirable uses other than residential, and to the determination of an urban service area in relation to future lot sizes.

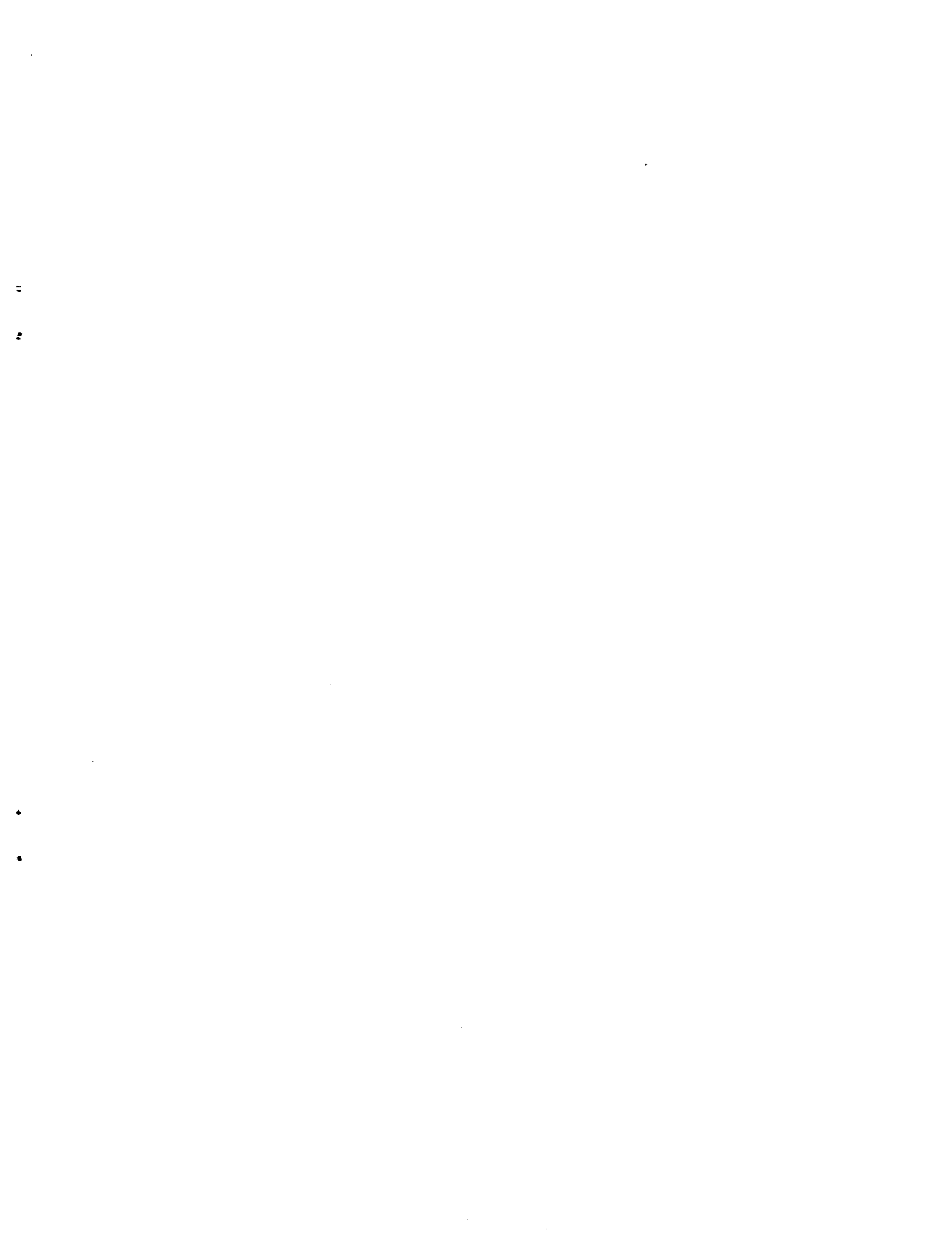
Necessity of Some Sewers Must be Faced

It is obvious that as Allendale builds up further it will have to provide sewers in some portions of the Borough. Already they are needed in the main business area. The division of land into small lots will require them in residential portions when a certain density is reached. One of the greatest economies Allendale can make is to limit such small lot development to those areas which will need sewerage anyway and prevent the spread of small lots in clustered developments beyond that area. In that way every new house in such an area will help to meet such expenses and new houses outside such areas will not cause such expenses. Beyond this central area is much more land than can be filled up by probable population growth in the next twenty-five years. A conservative estimate suggests that in that time Allendale will grow from its present number of approximately 2600 to between 5000 and 6000. That means homes for 900 new families. It has well over 900 developable acres at present.

A Flexible Time Period for Future Needs

Estimating future population growth according to what seems most reasonable and probable over a period of twenty-five years, taking into consideration area influences, local trends and opportunities for development, and counting on reasonable control of development, enables planning to forecast the needs which such a population will have for services, schools and living areas. Such long range planning can





LEGEND

- UNDER 5000 sq. ft. per FAMILY
- ▨ 5000-9,999 sq. ft. per FAMILY
- ▧ 10,000-21,779 sq. ft. per FAMILY
- ▩ ½ ACRE-43,559 sq. ft. per FAMILY
- OVER 1 ACRE per FAMILY

LOT AREA per FAMILY



FOR THE PLANNING BOARD
BOROUGH of
ALLENDALE
BERGEN CO., N. J.

PREPARED by SCOTT BAGBY and WEAVER PANGBURN
PLANNING CONSULTANTS of UPPER MONTCLAIR, N. J., 1952

determine broadly the costs of such services, in terms of dollars relative to present day ones. Thus a financial program can be developed to keep pace with the expanding population and the provision of what it will need.

The main question remaining is the exact rate of growth over this time period. Here a close watch must be kept by the Planning Board and Borough officials. However, since both needs and ability to pay are geared to this growth, both may be adjusted to the actual time in which such growth takes place. If population should reach the target goal in less than 25 years, the program can be speeded up, if it takes longer the program can be slowed down.

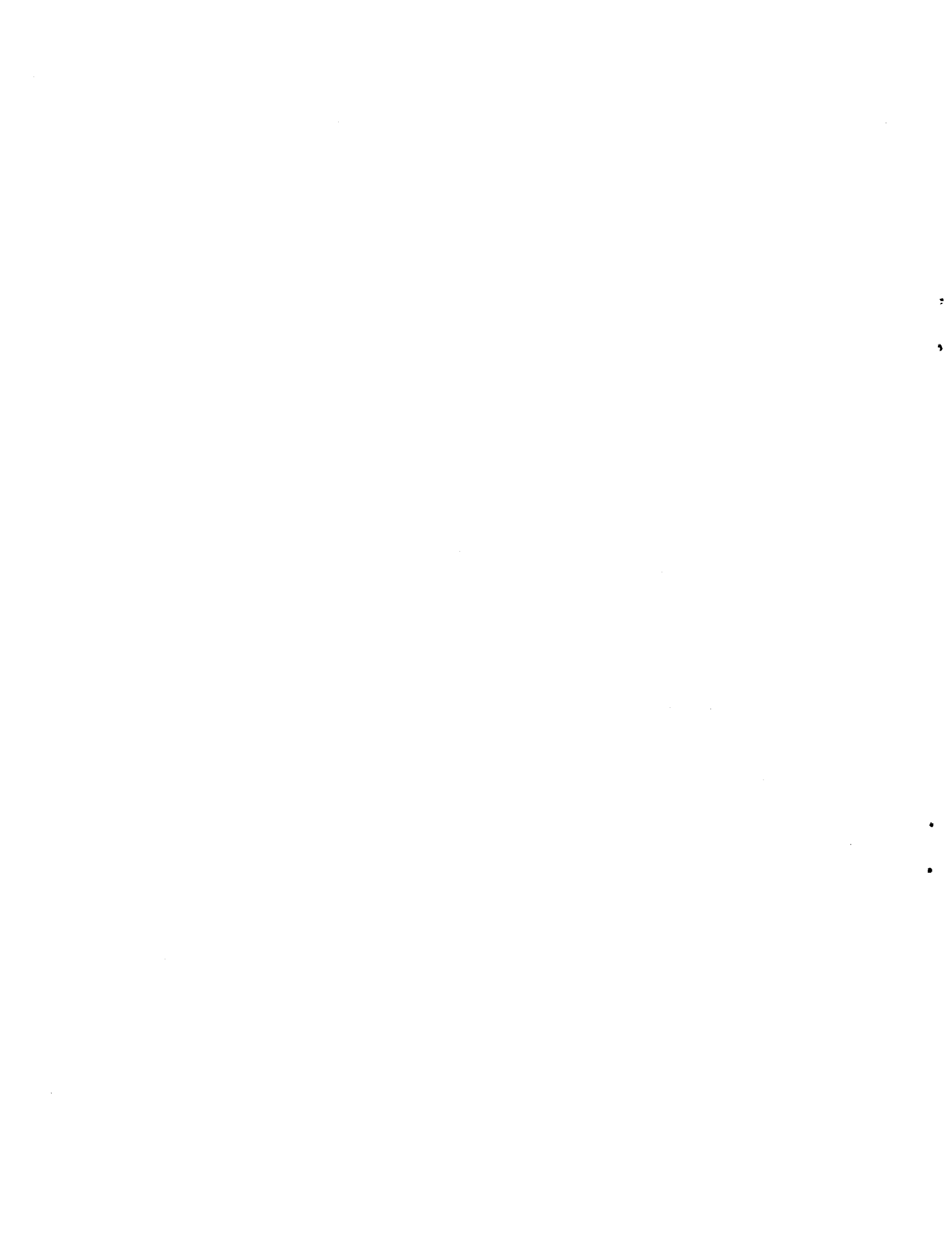
Too short a look at needs will lead to inadvisable and inadequate planning. Too long a look is impractical, although homes, school buildings and streets will last beyond a 25 year period. Sound mortgage and bond investment practises in general follow a 20 - 30 year time period and planning has adopted the same standard. The exact year when needs must be met remains flexible and can be determined as later checks confirm actual growth figures.

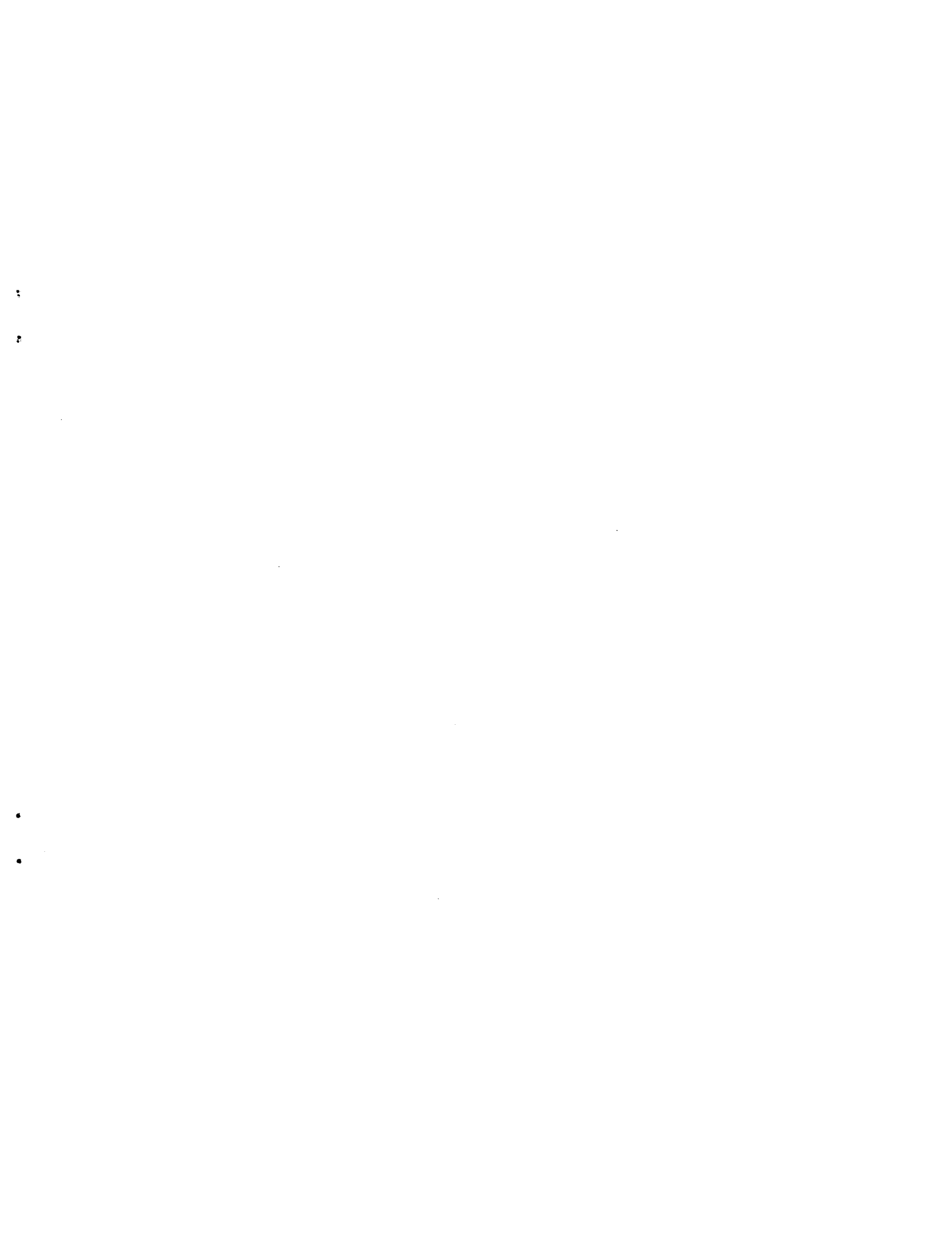
Guided growth, based on reasonable assumptions of need and located to require the most economical provision of capital expenditures to meet inevitable needs will insure an economical community of high quality. Failure to do this will cause financial chaos, unstable investment security, and a community beset by avoidable problems.

Thorndike, in his book "Your City" states that growth will not improve quality, but improved quality will cause growth of a desirable sort. It is to protect and improve the quality of Allendale that this report presents a plan for its future development.








RECOMMENDED ZONING

The plate shows the present development of Allendale as to lot area per family. From this study it is seen that one-fifth of Allendale's families live on an acre or more, over one-quarter are on lots from 18,000 square feet to an acre and about one-half live on a lot from 7500 to

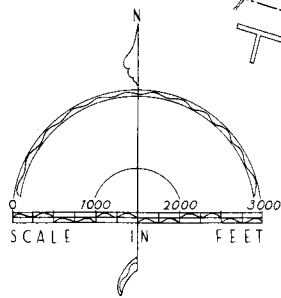
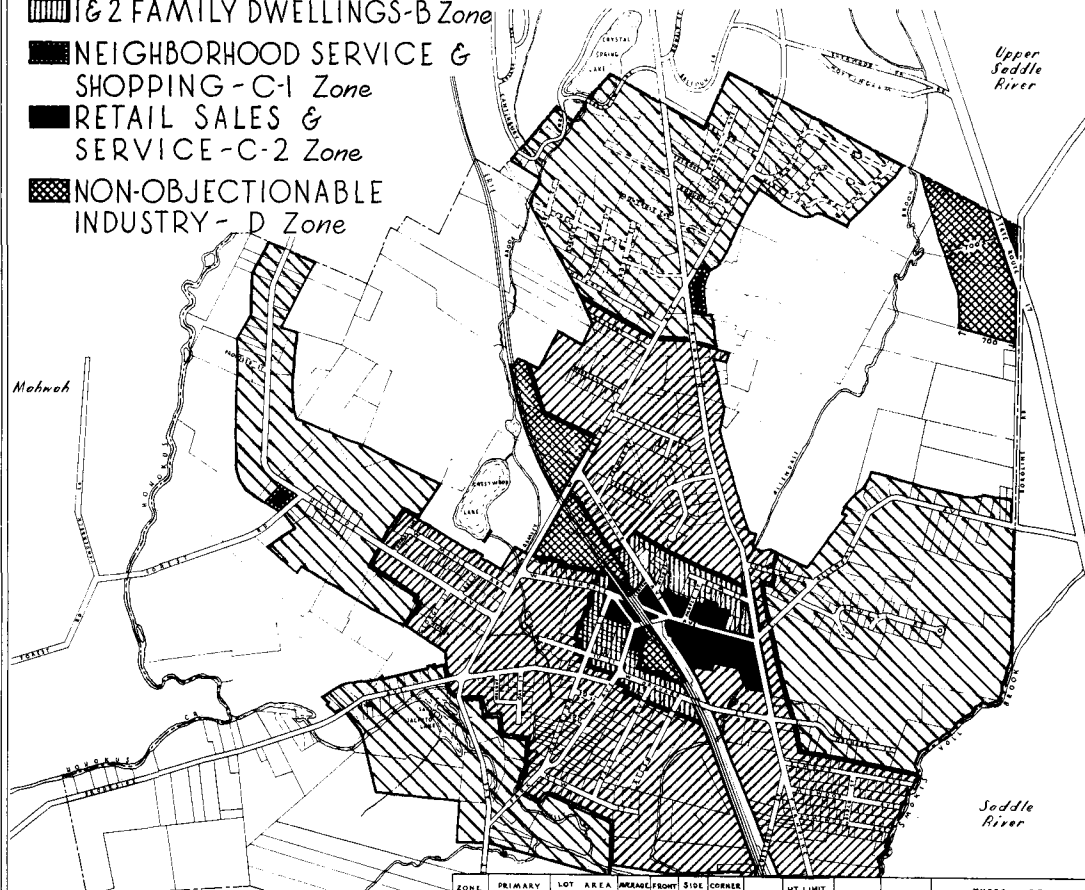




LEGEND

-  FAMILY DWELLING & AGRICULTURE - AAA Zone
-  FAMILY DWELLING - AA Zone
-  FAMILY DWELLING - A Zone
-  1 & 2 FAMILY DWELLINGS - B Zone
-  NEIGHBORHOOD SERVICE & SHOPPING - C-1 Zone
-  RETAIL SALES & SERVICE - C-2 Zone
-  NON-OBJECTIONABLE INDUSTRY - D Zone

ZONING MAP



FOR THE PLANNING BOARD
BOROUGH of
ALLENDALE
BERGEN CO., N.J.

ZONE DISTRICT	PRIMARY INTENDED USE	LOT AREA 10' x 50' FT.	MEMBERSHIP PER FAMILY	FRONT WIDTH	REAR WIDTH	SIDE BACK	CORNER LOT SIDE	REAR YD.	HT. LIMIT FEET	SIGNS	PARKING	TYPE OF PROHIBITED USE
AAA	One Family Dwelling and Agriculture	40,000	175	50'	25'	25'	30'	2 1/2	35'		One off street parking space per dwelling unit	Two-family homes - Apt. houses - More than 2 rooms or boarders - Motels - Foreign Homes - Any kind of business or industry - Billboards of any kind - Temporary flag signs - Signs of over 4 sq. ft.
AA	One Family Dwelling	78,000	120	35'	20'	20'	30'	2 1/2	35'	2 sq. ft. of sign per sq. ft. of floor area not over 4 sq. ft.		All uses prohibited in AAA plus the keeping of pigs, sheep, goats, cattle, horses & other animals except household pets.
A	One Family Dwelling	70,000	100	30'	10'	15'	25'	2 1/2	35'			Lodging for more than 4 roomers or boarders - More than 4 family units - Any kind of business or industry.
B	One & Two Family Dwellings	7500 if one family - 4000 sq. ft. per family if more than one family - Limit of 4 families	75	30'	10'	15'	25'	2 1/2	35'			
C-1	Neighborhood Service and Shopping	All residential construction must meet the A & B Res. Zone District requirements.	30	None	10'	15'	24'	2	28'	2' high - 2 sq. ft. for each sq. ft. of building floor area - Flat sign 4 sq. ft. per sq. ft. of building floor area.	1 sq. ft. of sign for each sq. ft. of floor area.	More than 1 family per structure - Any business not primarily designed to serve the immediate neighborhood - Garages, showrooms, jewelry stores, hair salons, mail stores - Any kind of overhanging signs.
C-2	Retail Sales and Service	All residential construction must meet the B Res. Zone District requirements.	25	None	10'	15'	24'	3	40'	2' high - 2 sq. ft. for each sq. ft. of building floor area - Flat sign 4 sq. ft. per sq. ft. of building floor area.	None	Motels - Rooming or Lodging for more than 10 - Residential units for more than 4 families - Junk yards - All industrial uses - Laundry, bakery or similar uses employing over 2 or with more than 20 hp machinery.
D	Non-Objectionable Industry	No new residential uses - Existing homes may convert to in the B Res. Zone	120	20'	10'	15'	25'	3	40'	2 sq. ft. of sign for each sq. ft. of building floor area - Flat sign 4 sq. ft. per sq. ft. of building floor area.		All new residential uses - Uses specifically banned by the Board of Adjustments to be dangerous or objectionable by reason of excessive noise, odor, smoke or hazard.

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PLANNING CONSULTANTS of UPPER MONTCLAIR, N.J., 1952

17,900 square feet. In this latter group one-third are on less than 10,000 square feet and two-thirds on more than that amount. This leaves only 5 per cent of the families in Allendale living on less than 7,500 square feet.

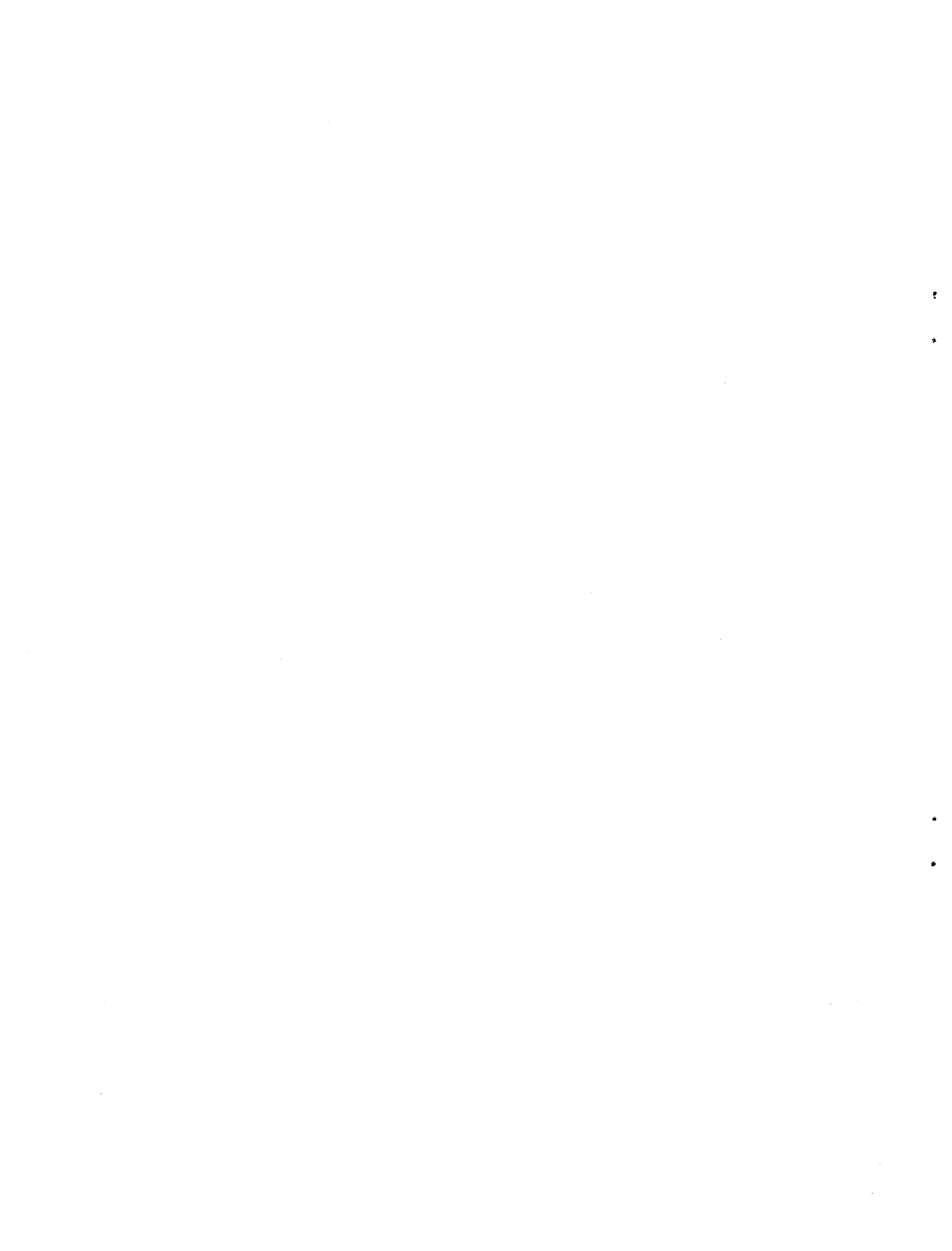
Present zoning requirements in Allendale for residential use require 40,000 square feet in the AAA zone, 18,000 square feet in the AA zone, 10,000 in the A zone and 7,500 in the B zone. Two family houses are limited to business or industrial zones where they must follow the same yard and set back requirements as the B zone.

Residential Zoning

The AAA and AA zones were established last fall and in the recommended zoning for Allendale these two zones are retained, the A residence zone is set at 10,000 square feet and the B residence zone is set at 7,500 square feet for one family and 4,000 square feet for each family in new two to four-family houses or in conversions to not more than four families. An analysis of developable land in the zones so recommended shows that there is room enough, aside from any areas to be set aside for parks, schools, streets or other public uses, or a new industrial zone, for at least 18 families in the B zone, 264 new families at 10,000 square feet, 402 new families at 18,000 square feet and 321 new families at 40,000 square feet, a total of over 1000 families which might be added to Allendale. (The celery farm area was not included, as being unsuited to residential development.) This, when compared to the estimated 900 families predicted as the probable growth over twenty-five years, shows that there is sufficient leeway for a number of these families to live on areas larger than the minimum required by their zone for many years to come.

In providing for its public services and schools, Allendale will be much better off to follow:

- a. The pattern of concentration of small lot development shown,
- b. The reasonable limitation of the 18,000 square foot zone to adjacent areas where families can send their children to schools conveniently located to serve the density requirements of these two zones, and,
- c. The balance of the land kept in acreage, with no expectation of providing nearby schools within the twenty-five year planning program.



Zones for Business

The main business area on the zoning map is confined to the central portion of Allendale, with some of that previously zoned for business placed in an industrial zone and other parts returned to either A or B residence zones. While it may seem at first glance that this involves curtailment of the business zone, in practise this will actually be extended through the clause in the recommended zoning ordinance permitting non-residential parking in residential areas where contiguous to business or industrial areas with certain safeguards of paving, a fence to reduce headlight glare and noise, proper design of entrances and exits and planting. Since it is imperative that further parking provision be made for present business, the whole quality of the business area will be maintained and enhanced if these recommendations are followed. A later plate shows this parking and business development on a larger scale in conjunction with recommendations on a civic center.

Neighborhood business areas at some distance from the central area are suggested for retail convenience of residents around those areas. They should be strictly limited in size and use and off-street parking should be required in their development.

No Highway Strip Zoning for Business

It is anticipated that all of the business area in Allendale will be primarily devoted to catering to the service of its own residents. It should be maintained in a sufficient degree of quality, accessibility and parking convenience to hold their trade. The nearness of Allendale to commercial developments in Ramsey and Wyckoff, both considerably larger than Allendale and capable of potential growth, and the commercial development of vacant land on Route 17 nearby make it unlikely that Allendale will ever be the drawing center for a large surrounding district. It is exceedingly important not to strip zone any of the major traffic routes or to elsewhere over extend the main business section beyond an amount reasonably anticipated as necessary. To do so would be to invite spotty development, with deterioration of otherwise good residential potentials and a diffusion of trading appeal which would be injurious to established business and consequently to business ratables.



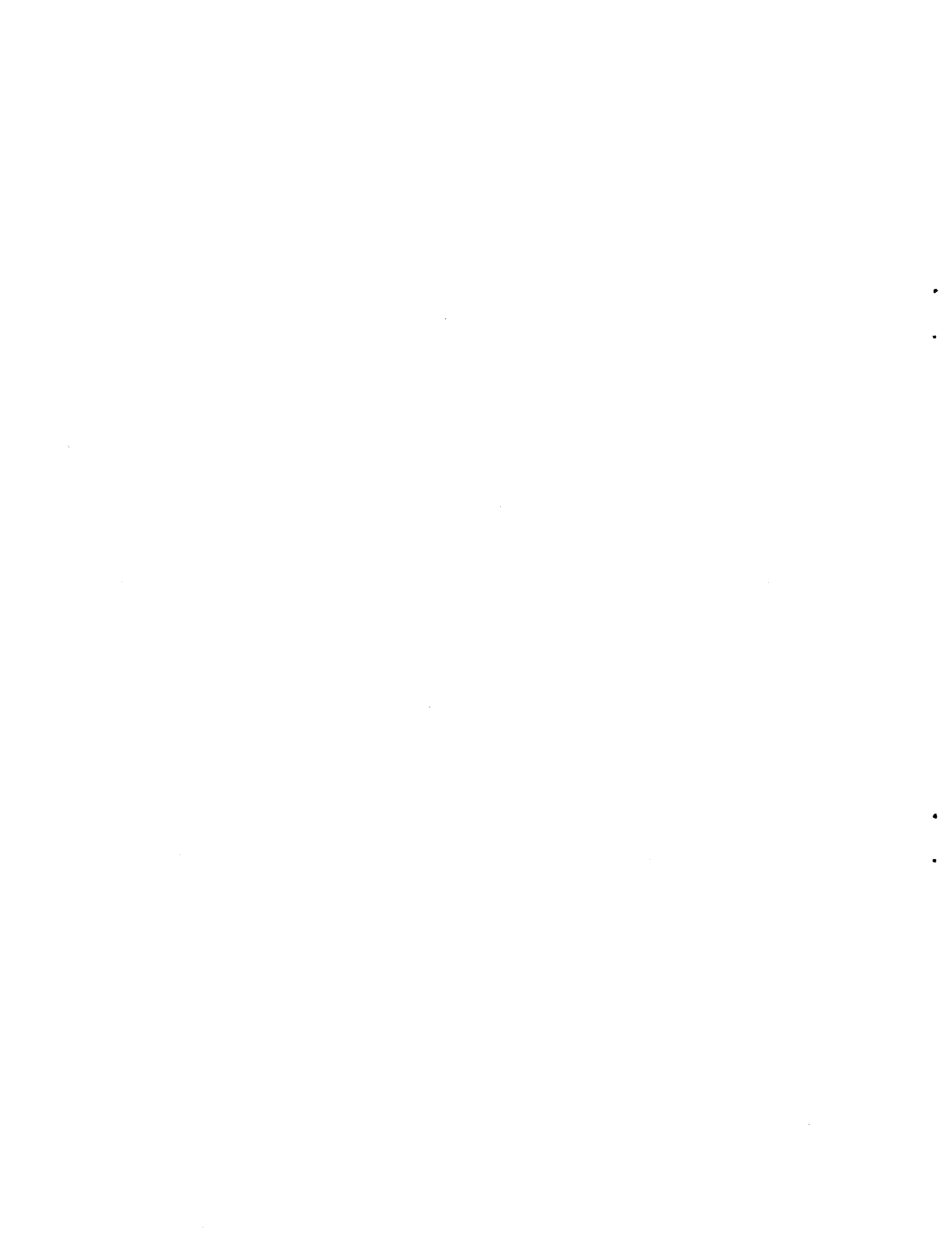
Light Industrial Area is Suggested

In addition to the areas zoned for industry along the railroad, which follow existing development and zoning, a new area for light industry is suggested along the short portion of Route 17 within the Borough. A setback of 120 feet is advised, as well as a requirement for off-street parking. This area is at present vacant, covered with light woods, and remote from existing residential development, from which it is separated in part by the low lying area draining into the Allendale Brook. It is believed that light industry in this location would find Route 17 a major advantage for highway trucking and might well be of benefit to the Borough in ratables and employment of high grade skilled workmen.

New Graduated Subdivision Regulations

Coupled with these zoning recommendations are ones governing the subdivision of land. The Planning Board has recently brought its regulations into an orderly procedure by preparing blanks for the filing of proper data and the steps to be taken in granting tentative and final approval. The present subdivision ordinance and regulations require that all streets have a minimum width of 50 feet, with a paved and graded minimum width of 30 feet curb to curb, 10 foot sidewalks, curbs, catch basins and other drainage provisions. Shade trees and lighting standards are at the discretion of the Planning Board. Percolation tests are required satisfactory to the Borough and water mains are to be laid according to specifications of the Water Department. The Planning Board regulations also include an enclosed garage required with every house; minimum house sizes are established and performance and maintenance bonds are required.

In the subdivisions regulations recommended in this plan for the best development of the Borough a distinction is made between requirements for small lot subdivision, medium lots and large lots. In the small lot zone it is recommended that street pavings be 30 feet wide with curbs and gutters and 4 foot paved sidewalks on each side. Fire hydrants, water lines, storm sewer lines to the street, lighting standards and shade trees should be required. Where lots are to be 18,000 square feet or more the requirements for street paving may be cut to 26 feet with rolled curbs and sidewalks on one side only as required if needed for walking to school safely. In the 40,000 square foot zone the paved street width may be reduced to 22 feet with gravel shoulders in a 50 foot right of way.

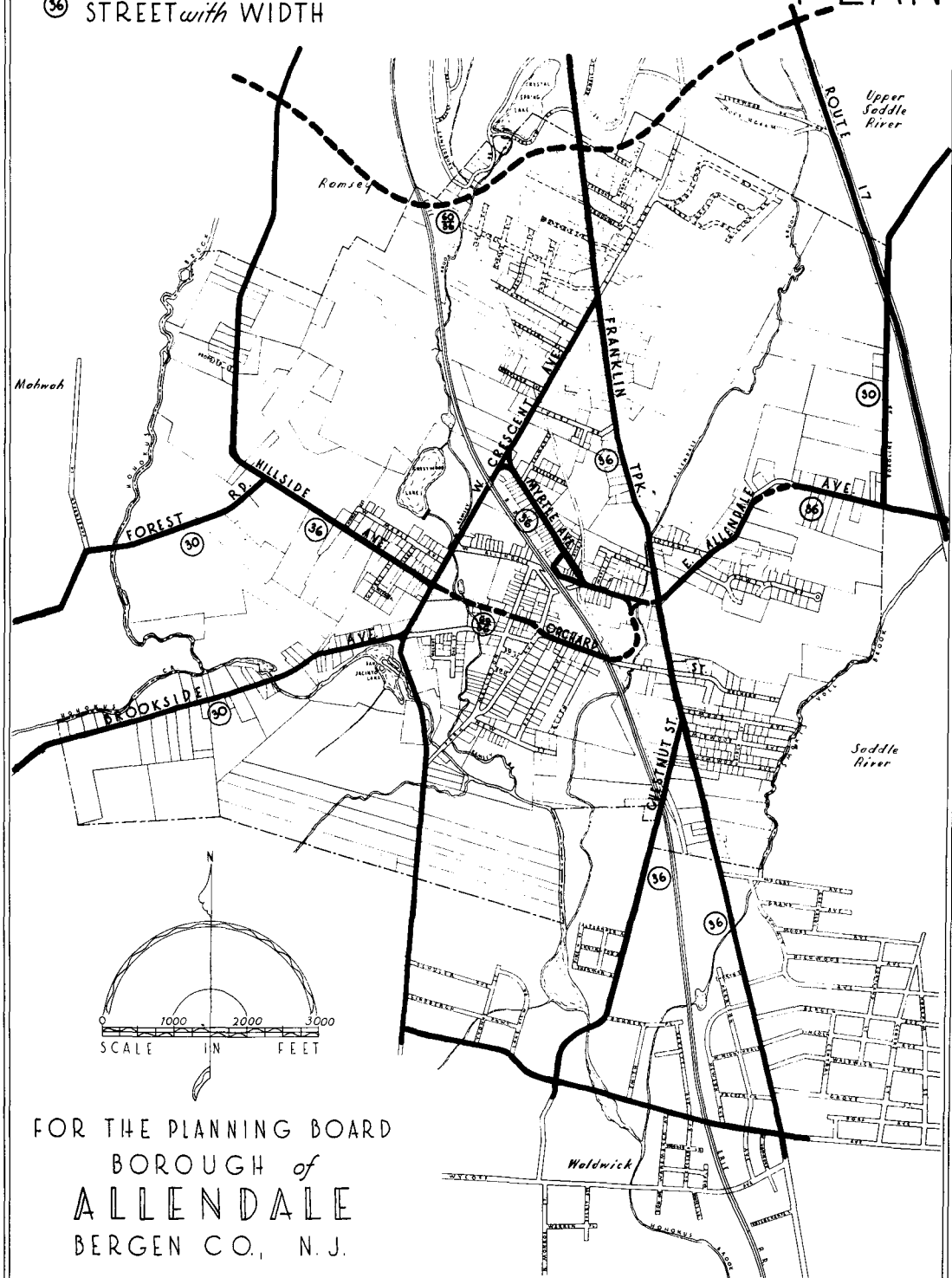




LEGEND

- MAJOR STREET with PROPOSED WIDTH
- PROPOSED MAJOR STREET with WIDTH

MAJOR STREET PLAN



FOR THE PLANNING BOARD
 BOROUGH of
ALLENDALE
 BERGEN CO., N.J.

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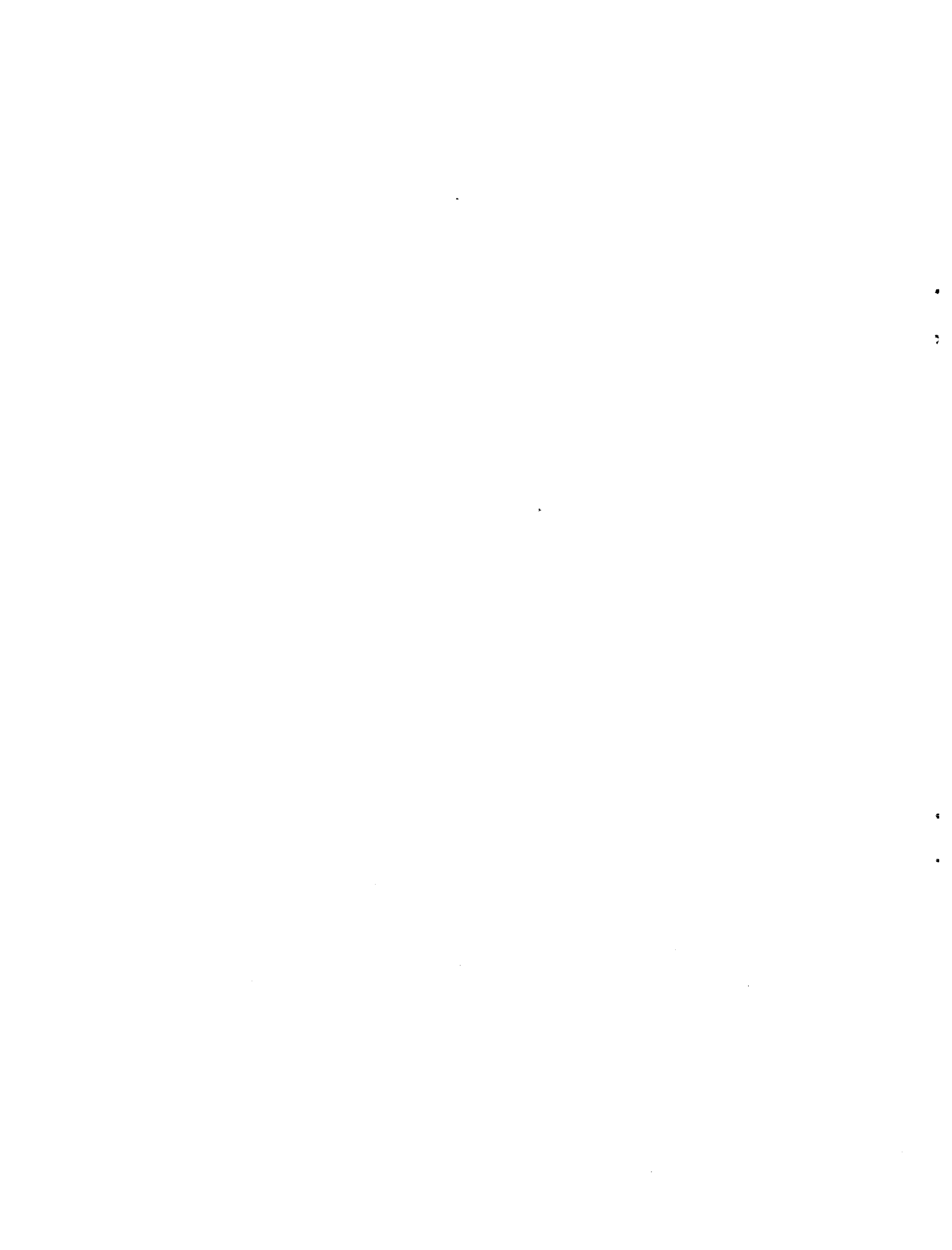
Where drainage requires it or the grade is over 5 per cent, full width pavement may be required. The object of this differential in subdivision requirements is to encourage the development of spacious residential areas through an approximate equalization of costs in relation to size of lots and their necessary servicing. A business or industrial subdivision layout shall show the proposed off-street parking areas.

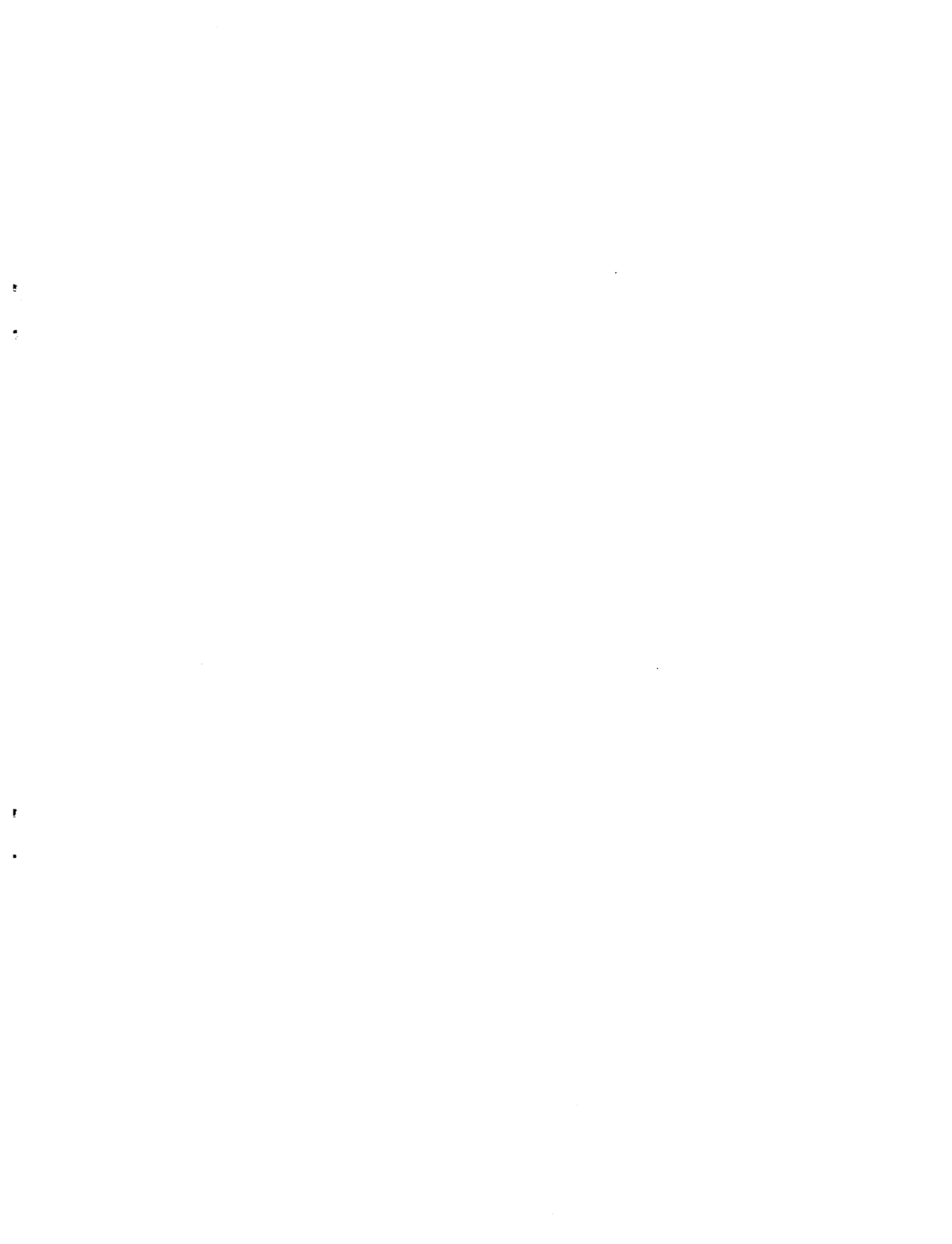
THE EFFECT OF STREET DESIGN ON DEVELOPMENT

These recommendations are based on certain fundamentals of design which have very definite relation to the future development of the Borough. It is an accepted principle that major traffic should move easily and directly between points on streets of adequate width. The plate shows Franklin Turnpike and West Crescent Avenue as the major north-south roads, with Forest and Hillside Avenues and Brookside Avenue feeding into West Crescent from the west and East Allendale Avenue feeding into the Turnpike from the east. The matter of cross circulation through the Borough has been one of the knottiest problems under study, because of the elimination of the crossing of the railroad at West Allendale Avenue and the consequent detouring of all east-west traffic to the underpasses of West Orchard Street and West Crescent Avenue. This has made the business area inconvenient for access and together with the dead end of West Orchard Street at Park Avenue has been a major obstacle to the smooth flow of traffic between the east and west parts of the Borough, and the through traffic coming from outside the Borough. Traffic has been thrown on streets which should be retained as quiet residential ways.

Solution of Approach to Business Center

Consideration was given to the possibility of building a new underpass which could be linked with a street providing more direct access and the opening of West Allendale as a grade crossing was also discussed but each of these proposals was abandoned for reasons of cost, safety and lack of major advantage. Instead the plate shows the continuation of West Orchard smoothly into First Street, its continuation through the projected but at present unbuilt portion of First





LEGEND

Existing MAJOR STREETS

Proposed

Existing MINOR STREETS

Proposed

THE STREET PATTERN



FOR THE PLANNING BOARD
 BOROUGH of
ALLENDALE
 BERGEN CO., N.J.

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Avenue and its connection with Hillside Avenue through the building of a new portion between the school grounds and the municipal park. It is recognized that this separation of the school grounds and park is not in accordance with the best planning principles but the insurance of a direct smooth traffic artery with its corollary advantages makes it seem the best solution to the problem. A pedestrian over-pass to connect the school grounds and park will take care of the safety of school children. At its other end a new location brings West Orchard Street, after the underpass, in a curve directly to the major business area on West Allendale Avenue without the necessity of going around three sides of the block. This will open up an extended business area and greater off-street parking space. With the inclusion of Myrtle Avenue as a main artery it provides the necessary circulation to the business area.

For the major portion of east-west traffic from outside the Borough a new highway to be built by either the state or the county is shown at the northern end of Allendale, overlapping parts of Ramsey. There is at present no such east-west connection between State Highways 17 and 202, such traffic as there is being forced into unsuitable local streets in Allendale, Ramsey and Waldwick. Such a highway would relieve all of these municipalities from constant annoyance and be of real service to the motoring public.

Voiding Short Cuts Will Protect Home Neighborhoods

Once adequate provision has been made for major traffic streets it is a corollary that it should be kept off other streets. The principal means of accomplishing this is to eliminate convenient by-passes and make it more convenient to follow the established routes than to detour. This can be done best by limiting the points of contact at which minor streets intersect major ones and by avoiding a cross-cut grid pattern. While the elimination of by-passes may cause annoyance to those accustomed to taking them, the protection that will be afforded residential neighborhoods outweighs this in value. Traffic is one of the most damaging factors in maintaining residential values and peace of mind for parents and the safety of their children. A glance at the plate on streets will show the application of this principle to Park Avenue at the intersections with West Crescent Avenue and West Orchard Streets. In the northern part East Crescent is slightly changed at its intersection with the Turnpike to keep north-bound traffic on the Turnpike. The plate also shows the interruption of Brookside Avenue at the school.



Coupled with these changes to existing streets are examples of good street design for opening up undeveloped areas to good subdivision. These need not be followed exactly but are illustrative of the best practises which involve the principles stated above. Loop streets and dead ends with adequate turn arounds give protection as well as necessary service and allow for adequate layout of lots.

It is not expected that the changes proposed will take place over night but if it is remembered that the maintenance of existing residential values in the more built up sections of Allendale is one of its principal problems then the importance of giving serious consideration to such changes is apparent.

FUTURE SCHOOLS AND PARKS

In looking ahead to future school needs, a long range view over twenty-five is preferable to a shorter one of five years or so. Bond issues last for twenty to forty years and school buildings for longer. The ultimate distribution of population, through zoning and development, affects directly the location of school sites and their number. A school which might be desirably located for existing population might be entirely off balance as more development takes place and additional schools are needed.

For these reasons it is much wiser to project the needs of the expected population total within the twenty-five year planning program and then take the necessary steps to meet its needs as development takes place in locations which will be permanently suitable. The number of children requiring schooling, then, is estimated partly on the basis of this expected increase.

The Age Factor in Forecasting School Load

An even more important factor in estimating future school enrollments, however, is the change in age distribution within the population, and the effect that a larger proportion of families of child bearing age will have. The recent and, so far, continuing high birth rate is directly related to the



number of people born in the 1920's through 1928. These people have been since 1943 in the child bearing age group in greater proportion to the population than was true previously. As their children reach school age, the elementary total will show an increase of 80 per cent above present enrollments and the four year high school group will be 125 per cent above present totals at its peak. Fortunately for taxpayers and school authorities, these peaks will decline as the children born during the depression years, continuing to decline in number from 1929 to 1934, and then remaining fairly constant with only the slightest increase to 1940 cannot but produce fewer children in the future. It is therefore reasonable to plan for greatly expanded school enrollments continuing for a period, but because of an eventual decline never to plan on taking care of peak enrollments. Temporary overcrowding will be better for a few years at that time than the overbuilding of the school plant.

The estimates on future enrollments presented here represent a combination of this birth trend with expected increases in population. Since people will move into Allendale from the entire metropolitan area and even outside it, the birth trends have not been based solely on Allendale births, or even on Bergen County ones, but on the trend for the entire suburban metropolitan area.

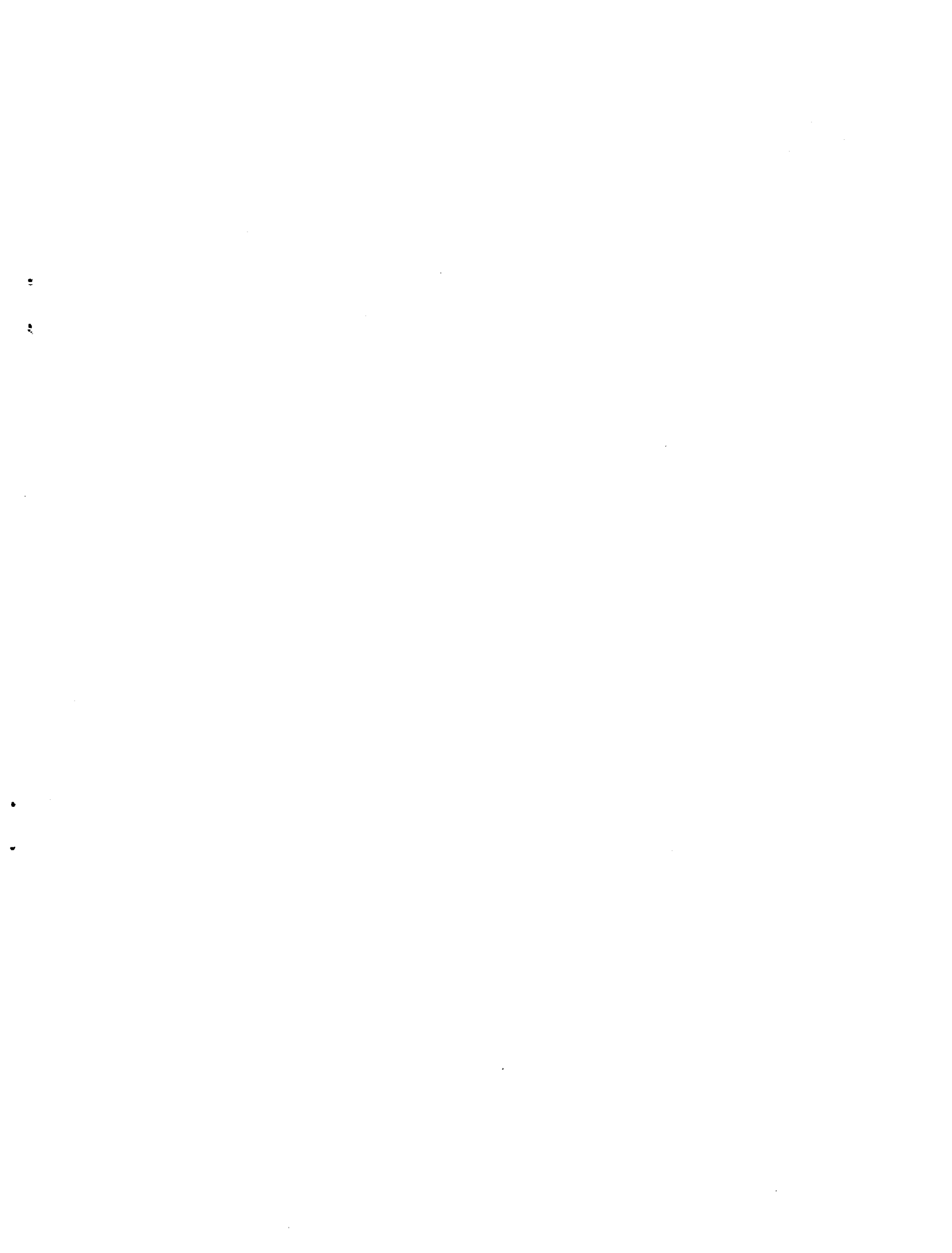
1100 Families Forecast for 1961

By 1961 Allendale will most probably have 1,100 families instead of 720, and the probable kindergarten through eighth grade peak will reach 880 pupils. This will decrease to 680 by 1968, as the smaller number of families in the child bearing age becomes effective. In later years, however, there will be another up-swing, as the present children have their babies. The high school peak will come in 1967-68, when there could be 1300 families in Allendale, indicating a total of 350 four-year high school pupils. Even though this reduces to 220 pupils by 1974, it will create before then a serious problem not only for Allendale but for the eight towns sending children to Ramsey High School, all of which will have comparable increases. This could mean a peak demand of 3600 high school pupils in the district, with present high school capacity at 1300.

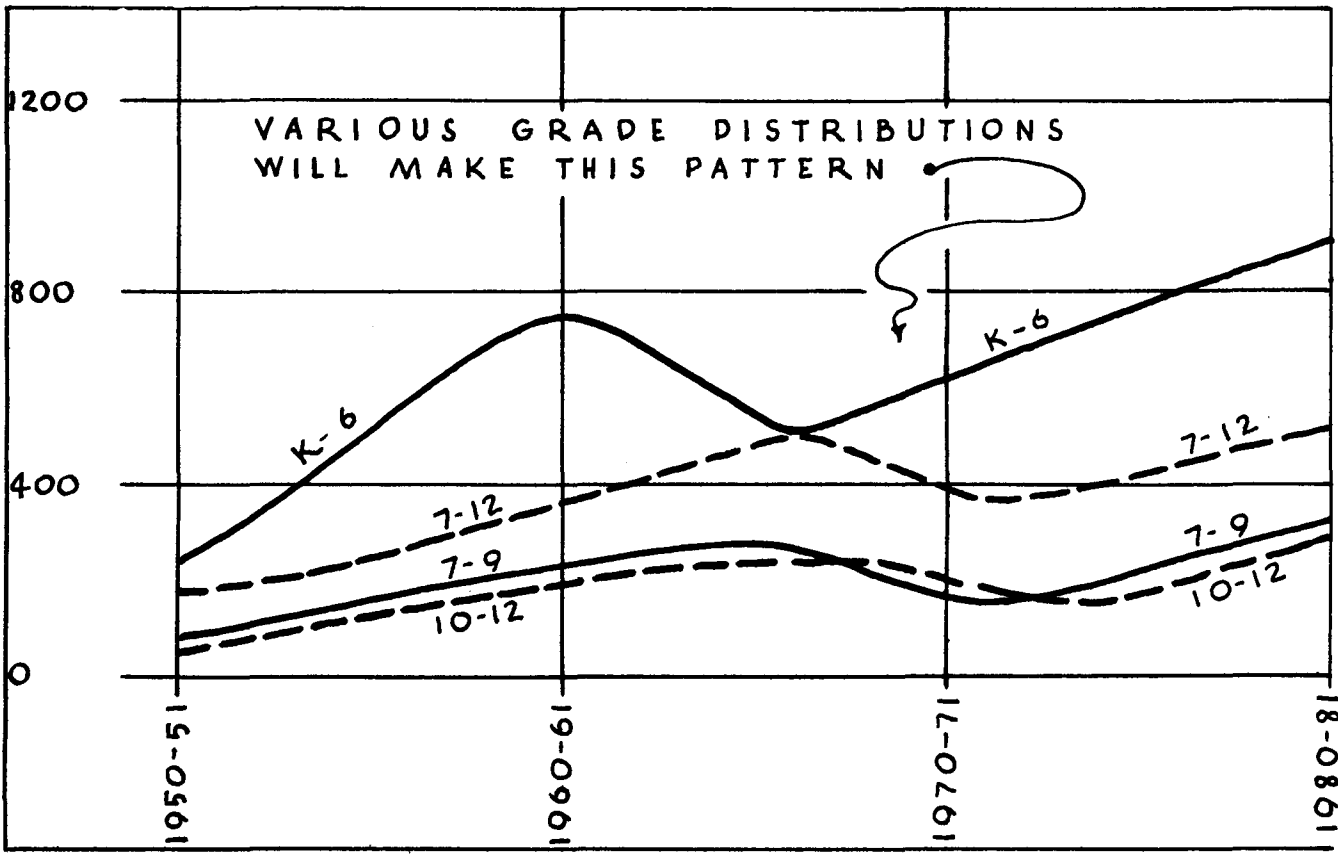
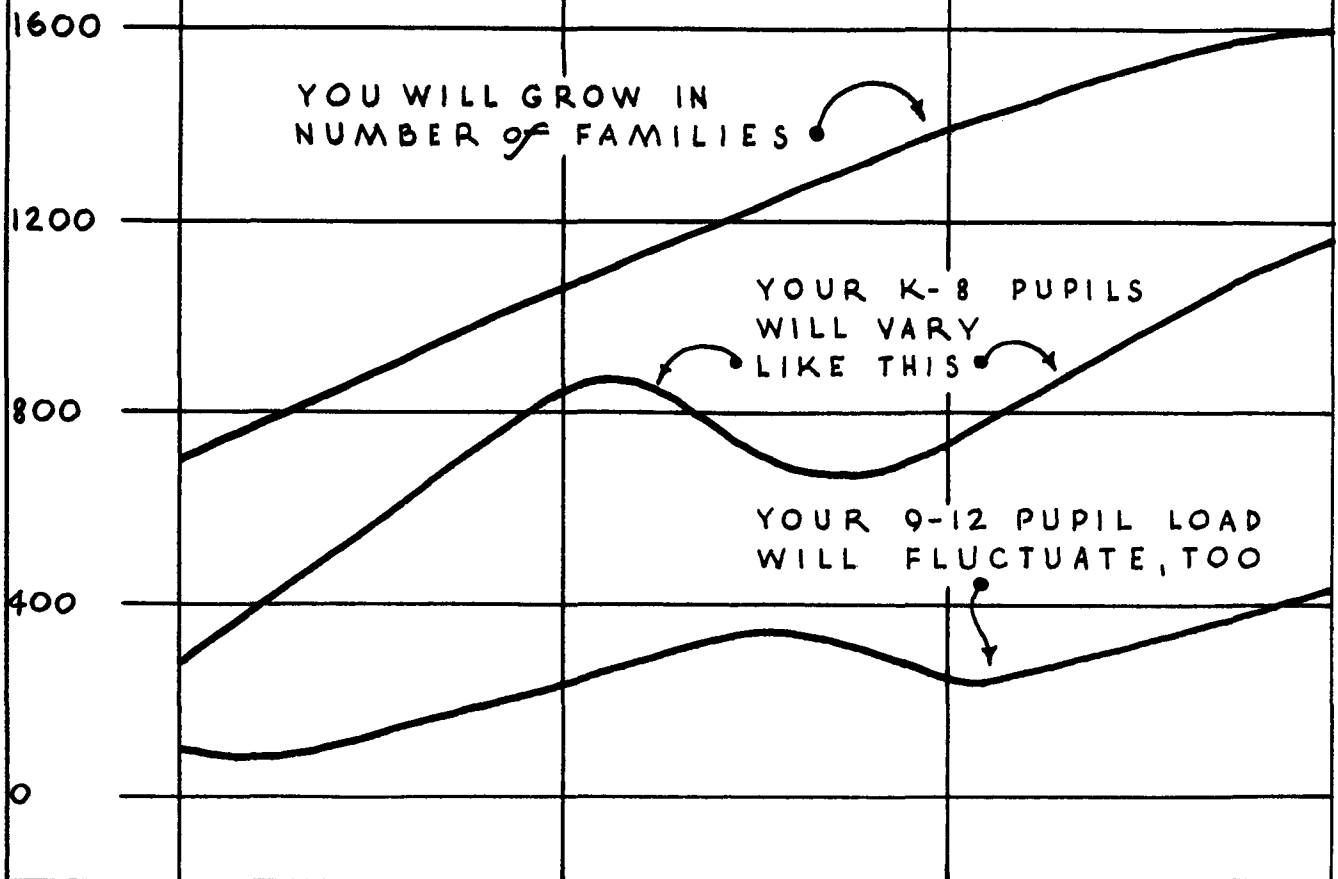
Flexible School Program Necessary

Since these school load totals are based upon widespread support in Allendale for such measures recommended in





SCHOOL NEEDS



this plan as proper zoning and the development of logical service areas and their adoption as soon as possible, the program proposed is most conservative. A delay of several years in adopting acre zoning could force you into meeting a much higher school population total. The figures are also conservative in assuming that there will be a decline in number of births after a peak 1952 birth year.

The Board of Education must develop a school program flexible enough to fit into now unknown factors both as to exact child population and exact solution to the Ramsey High School problem. Both for Allendale and for the Eight Towns School district maximum flexibility will be provided by Junior High School facilities. The program suggested here will allow maximum flexibility and still insure that each step taken will fit into a logical solution to long range problems.

A Look at Various Grade Distributions

Allendale has 344 pupils in the current Kindergarten through 8th grade enrollment, and 89 High School pupils. If we check this distribution by grades we find 285 Kindergarten through 6th grade elementary children, 81 of Junior High School age, and 67 of 3 year High School age. This means that there could be a peak K-6 total of 750 pupils in 1960, 260 7-9 grade Junior High pupils in 1964 and 200 10-12 grade High School pupils by 1967.

Knowing that there will be a period of declining enrollment six years after these peaks, but that later totals will exceed these peaks, Allendale should not plan on further expansion of the present school but should acquire property now for a second elementary school east of the tracks and have it ready for a normal capacity 240 pupil school by 1958. By that time the present building could be used for 420 K-6 pupils and the new one for the other 240 K-6 pupils the town will have. The present building would serve further for the 140 Borough wide 7th and 8th grade students. As the elementary peak period arrives in 1961 there may need to be some overcrowding.

Since the elementary total will start dropping after 1961, the present school might be used for Borough wide 7th to 9th grades, forming a junior high school, and sending only the three upper grades to Ramsey, which will have an increasingly difficult problem through the peak enrollment periods. In this event the new school could be added to and there would be about 350 K-6 pupils in each school, the present one including the 260 junior high pupils.



In the long range future it may prove desirable for Allendale to have a separate junior high school building, as the existing school and the elementary proposed are needed for the much later greatly increased elementary enrollments. A site suggested for this is the one shown on the corner of East Allendale Avenue and Franklin Turnpike.

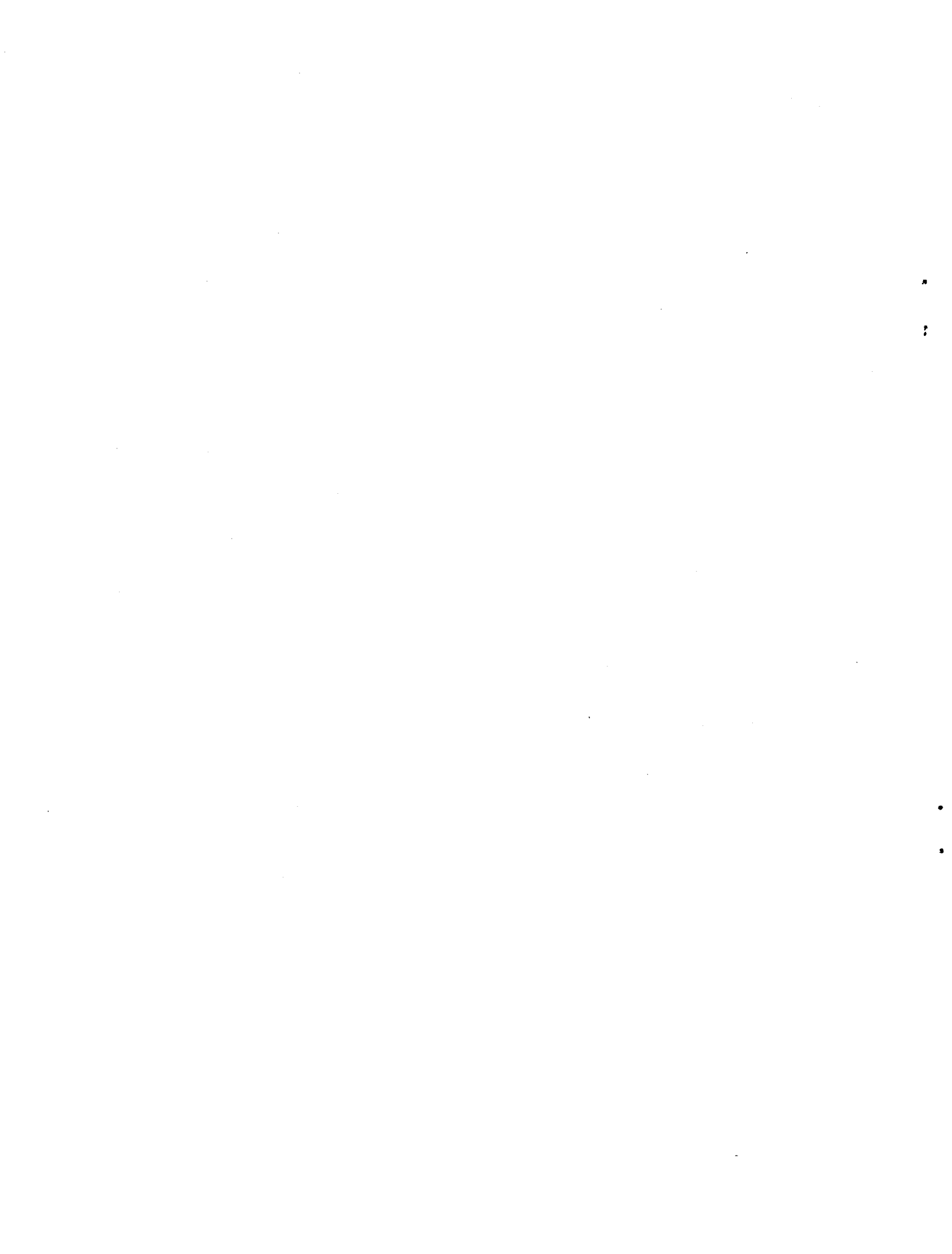
The Planning Board and the Board of Education should work closely together in keeping a constant check on population increases, pupil load trends, and capital expenditure programming so that Allendale can meet its school needs in time, in proper relation to all other needed expenditures, and with a maximum economy.

Recreation Area Standards and Needs

A standard universally accepted for many years as a desirable goal, particularly when applied to places with small populations, is that 10 per cent of the total area be in parks, playgrounds and other public recreational areas. This would mean for Allendale 179 acres. At present Allendale has 12 acres in Recreation Park, one acre in Memorial Park and five acres in school playground, a total of 18 acres.

A standard recommended by the State Board of Education of New Jersey for school sites is five acres plus one acre for every hundred pupils for elementary schools and ten acres plus one acre for every hundred pupils for junior or senior high schools. Allendale's present school site is two acres short of this standard, in terms of present enrollment. When it reaches its capacity of 536 pupils, it should have a total of ten and one half acres instead of the present six and one half. Its nearness to the Municipal Recreation Park is a compensation.

The many open and wooded areas both in and near Allendale and its two private swimming lakes and grounds have created the illusion of more recreation area than is actually available publicly. As time goes on this aspect will change and it is urgent for Allendale to secure as soon as financially possible at least a minimum amount of the land it should eventually have. This is particularly important for future school sites which will be needed as population increases and will be correspondingly unavailable as building proceeds.

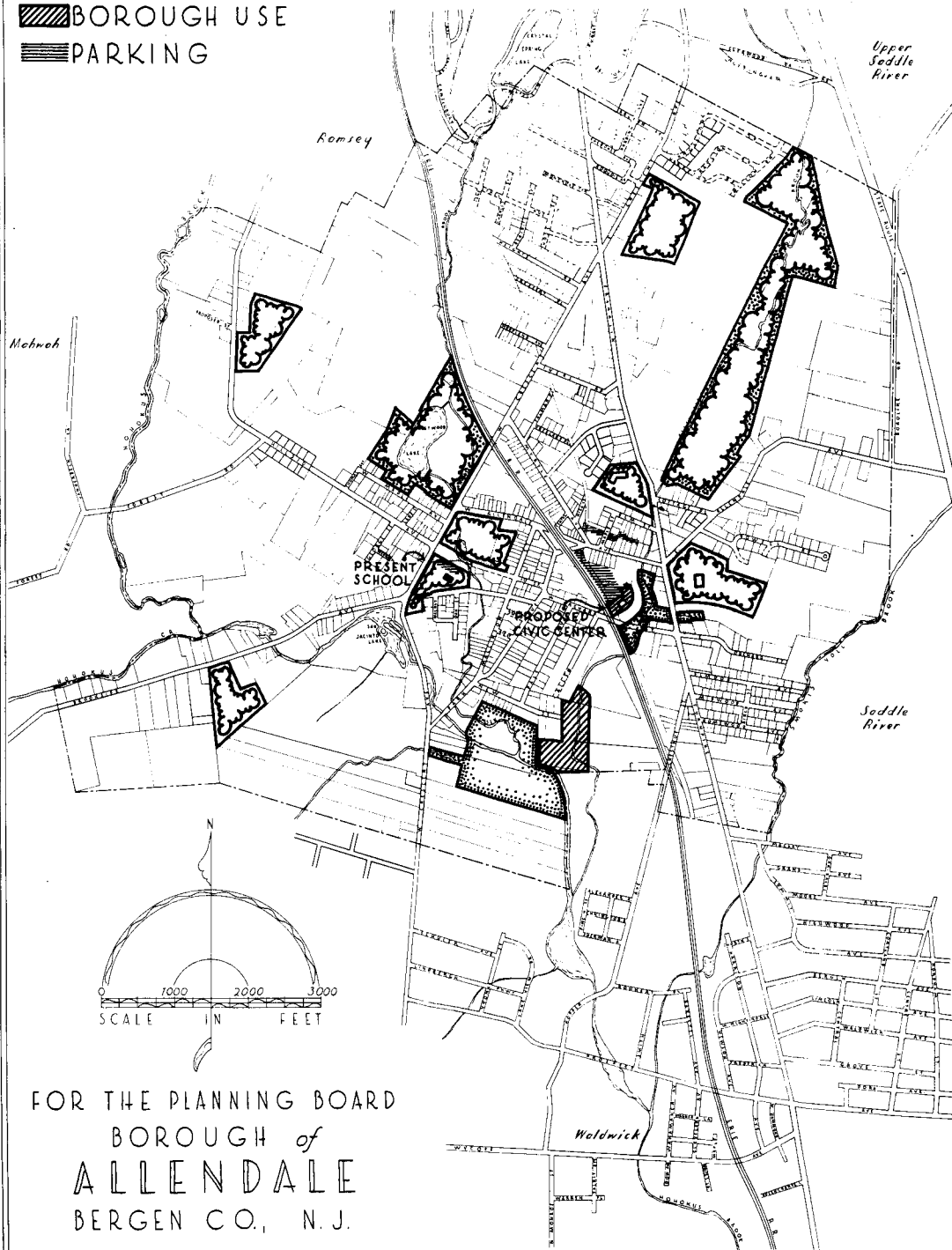




LEGEND

-  SCHOOL PARK
-  COUNTY PARK
-  FUTURE SCHOOL
-  BOROUGH PARK
-  BOROUGH USE
-  PARKING

PARKS, SCHOOLS & PUBLIC PROPERTY



FOR THE PLANNING BOARD
BOROUGH of
ALLENDALE
BERGEN CO., N.J.

PREPARED by SCOTT BAGBY and WEAVER DANGBURN
PLANNING CONSULTANTS of UPPER MONTCLAIR, N.J., 1952

Correlation of School and Park Sites

A cardinal principle in recent park and recreation planning and the only one which is sound economically is the pooling of both municipal and educational resources in the joint or coordinated ownership and planning and the joint use of areas. The recommendations in this report apply that principle in the proposed park-school sites which will not be needed in the immediate future for new schools but will be eventually and should therefore be reserved while still vacant, in the meantime serving as either wild or developed neighborhood recreation areas. These should in time be developed for the diversified interests and activities of all age groups in their localities and permit of sufficiently extensive landscape treatment or use of natural wooded sections to screen them from adjacent residential areas. The new school buildings should be functionally designed for maximum civic and recreational use by the community during non-school hours as well as for their primary educational use and both school building and recreation area should be a coordinated unit for indoor and outdoor use the year round. Three such sites are indicated on the school-park plate. They are located in the more outlying parts of the Borough, one on East Crescent Avenue near Harreton Road, one on Hillside Avenue and one on Brookside Avenue.

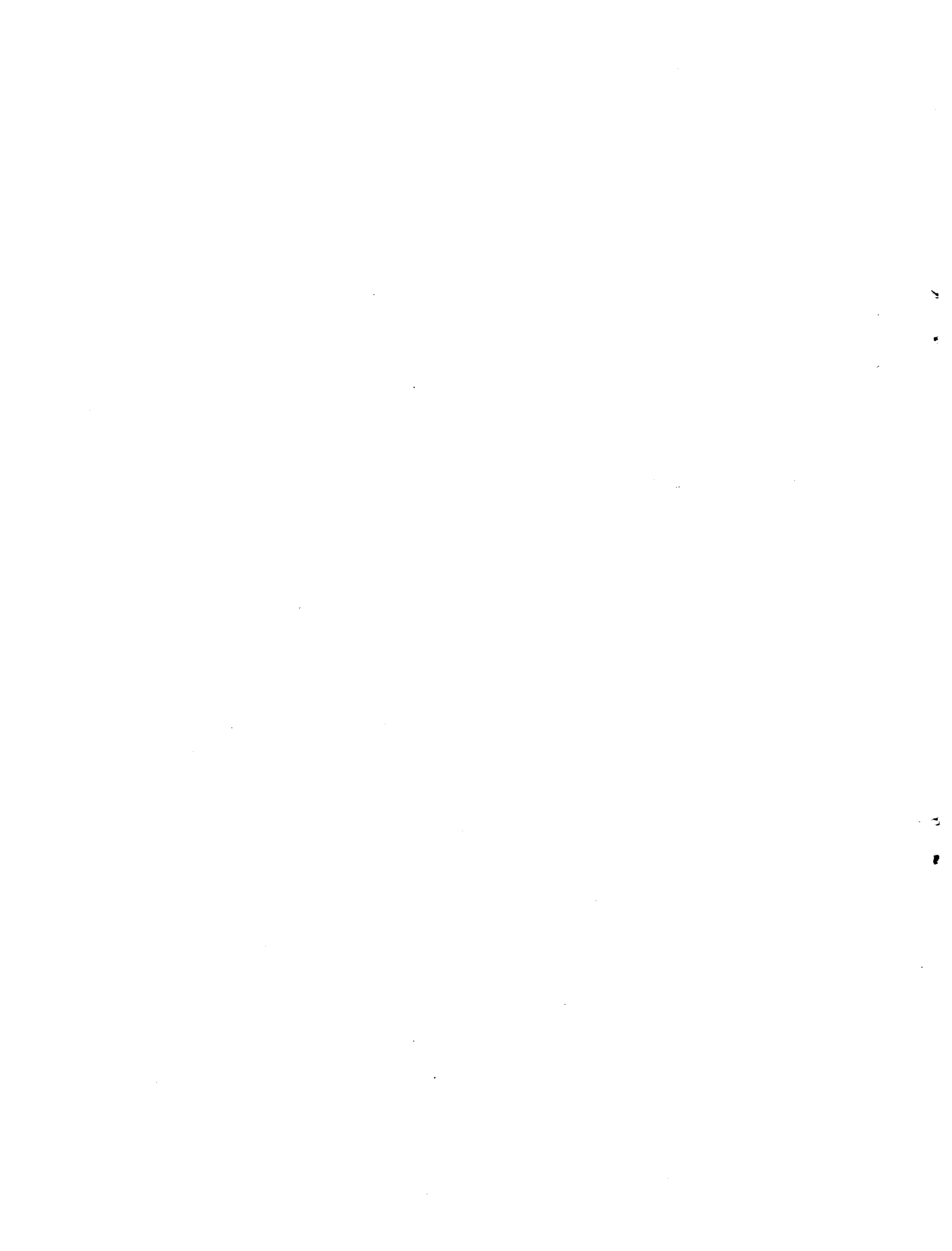
Preserve Wooded Areas

Besides these school-park areas, the preservation of the 31 acres of naturally wooded land through which the Ramsey and Hohokus Brooks flow and join, adjacent to the land now owned by the Borough Water Works is needed to provide the natural type of area useful for day camping, boy and girl scouts, picnicking, etc. An additional acre of park land along either side of Allendale Brook as it flows from the main business area south near the suggested new road is recommended for beautification.





After deducting from this total the amount of land the new school buildings may take up, all of these areas will add 90 acres for playground, park and recreation use to the 18 acres now owned.

Crestwood Lake

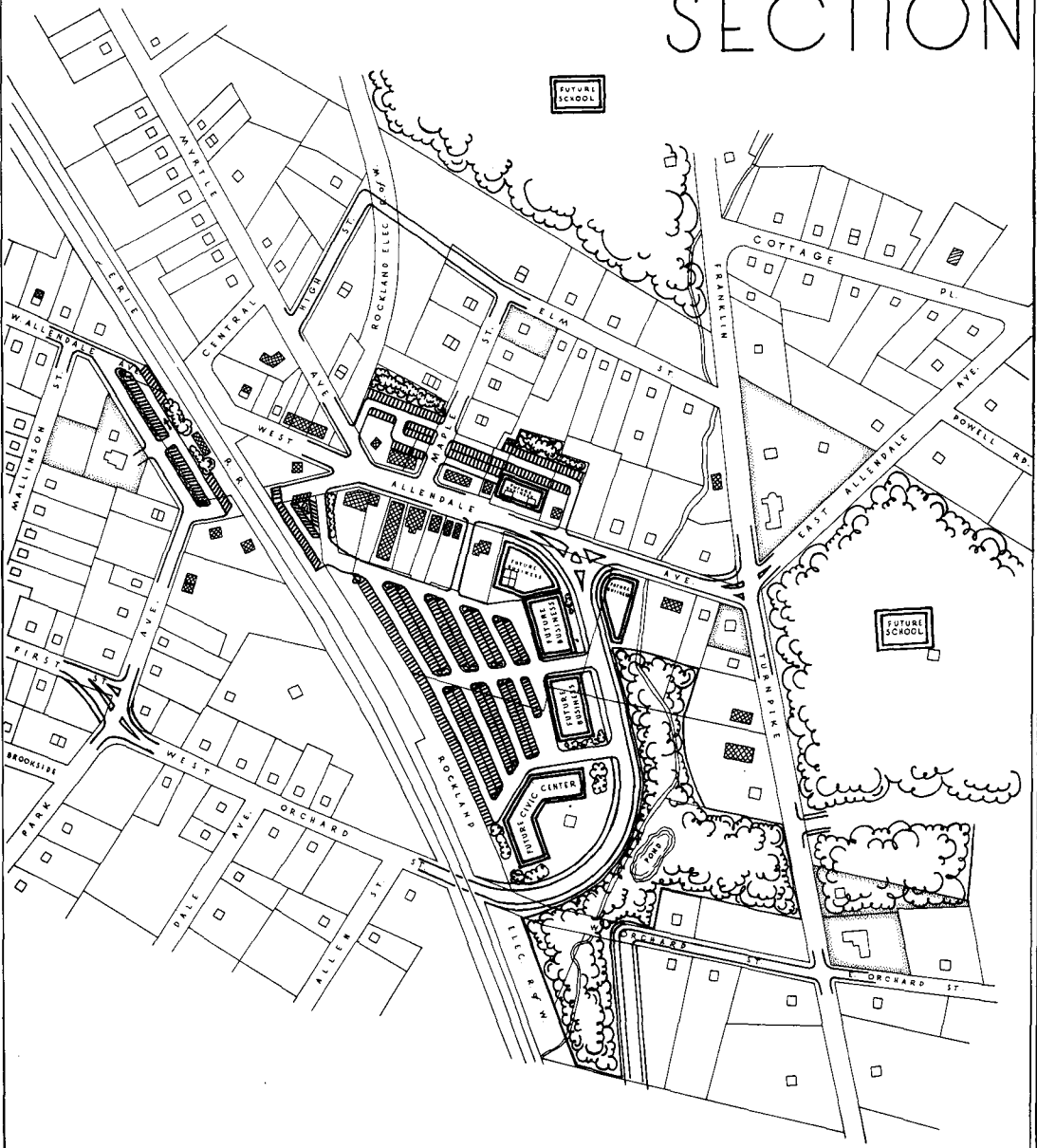
The time may come when Crestwood Lake is no longer to be used as a commercial swimming area. At that time the



LEGEND

-  EXISTING LOTS and BUILDINGS
-  Commercial
-  Residential
-  PROPOSED STREET and PARKING

PARKING and the CENTRAL SECTION



FOR THE PLANNING BOARD
BOROUGH of
ALLENDALE
BERGEN CO., N.J.

SCALE 1" = 100'

PREPARED by SCOTT BAGBY and WEAVER DANGBURN
PLANNING CONSULTANTS of UPPER MONTCLAIR, N.J., 1952

County may wish to acquire it for its own use as a public swimming and boating facility. While Borough ownership would permit restricting it to Allendale residents and follow the pattern established in Ramsey, Waldwick, Glen Rock and elsewhere in Bergen, all of these places are larger than Allendale and it is believed that the size and expense of acquisition, operation and maintenance of Crestwood would place it beyond the financial ability of the Borough even though some income might be realized. The present municipal swimming pool in Recreation Park is reasonably adequate for local use for some time to come. As a well run County area, Crestwood would be a permanent asset both to Allendale and to the County. If this does not materialize, it should go into high grade residential development. It is assumed that if the San Jacinto area ceases to be operated as a private swimming club it too should be available for a high type residential development.

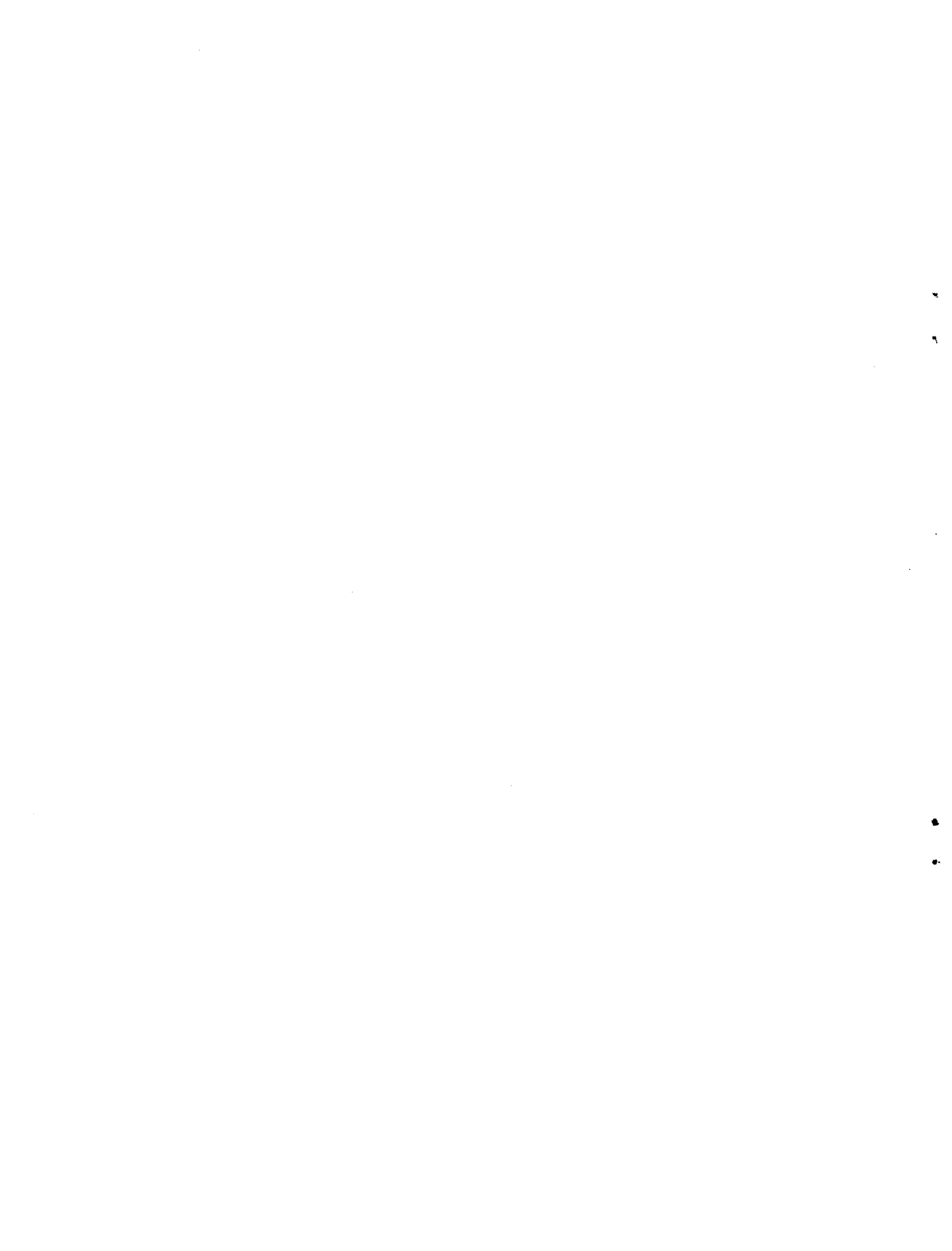
In addition to the acquisition of Crestwood Lake by the County, the area along Allendale Brook north of the celery farm, and including the farm if it ever becomes commercially unprofitable, might well be taken over by the County Park Commission, following its policy of retiring from private development low lying wooded areas along brooks and streams unsuitable for residential, commercial or industrial development. Such a county park area would serve as a buffer to the industrial tract suggested along Route 17 and provide care for the trees and stream instead of neglect.

OTHER PUBLIC NEEDS - A CIVIC CENTER

With its present firehouse and the Veterans' Memorial Building available for meetings, the Borough does not face the immediate need for any additional public buildings. Its firehouse, however, is a wooden structure about forty years old. Looking to the future, the time will come when a municipal building, however modest, and a new firehouse will be needed. As Allendale grows towards a population of 5,000, it will want a central place to keep records, offices for one or more full time municipal officials and for part time ones, and more suitable council chambers.

Design for Business and Civic Center

The design on the plate opposite shows an attractive layout for a combined business and civic center. The new



road curving up from West Orchard Street to West Allendale Avenue not only makes a far better approach to the business district but opens up possibilities for the location of a small municipal building for administrative purposes, perhaps with room enough for renting space to the post office, and a safety building for police and firemen. This arrangement would make the parking space along the railroad serve both these buildings and the business area. The landscaping of the stream as it flows by would be a pictorial asset and could be continued across the present West Orchard Street.

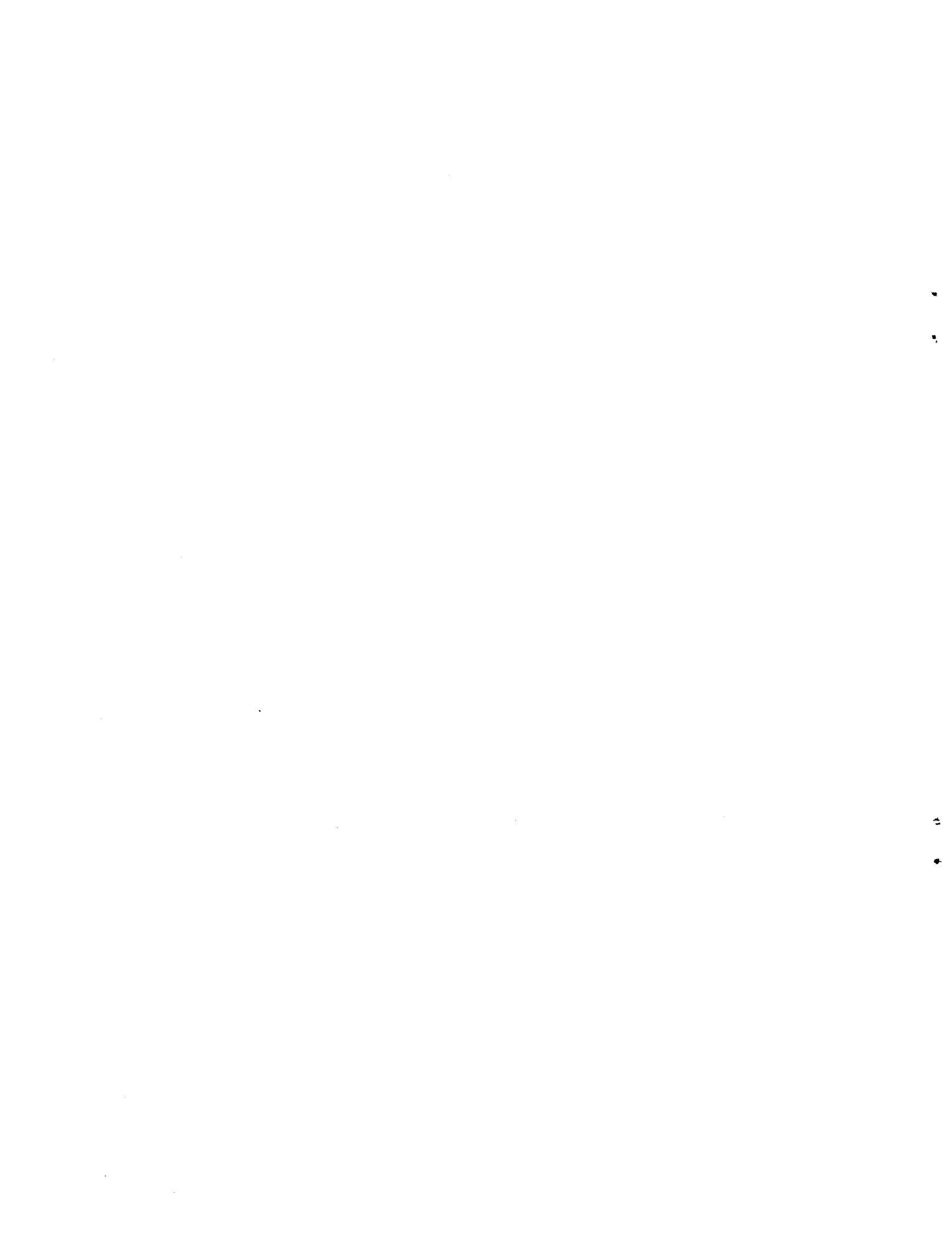
The increase in municipal parking area is urgent. While off-street parking will be required for new business, this cannot be retroactive and it will be of advantage to all taxpayers as well as shoppers to increase the convenience of the central business area and lessen street congestion by providing as soon as possible the parking areas shown on the central area plate. These can be acquired by gift, lease or deed, with Borough development and maintenance.

Will Stimulate Business

Such a development would enable the Borough to sell the present firehouse location for business use. With the increase in business which new accessibility and parking convenience will bring, it is to be expected that new types of stores and improvements in present ones will follow each contributing to the success of each other and Allendale's combined business and civic center will make a vital contribution to the welfare of the Borough.

In addition to the civic center there will be a need for better garage storage and a small maintenance repair shop for Borough road and other equipment.

The land around the Memorial Building should also be increased to allow better parking and landscaping.



CARRYING OUT THE PLAN

No plan is of great value until a beginning is made in carrying it out. It must be translated from the realm of ideas to action if it is to become effective. The carrying out of a plan involves major policy decisions, sound financing and wise administration. The timely combination of all of these leads to the real achievements which make a plan valuable and a community desirable.

LONG RANGE FINANCIAL PLANNING

Municipal operation is big business today. Over a period of the next 20 to 30 years millions of dollars will be spent whether Allendale follows a planned course or not. One of the most misunderstood factors in community development, however, is the cost of failure to meet basic local needs at the local level at the right time. It will cost more to maintain a street for 20 years than it cost to build the street originally. Failure to spend \$5,000 for street maintenance at the right time can result in the later expenditure of \$50,000 for building a new street after lack of maintenance has put it beyond repair.

When to Bond and Why

Planned financing must start off with the definition of the most desirable ways of meeting various types of Allendale needs. A careful pay-as-you-go plan for financing has many desirable features, as every city in the country had to face the problem of paying off past debt during the depression years. Many cities went so far in debt in the twenties with high interest bonds that they fear bonded debt. This revulsion against bonded debt, while a natural one, is quite parallel to the smaller scale operation of a family budget or the financing of a small business. Any family or any business which embarks upon time payment purchases of short-lived articles is bound to wind up in trouble, yet few families would be living in nice homes or driving nice cars if it were not for the ability to finance such large items on time payment plans or long-term mortgages.



Since so many community needs require a large initial investment but last for many years, bonding for these needs is in many cases more desirable than paying for them in cash. This is such a common need that in most cases the states regulate the length of time in which different types of improvements can be paid for with bond issues, a safe rule being that the reasonable expected life of the improvement should be at least twice the term of the bonds. Certainly the cost of a school which will be serving children 40 or 60 years in the future can be shared by future users of that school as well as by the people in the community when the school is built if we are sure that our school planning is sufficiently long-range so that future needs can also be met.

In New Jersey new schools and public buildings and land acquisition for public uses can be normally spread over a 40 year payment period. Additions to public buildings or schools are limited to 30 year bonds, street improvements to 10 year bonds, and such items as parking meters and expensive fire equipment may be bonded for as much as five years. These limits are based upon the practical experience of many years that the life of the improvement is considerably longer than the bond time limit.

Certainly no one can quarrel with the need for maintaining a cash pay-as-you-go basis on automotive equipment, office equipment and all recurring annual smaller capital expenditures.

Sources of Capital Money

Cities deal in many types of capital needs and receive the money to pay for these needs in many ways. One of the most important considerations in any capital improvement program centers around this point. Some items will be amortized completely out of tax revenue money. Others will be paid for with rebates of state collected taxes. Others will be amortized from revenues of the improvement, and still others will be paid for by benefitted property owners. Consequently, any capital improvement program must differentiate between those which will affect local taxes and those which will not.

A 20-30 Year Period

Early in this report the basic theory of developing long-range overall plans for all community needs for a 20 to 30 year planning period, then controlling the financing in relation





PRIORITY SCHEDULE OF CAPITAL IMPROVEMENTS

ITEM	FIRST PRIORITY	SECOND PRIORITY	LATER NEEDS	TOTAL	BOROUGH SHARE	SCHOOL SHARE	OTHER
<u>STREETS and UTILITIES</u>							
Hillside-Orchard	30,000	-	-	30,000	15,000	-	15,000
Orchard-Allendale	38,000	-	-	38,000	38,000	-	-
Brookside-Crescent Closing	6,000	-	-	6,000	3,000	3,000	-
E. Crescent-Franklin	-	2,000	-	2,000	2,000	-	-
E. Allendale	-	-	10,000	10,000	5,000	-	5,000
Myrtle-Crescent	-	-	18,000	18,000	9,000	-	9,000
Allendale-Ramsey Cross Connection	-	-	60,000	60,000	15,000	-	45,000
Minor Street Redesign	5,000	5,000	10,000	20,000	10,000	-	10,000
Sidewalks-Street Trees Maintenance	28,000	30,000	57,000	115,000	15,000	-	100,000
Parking	5,000	6,000	15,000	26,000	13,000	-	13,000
Storm and Sanitary Sewers	10,000	10,000	10,000	30,000	30,000	-	-
	15,000	235,000	400,000	650,000	150,000	-	500,000
<u>PARKS and SCHOOL PARKS</u>							
(Crestwood Lake	-	-	150,000	150,000	-	-	150,000
(Ramsey Brook	-	-	40,000	40,000	-	-	40,000
(Celery Farm	-	-	60,000	60,000	-	-	60,000
W. Allendale-Mallinson	-	6,000	-	6,000	6,000	-	-
Franklin-Cottage Place (Crescent-Harreton	30,000	-	-	30,000	15,000	15,000	-
(Hillside	-	10,000	-	10,000	5,000	5,000	-
(Brookside	-	18,000	-	18,000	9,000	9,000	-
Franklin-Allendale	-	10,000	-	10,000	5,000	5,000	-
Park Development	-	-	30,000	30,000	15,000	15,000	-
	20,000	45,000	130,000	195,000	125,000	70,000	-
<u>CIVIC CENTER</u>							
Site	20,000	15,000	-	35,000	35,000	-	-
(Safety Building	-	-	100,000	100,000	100,000	-	-
(Borough Hall	-	120,000	-	120,000	120,000	-	-
<u>SCHOOLS</u>							
New Elementary School	300,000	-	-	300,000	-	300,000	-
Junior High or Participation in Ramsey Regional	-	-	300,000	300,000	-	300,000	-
Routine Capital Needs	30,000	50,000	150,000	230,000	-	230,000	-
<u>ADMINISTRATIVE</u>							
(Police Equipment	10,000	12,000	50,000	72,000	72,000	-	-
(Fire Equipment	10,000	12,000	50,000	72,000	72,000	-	-
(Service Equipment	21,000	26,000	100,000	147,000	147,000	-	-
<u>TOTALS</u>	\$578,000	\$612,000	\$1,740,000	\$2,930,000	\$1,031,000	\$952,000	\$947,000

to actual growth with a year by year capital budget, was presented as a practical answer removing the guesses from the exact time period factor. One of the biggest problems in taking a 20 to 30 year look at probable community capital needs is the fact that such a look is bound to show that large sums of money will be needed. Taking this long-range look does not mean that Allendale is going to have to spend money because it is wise enough to do long-range planning.

It means that by taking this long look it can save money by being sure that every dollar that is spent will be in scale with its ability to pay and that each need will be met at the best time to encourage continuing private development which will then make it easier to buy later needs. This last factor is of great importance. It is only when people of a community realize that public expenditures do not build towns, but either encourage or discourage the investment of much greater sums of private capital by people wanting to build homes, stores and factories, that we begin to see the real importance of planned municipal financing. Few towns realize that saving a few dollars by refusing to meet basic needs may have effectively discouraged the investment of millions of dollars of private capital in sound community development.

The tabulation on the opposite page shows the many types of capital needs Allendale must consider during the next 30 years. It then breaks down these capital needs into categories showing sources of revenue to meet them. It also shows all of these present and potential needs outlined and, grouped into the rough classifications of first priority, second priority, and later needs. Certainly the placement of any item in these various classifications is a matter of judgement. This results in a grand total during a 20 - 30 year period of \$2,930,000 of which \$1,031,000 is in Borough needs met by taxation, \$952,000 will be in school needs met by taxation, \$610,000 will be assessed against benefitted property and \$337,000 would be shared by the County park or highway systems.

Explanation of Items

Such a tabulation would be a bit confusing unless one looked back and checked every map showing proposals, so a brief description of each item is given. More extensive discussion of the principles and reasons for each item will be found in the general text on recommendations.



1. The Hillside-Orchard connection is to run north of the present school and connect these two streets as a primary step in the Major street plan. Only a small amount of this need be in property acquisition since a large part of it runs through school and Borough property.
2. The Orchard Allendale connection is also part of this portion of the plan. This important portion, making a smooth direct connection to the business area and increasing present and potential business values should be donated or sold at a very reasonable price by the affected owners because of the increased value it will add to their properties, but a substantial sum is included for land as well as for grading and paving.
3. The Brookside-Crescent closing is suggested as a joint Borough-School improvement to eliminate through traffic in front of the school and better protect the residential properties south and east of the school.
4. The East Crescent-Franklin proposal is to discourage through traffic north on Crescent. The Turnpike will carry all needed capacity and properties in both Allendale and Ramsey will be better protected.
5. The main approach to Allendale from Route 17 should be made more adequate and more attractive by smoothing out the curves in the present streets and paving the roadway more adequately.
6. The Myrtle-Crescent intersection should be widened and improved to eliminate the present acute angle turn.
7. The County road system should be improved by the development of the proposed Allendale-Ramsey cross-town route in the future.
8. The protection of residential values possible through the minor street redesign suggested in the street plan justifies Borough participation in this important job.
9. As Allendale matures there will be greater and greater demand for sidewalks and shade trees. Most of this item will be paid by assessments.



10. The Borough share of street maintenance will require annual capital expenditures.
11. Off-street parking, provided in time and in sufficient quantity, can produce most profitable returns in encouraging good new business to locate where each new business adds to existing business values and will be attractive and convenient to all commuter residents.
12. The plan offers major protection against many future sewer problems but present and future development will require that the central area be sewered and storm drainage problems must be taken care of wherever needed.
13. Large parks suggested for long range development by the State, County or Borough, as properties become available will add greatly to the attractiveness of Allendale and serve to prevent costly services to scattered residential development.
14. An addition to the present municipal park extending it to the lot depth west of Mallison is suggested.
15. The proposed school-park on Franklin Turnpike opposite Cottage Place should be acquired jointly at an early date by the Borough and the Board of Education.
16. Future school-parks in the north, north-west, and south-west portions of the Borough should be acquired jointly by the Borough and the Board of Education prior to development, as a safeguard against their need when the Borough develops fully.
17. The Franklin-Allendale site should be acquired in the distant future as a school park in the event the Ramsey High School situation justifies a Junior High school in Allendale.
18. Park and school park development will require annual capital expenditures.
19. The site for the proposed Civic Center and adjacent properties should be acquired at an early date.
20. A carefully timed program of meeting increasing Borough space needs will involve development eventually of two functional buildings. All public safety functions, such as fire and police, should be located in one building which at its



first stage could also house administrative functions. At a later period when more space is needed an administrative building could be provided. These should be modest but well designed buildings.

21. The new elementary school proposed on the east side of the railroad on the Franklin Turnpike opposite Cottage Place should be ready for operation prior to the 1960-61 school peak. This should be designed for future expansion as needed.
22. The Junior High School item is brought to attention to illustrate that some solution will have to be found for upper grade pupils as well as for elementary children. If no upper grade expenditures are needed the amount will probably have to be spent on a future addition to the proposed new elementary school.
23. Any school system needs annual capital funds for proper operation.
24. Police, fire and service equipment will have to be bought as population grows and as more services are demanded and furnished.

Present Financial Conditions

After examining these long range amounts necessary to meet present and potential basic needs we must now review present financial conditions.

Total tax assessments have increased from \$1,976,804 in 1940 and \$2,156,159 in 1950 to \$2,348,374 in 1951. Land assessments, however, are lower now than they were in 1940. The actual figures for all assessments in 1951 were \$574,745 for land and \$1,612,985 for improvements. Personal property assessments were \$279,725 of which \$800 was on farm stock, \$33,200 on manufacturing and \$88,125 on business stock, with \$157,600 on household personal property. Total exemptions were for \$130,380, making a net value taxable of \$2,348,374. Three pieces of vacant land were foreclosed. Farm stock was on two properties only. There were 45 business firms and 89 tenants.

Outstanding bonds at the close of 1951 amounted to \$319,000 in school bonds, exceeding the debt limit of \$267,289. for both schools and the Borough. The total Borough debt was only an authorized but not issued \$785,47, but at present no further debt can be incurred until the school debt reduces.

These school bonds will be paid off in 1968.

The Tax Rate for 1952 was \$7.48 for each \$100 of assessed valuation as compared to \$6.99 in 1951, though Borough expenditures for 1952 are actually less than for 1951, \$95,300 as against \$97,366. The \$18,975 reserve for uncollected taxes raises this amount to \$114,275. Allendale home owners, paying an average of some \$200 a year in taxes must remember that cheap taxes can only mean a low standard of services.

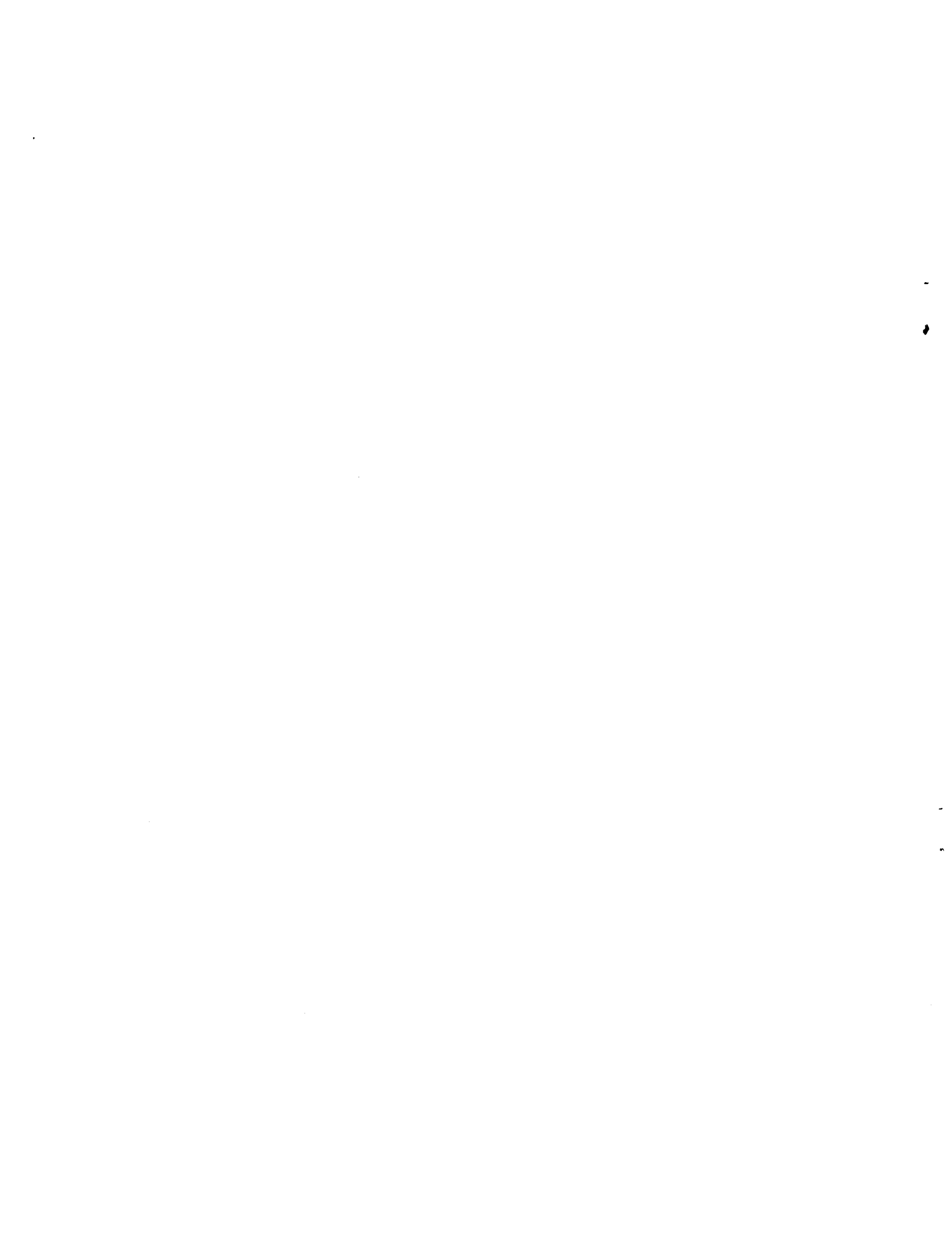
County taxes increased from \$18,682 in 1951 to \$20,560 in 1952.

Total current school expenses for Allendale in the proposed 1951-52 budget call for \$112,420, as against \$89,600 in the preceeding year. Added to this is \$27,530 for debt service, \$12,475 for repairs, manual training and capital outlay, making a grand total of \$152,725. \$131,198 of this will come from the school district tax, \$21,526 from State Aid.

The Six Year Capital Budget

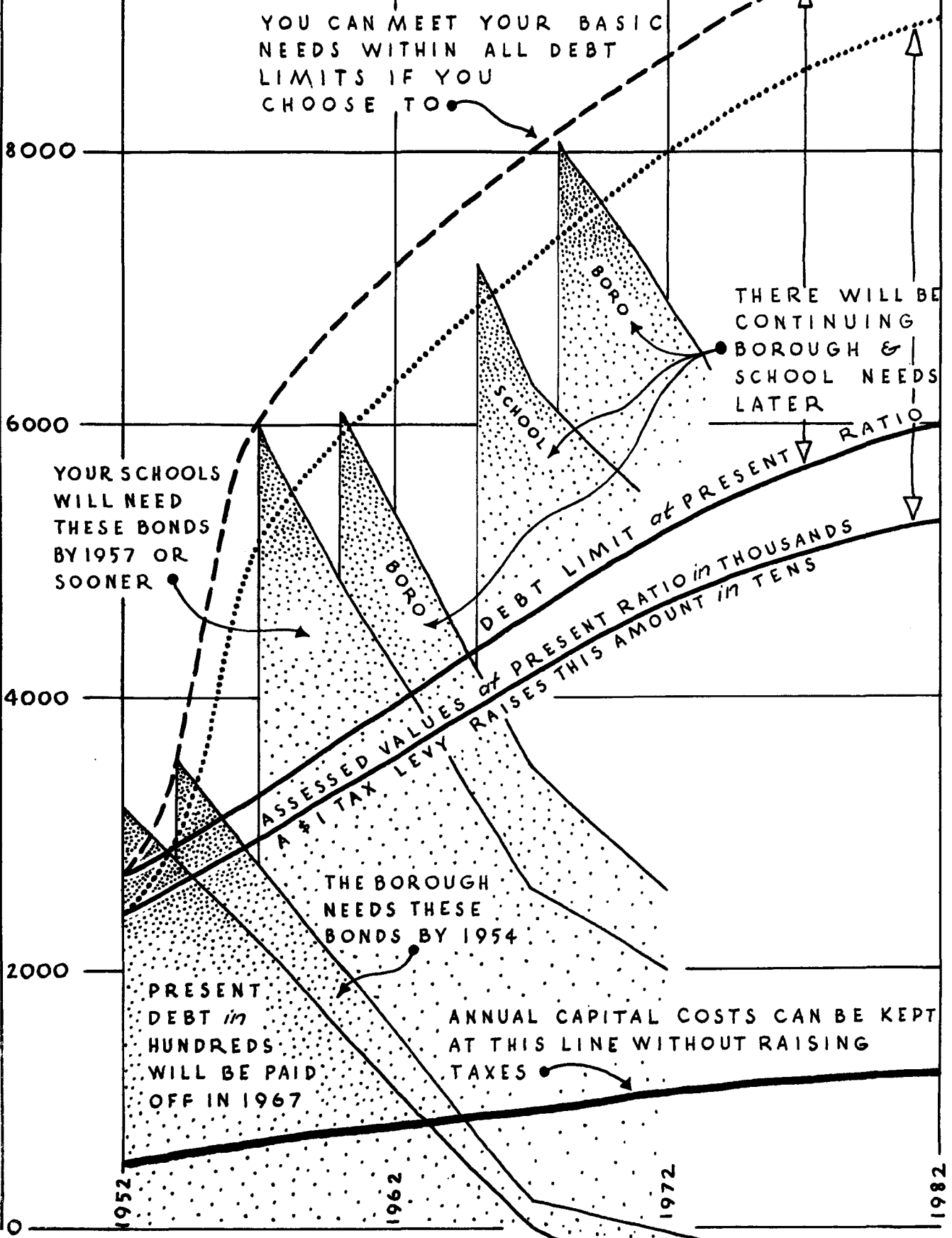
With the benefit of this long-range background a practical and workable six year capital budget program can now be approached. The basic theory behind this six year program is simple. We have taken long-range views of long-range needs with as much foresight as possible but no one can predict the future. We have based these needs on adequately serving a prosperous community which will achieve a reasonable additional growth. We can be reasonably sure that at some point in the future our population targets will be reached, and when they are reached all development will have to be adequately served. The indefinite factor is the time period. As this growth occurs there will be additional ability to pay for capital needs.

We will know more about the actual rate of growth next year and five years from now than we do today. By making each year a six year capital improvement program the Planning Board can revalue all projects in the light of new and presently unknown conditions. A major new factor which cannot be foreseen today may mean an increase in the rate of growth. This will mean also, an increase in the need for new improvements, but this will be accompanied by an increase in ability to buy more improvements for the same tax charge. In such a case the six year capital program would be stepped up at a faster rate than shown on the following plate for a uniform rate of growth. Similarly, a major depressing influence will mean a slower rate of growth and a lowered ability to buy





FINANCIAL FACTORS



improvements but more of the improvements can be deferred. In other words, the long-range needs for any given target population total can be accurately estimated. The unknown factor is really the assumed 20 to 30 year time period and by this continuous six year capital budget process the danger of having an unknown factor can be almost completely eliminated as we are no longer dependent upon it. If new factors cause Allendale to reach the target population total in 15 years the program is speeded up. If unfavorable factors mean that it will be 40 years before the target total is reached the program will be slowed down. The important factor is that the Borough will be in control of its course, rather than being forced by each new development into new unplanned expenditures.

The plate illustrates this important theory. As new development occurs the total tax base will increase. For example, if Allendale keeps its present assessment ratio, as it grows from 711 families to 1600 its tax base will increase from \$2,348,000 to \$5,300,000, and a \$1 tax rate which raises \$23,480 now will raise \$53,000 when it has reached the larger population total. Its debt limit of \$266,000 would in the same way increase to \$600,000. The amount it is spending on Borough and School capital and debt charges this year could be proportionately increased to \$128,000 if it maintains the same percentage of capital costs as it grows.

The plate shows that as the bonded debt decreases and the debt limit and annual cash capital budget lines increase Allendale will still be penalized by its low assessments holding the debt limit down to a point where it will not be able to meet its needs within the debt limit. As the Six Year Budget shows it could meet these needs as far as annual tax charges are concerned with an actual slight decrease in rate. The choice is yours in Allendale whether you ask for permission to exceed the debt limit and force the Borough into higher interest rates and inability to finance any Borough improvements or raise assessments to a more realistic level. The latter course is strongly urged, and need not penalize any one, as all the neighboring communities have equal or greater problems in this respect, and will soon either agree to uniform assessment increases or be forced into them. This big question mark can only be answered by a mature citizen responsibility. Planned financing of needs is not requiring that assessments be raised. The needs are sufficiently pressing to insure that they will be raised much higher without careful planning.



ITEM	CURRENT BUDGET	1953	1954	1955	1956	1957	FIVE YEAR BOROUGH	TOTALS SCHOOL
<u>STREETS & UTILITIES</u>								
Hillside-Orchard	--	11,000	4,000	--	--	--	15,000	--
Orchard-Allendale	--	--	38,000	--	--	--	38,000	--
Brookside Crescent								
Closing	--	--	--	6,000	--	--	3,000	3,000
Street Maintenance	(2,000)	1,500	1,600	1,700	1,800	1,900	8,500	--
Minor Street								
Redesign	--	--	1,000	1,000	1,800	2,000	5,800	--
Sidewalks -								
Street Trees		1,000	1,000	1,000	3,000	3,000	9,000	--
Parking	(6,000)	2,000	4,000	4,000	--	--	10,000	--
Storm Drain	--	3,000	3,000	3,000	3,000	3,000	15,000	--
Crescent Ave. Impr.	(10,000)	--	--	--	--	--	--	--
<u>PARKS-CIVIC CENTER</u>								
Franklin-Cottage Pl.								
School-Park Site	--	--	15,000	--	--	15,000	15,000	15,000
Park Development	--	--	10,000	--	6,000	6,000	22,000	--
Civic Center Land	--	--	15,000	--	5,000	--	20,000	--
<u>SCHOOLS</u>								
New School	--	--	--	--	-	300,000	--	300,000
School Capital Needs	(12,475)	5,000	5,500	6,000	6,500	7,000	--	30,000
<u>ADMINISTRATIVE</u>								
Police Equipment	(1,350)	1,500	1,500	2,000	2,000	3,000	10,000	--
Fire Equipment	(14,000)	1,500	1,500	5,000	--	2,000	10,000	--
Service Equipment	--	3,000	3,000	4,000	5,000	6,000	21,000	--
TOTAL	(45,825)	29,500	104,100	33,700	34,100	348,900	202,300	348,000
Borough	(33,350*)	24,500	98,600	24,700	27,600	26,900	202,300	--
School	(12,475)	5,000	5,500	9,000	6,500	322,000	--	348,000

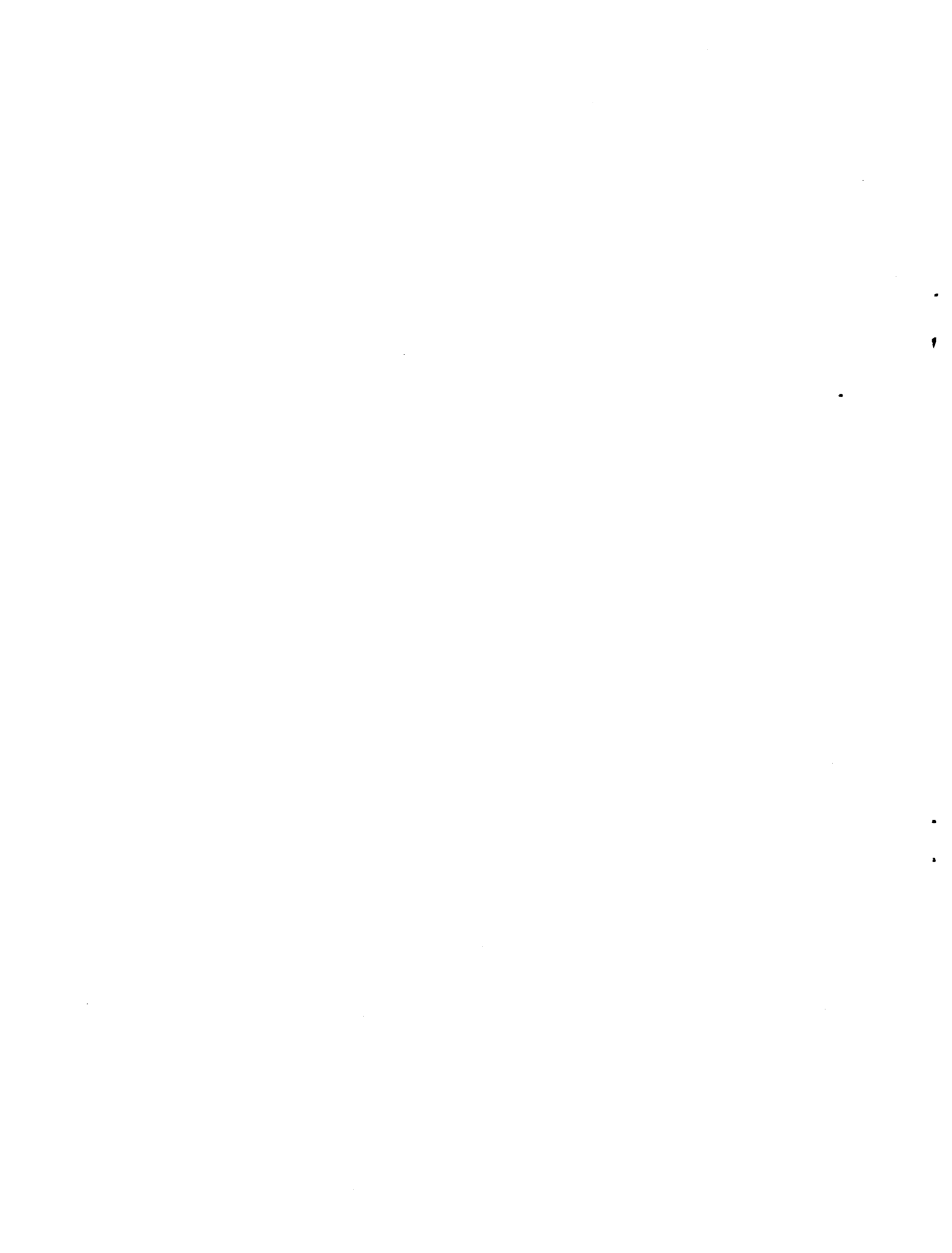
*Plus \$5,000 in Improvement Fund.

If we now examine the priority list it will be apparent that the First and Second Priority capital items should probably comprise the first 6 to 10 years of our capital budget. The Later Needs items will be easier to acquire if we have encouraged good continuing development by buying the more urgently needed items first. The following six year capital improvement program is suggested for study by the Planning Board as a starting point for an annual six year budget which should be presented to the Council each year as one of the most important continuing planning functions. The more widely this process is understood the more closely the capital budget recommendations will be followed by the elected officials.

The program shown calls for a Borough bond issue of \$98,600 in 1954 with the required 5 per cent down payment set aside in the capital funds for that year, and for a \$315,000 school bond issue in 1957 for the proposed east side elementary site and school. Land acquisition for the Hillside-Orchard-Allendale connections, Civic Center and Park land and the Borough share of the new elementary school and park site are given a high priority. The tax impact of such a program shows in the tabulation below.

	1952	1953	1954	1955	1956	1957
Borough Cash Capital Needs	33,350	24,500	23,600	24,700	27,600	26,900
Borough Debt Service	--	--	3,750	4,500	4,500	4,500
School Cash Capital Needs	12,475	5,000	5,500	6,000	6,500	7,000
School Debt Service	27,530	27,000	26,500	26,000	25,500	25,000
Total	73,355	56,500	59,350	61,200	64,100	63,400

On the surface this appears to be a large scale spending program. It should be easier, however, to understand that planned financing is a large scale saving program. This entire process of carefully planning both the needs and the financing is most comparable to the everyday procedure followed by any far-sighted family planning a new home or any well-run business planning a new store or factory. Certainly in either of these cases plans are carefully prepared and estimates of cost are presented before any expenditure is made. Through this procedure the purchaser is sure that he will have the kind of building he wants when construction is finished and will be



able to pay for it. As a community, every resident and every business in Allendale will profit from following this same procedure instead of figuratively going out and buying a big picture window and a load of bricks and hoping that the end result will be a house in the right location on the lot, of the right size and design, and within the owner's ability to pay for it.

ADMINISTRATION OF THE PLAN

The ultimate responsibility of carrying out a comprehensive plan for future development lies with the citizens of a community through their understanding of and agreement with its goals and basic principles. Their support of the official bodies which take the step by step actions and make the daily decisions affecting the plan is essential to its success. Each of the official bodies of the municipality plays its own part in carrying out the plan: each supplements the others and mutual cooperation and confidence between them is most important.

The Planning Board

The preparation of the master plan, as it is called in the state statutes, is the responsibility of the Planning Board. Members of the Board have had many meetings with the consultants on the findings and recommendations embodied in this report. The next duty of the Board is to study and evaluate these final recommendations so that it may be ready to hold public hearings on its adoption. Before this is done it is often advisable for members of the Planning Board to discuss the report informally with various citizen groups around town, so that the questions may be answered and any modifications thoughtfully considered. The Planning Board has enough copies of the report to make possible its wide-spread distribution and this is a most important part of its public relations responsibility.

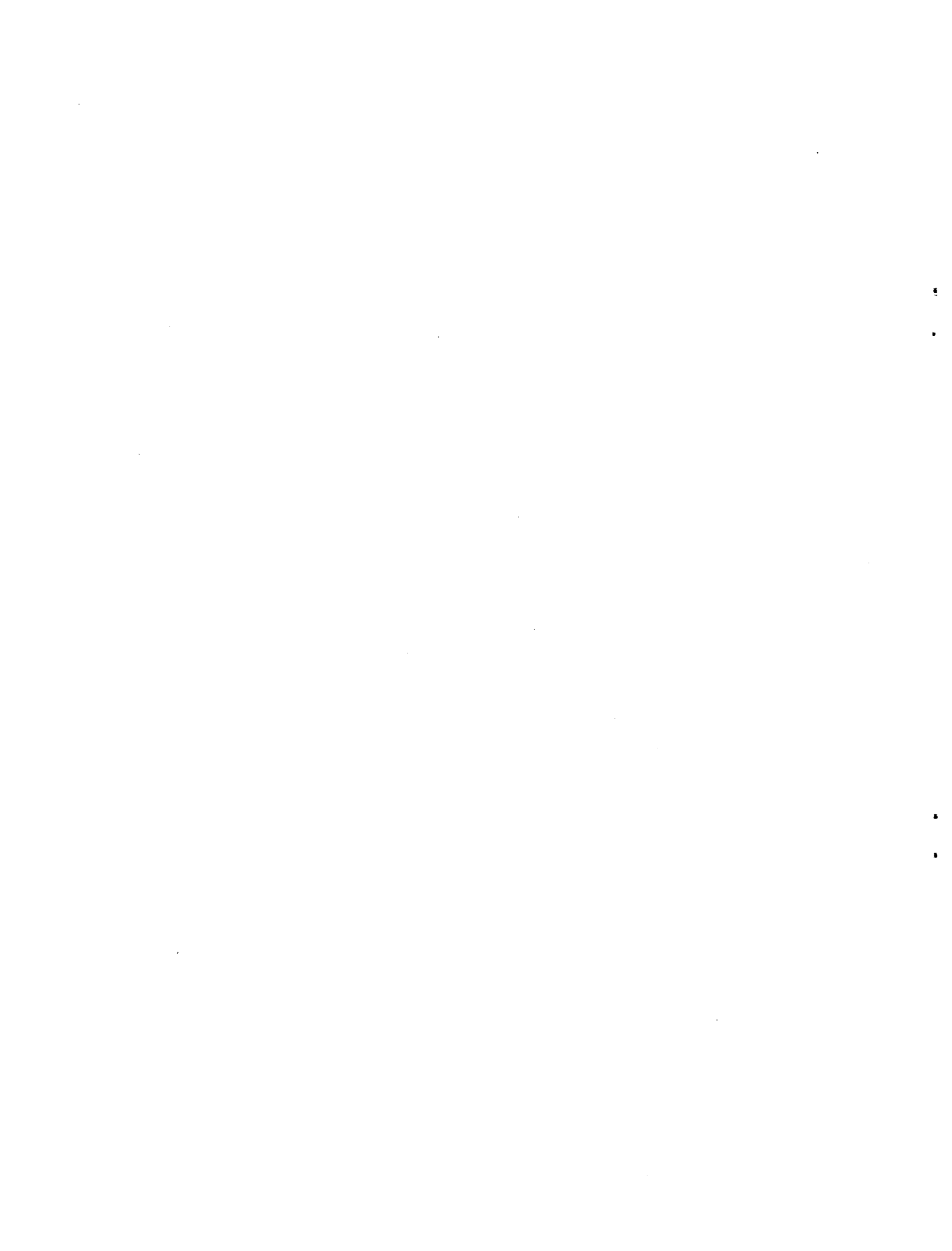
In some places an entire report such as this one has been adopted by a Planning Board as its Master Plan. In other cases action has been confined to the adoption of an official map, showing the major street pattern and location of present and future public buildings, schools and park and recreation areas. To this might well be added the urban service area. A public hearing must precede such adoption.



It is also possible for the Borough Council to adopt a Master Plan by ordinance but this is not necessary and adoption by the Planning Board by resolution makes it much easier to incorporate any later changes which may seem desirable. Once the Master Plan has been adopted, all public buildings to be erected, public lands to be purchased, public expenditures of a capital nature, new streets, zone changes and subdivisions should be submitted to the Planning Board for review, not so much because such procedure is required by law as that such a review will be of help to municipal officials in relating such proposals to the master plan, which serves as a yardstick and guide. Each such proposal should play its proper part in overall Borough development so that each will contribute to the ultimate goals. The locations shown in this comprehensive report are not necessarily final and indispensable locations and in some instances alternative sites in the same general area may be feasible. Each, however, has been carefully studied and selected to find the best present solution to a particular problem in relation to the overall picture.

After the consideration and adoption of the master plan the Planning Board should proceed with the text and map for a new zoning ordinance. It should hold a public hearing on this too and then present recommendation to the Borough Council in the form of an ordinance. After this has been passed the Board should adopt the revision of its subdivision regulations to bring them in line with the new zoning ordinance.

Continuing functions of the planning Board are to keep informed of all new development in the Borough and any conditions which might cause reconsideration to be given to present proposals. The land use map should be kept up to date and new streets, subdivisions and buildings entered on it. Careful check should be kept on the growth in ratables and a new capital budget should be prepared each year covering a five year period. In this way improvements for both municipality and school district can be kept in relation to each other and within the Borough's debt capacity. State and county highway plans should be checked periodically to see that they do not affect the Borough adversely. Both state and county highway departments are ready to give consideration to local opinion when it is sound and for the purpose of carrying out a planned future development program.



Public relations is a major function of the Planning Board and one which has a great deal of influence on the progress of a municipality towards good development. Keeping in touch with new citizens as they arrive in town should be a periodic affair; they might be sent special invitations to attend a special meeting at which the general objectives, techniques and procedures were discussed. Another device which the Planning Board might use would be the sponsorship of a townwide annual meeting to evaluate the progress the town has made each year. Each of the various bodies or officials could make a brief but interesting report of what has been done, how many new homes or businesses had been built, the increase in ratables, major or minor projects undertaken, and a look forward to what lies ahead. This would keep citizens reminded of the goals the community had set itself and how these goals had been advanced. It would stir officials and government agencies to self evaluation and awareness of the on-going results of their policies and actions. It would help to tie together separate actions and give a sense of direction and progress to all the citizens.

The Borough Council

The adoption of the zoning ordinance and map, after its consideration by the Planning Board, will be the first and most important step of the municipal government in carrying out the plan for the best future development of the Borough. The sooner this can be done the safer the Borough will be from unsound development. The Borough Council will realize the part that capital improvements play in making a town desirable and the wisdom of acquiring land which will be needed in the future while it is still vacant. From such an appreciation the Council will move to the development of central parking plazas as a means of maintaining business values and ratables as well as serving the convenience of Borough residents. It will take action for the development of any new sections of major streets and as opportunity arises and neighborhood sentiment becomes aware of the advantages it can move to change the minor street pattern so as to protect homes from too much traffic and its attendant hazards and nuisances.

The Borough Council can see that the spirit and requirements of the zoning ordinance is faithfully carried out by the Building Inspector in the granting of building permits and occupancy certificates and in his keeping aware of uses to which existing buildings are put so that there shall be no zoning violations. The Building Inspector is the first line of defense in carrying out the provisions of the zoning and building codes. The strictest supervision



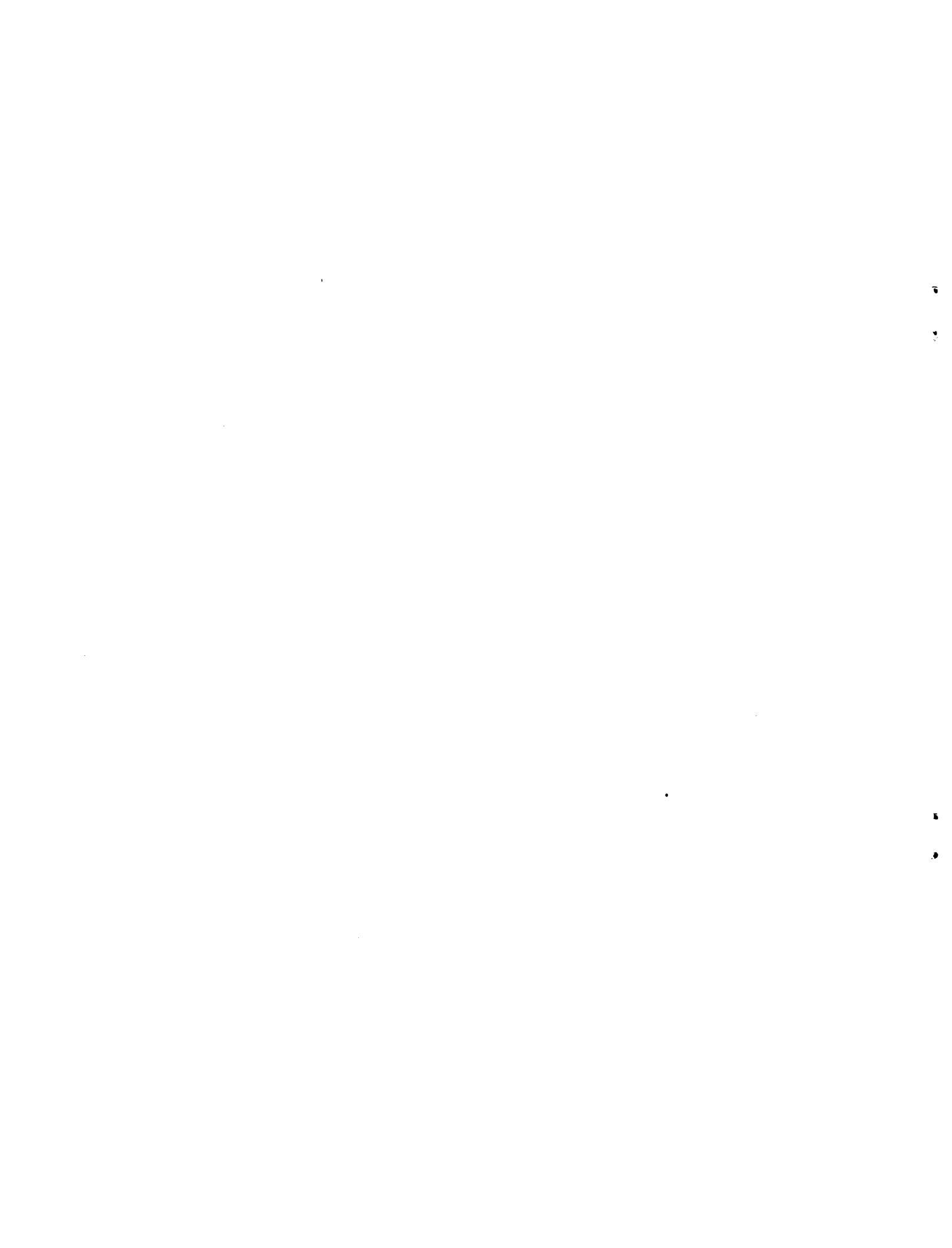
over sanitary and drainage provisions in new developments and the adequacy of existing or new sewage disposal methods should also be carefully checked by the proper officials so that incipient problems may not develop into ones which involve the Borough in unnecessary expenses or spoil good development.

In its provision for operating expenses the Borough Council can include an amount sufficient to secure good Borough officials who will have time and ability to discharge these duties.

By its attitude towards citizen groups the Borough Council can utilize or alienate volunteer help and understanding in carrying out many projects which will advance the community in its best development. The planting of library and school grounds and parks, with attractive flowering shrubs and trees might be a volunteer project well worth some citizen groups' interest. Gifts of land might come about if owners understood the need. In a community like Allendale a sense of participation is not only possible but more than usually desirable.

The Board of Adjustment

A most necessary part of the official functioning of a municipality is the Board of Adjustment. This is because no general rules can be fair to every citizen in every situation and there must be some body to make exceptions when there is genuine hardship and when the intent of the zoning ordinance is not violated. There should be close liason between the Board of Adjustment and the Planning Board so that the purpose of the zoning provisions and the effect which an exception will have may be clearly realized by the Board of Adjustment. A growing policy is to use the Board of Adjustment under certain circumstances as a judgement board, also, not confining it only to matters of variance. The state enabling act provides that the Board may "hear and decide special questions referred to it by ordinance." In the case of industry, for example, it is practically impossible to make a list which will exclude all undesirable forms of industry and permit all desirable ones. Changes in methods of manufacture and in structure of buildings make such lists obsolete as time passes, or new products appear. The determination of whether a particular industrial use is desirable or undesirable, according not only to the product it manufactures but the way in which it manufactures it, is an example of such judgement power. Certain standards must be



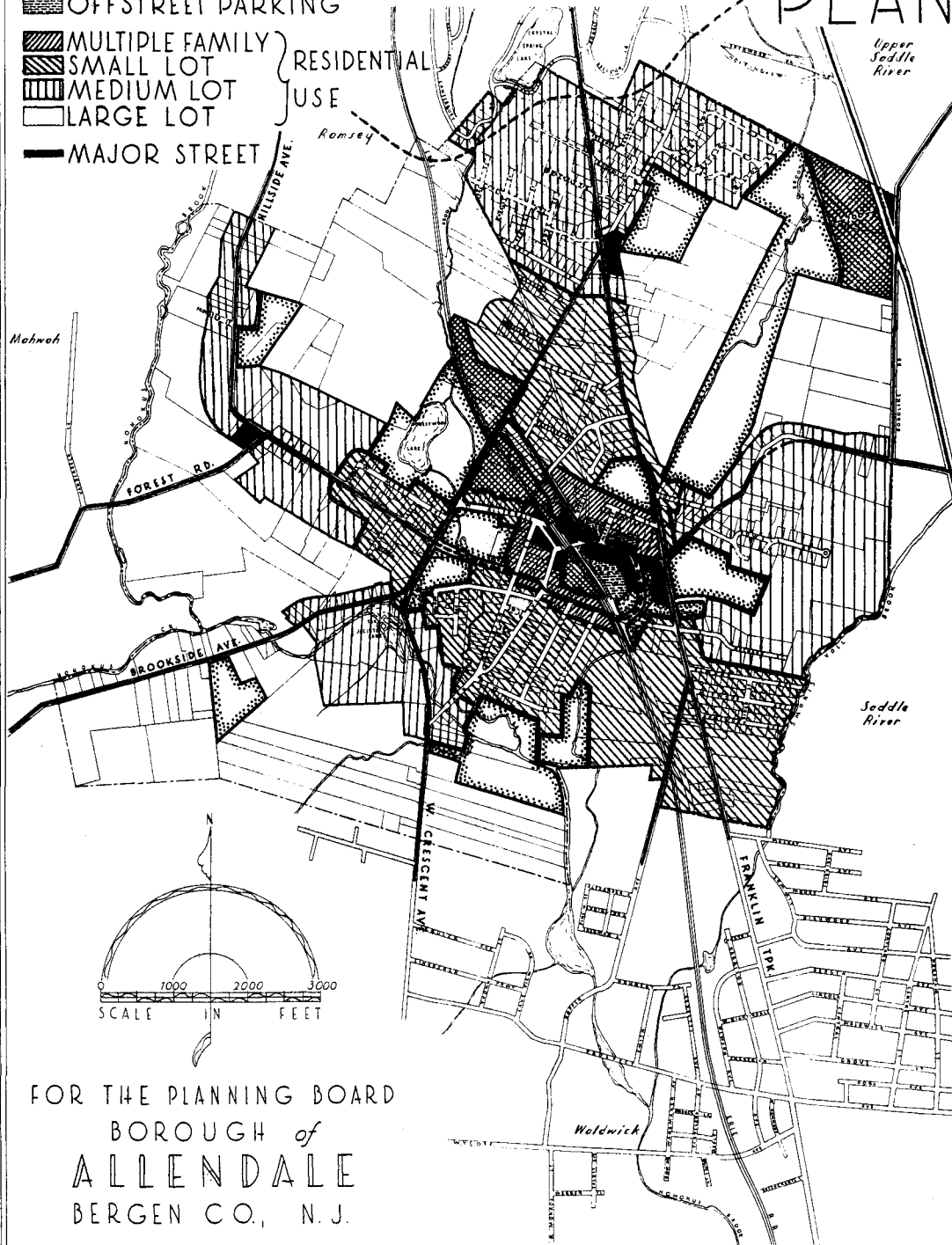
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LEGEND

- COMMERCIAL USE
- ▨ INDUSTRIAL USE
- PARKS, SCHOOLS and BOROUGH USE
- ▤ OFFSTREET PARKING
- ▧ MULTIPLE FAMILY
- ▩ SMALL LOT
- MEDIUM LOT
- LARGE LOT
- MAJOR STREET

YOUR COMPREHENSIVE PLAN



FOR THE PLANNING BOARD
BOROUGH of
ALLENDALE
BERGEN CO., N.J.

PREPARED by SCOTT BAGBY and WEAVER DANGBURN
PLANNING CONSULTANTS of UPPER MONTCLAIR, N.J., 1952

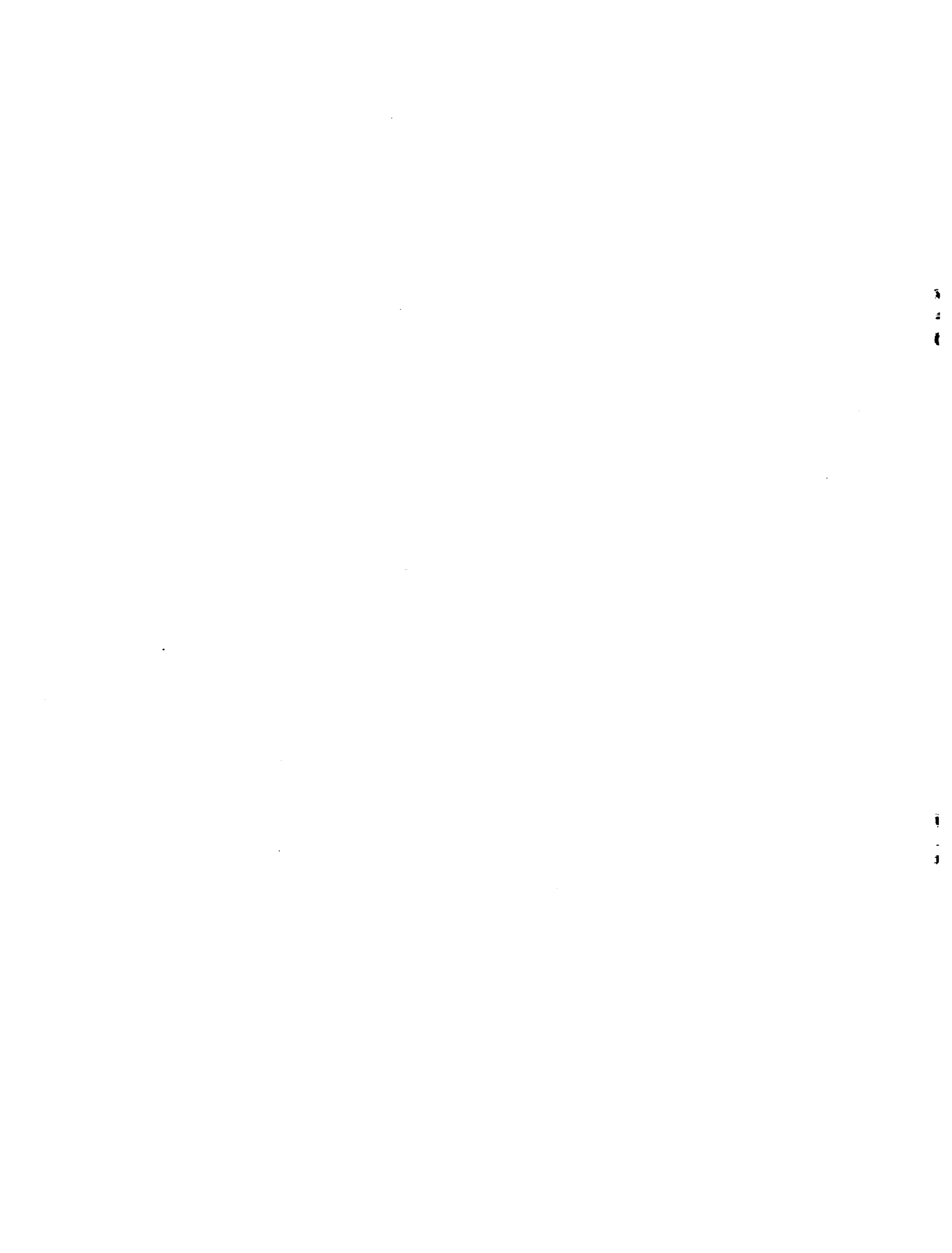
given the Board in granting it such powers but more and more it is found that the best results come from the making of individual decisions according to the circumstances of each particular case.

The Board of Education

Ordinarily the Board of Education is not thought of as part of the planning process. Yet its need for providing schools can be drastically affected by the zoning pattern. Its help and support, therefore, in establishing sound zoning is in its own interest as well as in that of the community itself. A sound zoning pattern consistently followed will enable the Board to plan more wisely and economically for future needed facilities. The cooperation with municipal authorities in the joint planning and use of school, recreation and park sites is most important in securing adequate and well located grounds without needless duplication of expense. Its willingness to be guided by the Planning Board in looking at the town as a whole, and in making long range plans for future needs will enable the Board of Education to secure sites while available which will be suitably located for ultimate growth. The quality of education offered and the adequacy of school buildings and grounds has a definite effect on the desirability of the town as a future residence for its present citizens and in attracting new ones who will be an asset to the community.

THE COMPREHENSIVE WORKING PLAN

The preceding pages have discussed the separate recommendations for Allendale. On the opposite plate these recommendations are combined to give a complete overall picture of the future development of Allendale, showing the major and minor street pattern, park and school sites, residential, commercial and industrial areas and a civic center. The interrelation of each part is thereby made evident. This overall development plan is the guide the Planning Board and Borough Council will have before them when making decisions regarding the future use of land, public services and major expenditures.



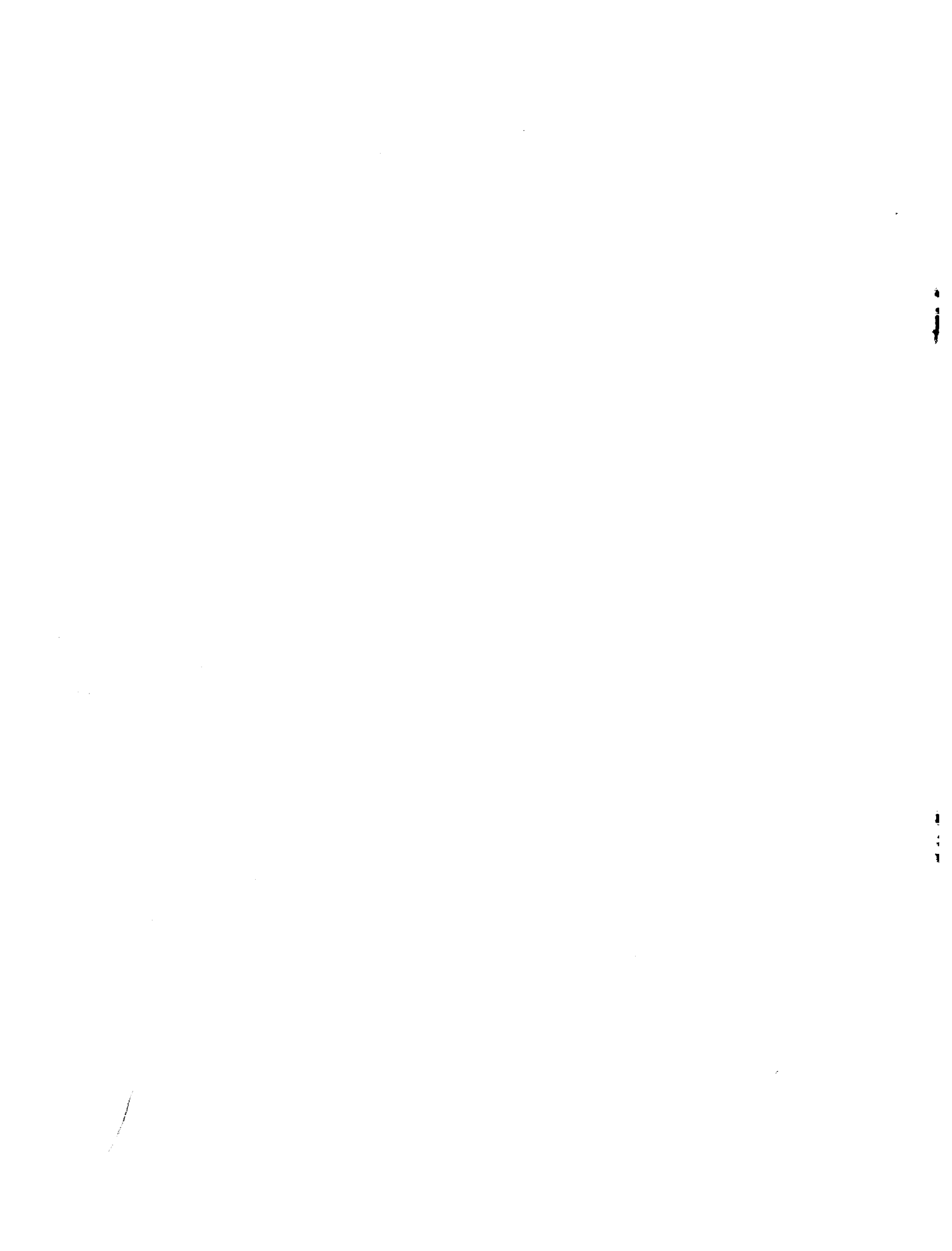
Urban Service Policy is Urged

Major decisions facing the Borough should be made as soon as practical. One is the adoption of an urban service policy through which the Borough declares that sewer services, whenever provided, will be restricted to the small lot development indicated in the central part of the Borough. Until such sewers are provided the greatest care should be taken to see that sanitary disposal arrangements are satisfactory from a health and engineering point of view and building permits should be refused when there is any doubt. Too many communities have found themselves facing State Board of Health orders to provide sewers because of failure to safeguard the community.

The adoption of the revised zoning map and ordinance will reinforce this policy by delimiting the areas of various lot requirements in line with this urban service principle. The purchase of future school and park sites while still available as vacant land is most important and will prove a major economy. The promotion of a limited amount of light industry located as indicated will aid in increasing Borough rates, provided it is of a high grade type and does not encourage the settlement of low paid workers.

Citizen Support is Imperative

To do all these things the Borough officials will need the understanding support of all the residents of Allendale. These recommendations have been made to save the taxpayers of Allendale money and to provide for them an increasingly attractive, orderly and economically developed community. The members of the Planning Board and Borough Council give many long and unrealized hours to promoting the welfare of the Borough. The responsibilities they assume in planning for its future are heavy and sometimes misunderstood by voters who take a short look at things. Seemingly innocent acts often have long range repercussions. It is to help in seeing that each step along the way leads to the desired goal and does not set a wrong precedent that a community needs a comprehensive plan for its development, to secure for it the best possible future. Such development will protect the investments residents have in their homes and local businesses. The license to develop as any landowner wished has long been superseded by a realization that the public good is paramount. The recommendations in this report try to be fair to all types of development, through an equalization of subdivision requirements and



through the placing in each category of land use ample amounts for any probable population increase. Too rapid growth especially of a type requiring urban services creates terrific problems for a municipality and a school district. Allendale will do well to avoid them.

Carrying out a plan for future development is a long range proposition. Some steps need to be taken immediately. Others wait until the auspicious moment. It is the hope of the consultants that those who read this report will see a picture of a future Allendale setting an example of self-determination and forethought, exhibiting cooperation between official bodies and between officials and citizens and creating an environment in which all residents can take pride in the orderly, adequate and economical provision of public services and the convenience and beauty of the community.

