



Master Plan for the Borough of Montvale, Bergen County, NJ

  **Prepared for the Montvale Planning Board**

by

Phillips Preiss Shapiro Associates, Inc.

Planning & Real Estate Consultants

Adopted April 1, 2008

**MASTER PLAN FOR
THE BOROUGH OF MONTVALE
BERGEN COUNTY, NEW JERSEY**

Prepared for
The Montvale Planning Board

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CHAPTER 1. INTRODUCTION

A. Introduction

The Borough of Montvale is a mature suburban community located in northern Bergen County on the New York State border (see **Map 1**). The Borough encompasses an area of four (4) square miles and borders Upper Saddle River to the west, Woodcliff Lake and Park Ridge to the south, River Vale to the south and east (all in Bergen County, New Jersey) and the Town of Orangetown (Village of Pearl River) and Town of Ramapo (Village of Chestnut Ridge) to the north in Rockland County, New York State. In the year 2000, the total population of Montvale was 7,034 persons, a slight increase over the 1990 population of 6,946 persons. The Borough's population was estimated to be 7,306 in 2005.

B. Purpose

The purpose of the master plan is to provide the Borough of Montvale with a comprehensive guide for the future growth and development of the community. The last full revision to the Montvale Master Plan occurred in 1997; since then a Reexamination of the Master Plan occurred in 2005. Earlier Master Plans or reexaminations occurred in 1969 and in 1986. This master plan was prepared with guidance of the Montvale Planning Board by the Borough's planning consultant, Phillips Preiss Shapiro Associates, Inc. (PPSA), a planning and real estate consultant.

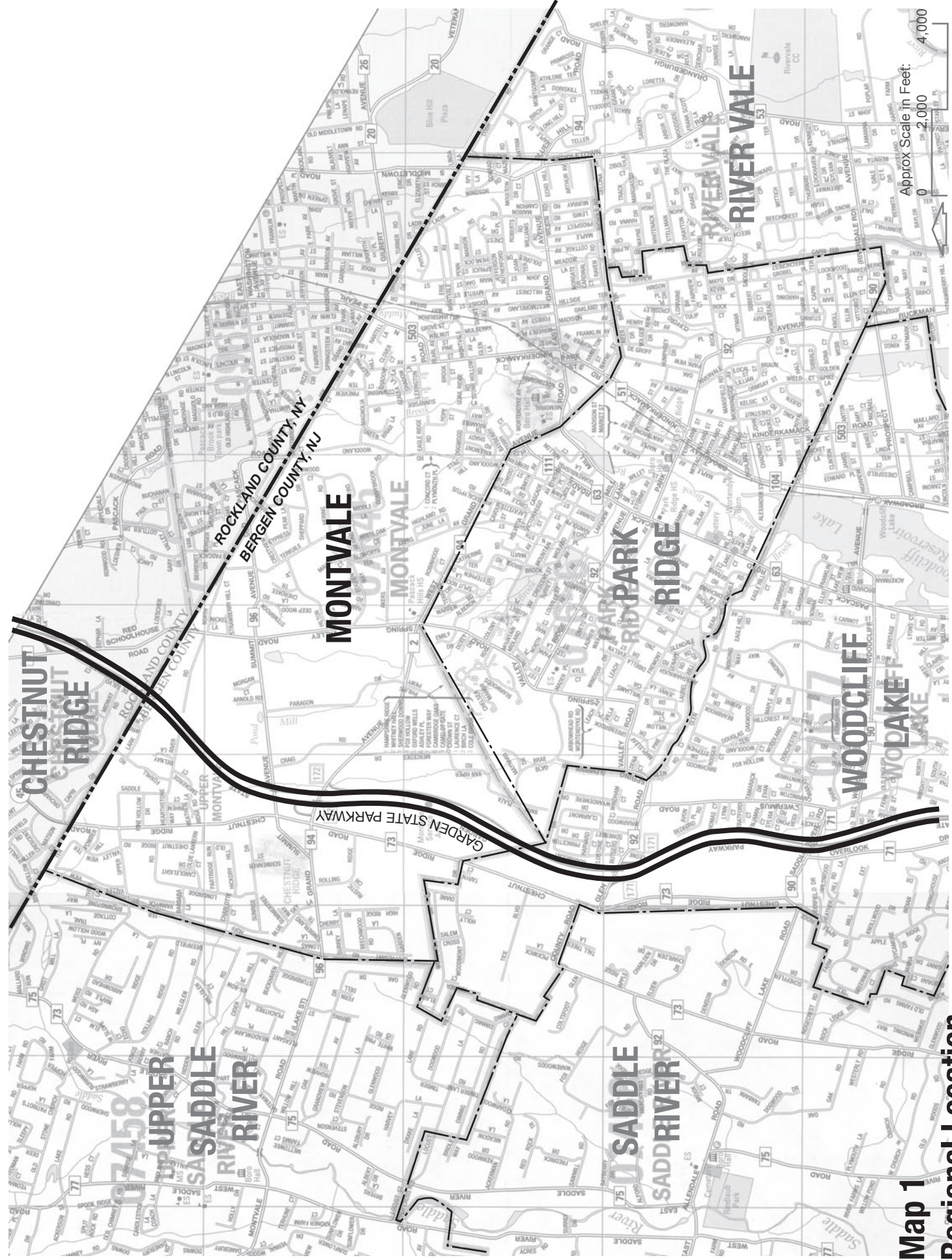
C. Brief History of Montvale

Prior to setting forth the goals and objectives and recommendations for guiding growth and development for a community for the next 10 to 15 years, the realistic future horizon for a comprehensive master plan, it is useful to understand and appreciate the history of the community, notably the people, as well as the social, economic and political forces and the major developments that spurred its growth and shaped its physical form. Montvale has a long and varied history, and much of Montvale's physical form is attributable to land use and development decisions made over the past century and a half.

1. Early History

The Pascack Valley, of which Montvale is a part, was originally utilized as hunting and fishing grounds for a number of Native American tribes, referred to as the Lenni-Lenape, prior to the early settlement by Europeans, mostly of Dutch origin, in the early seventeenth century. The first recorded history of the Lenni-Lenape occupying the Pascack Valley by white settlers to the area, indicated that communities were organized around familial associations, dependent mostly on fishing and hunting, and who coexisted peacefully with one another, as well as with the early white settlers.

The earliest of such settlers in the Pascack Valley were mostly of Dutch descent. These settlers were farmers who grew crops and raised animals to support their families' needs. Eventually many



Map 1
Regional Location
Master Plan for the Borough of Montvale, Bergen County, NJ

of the farmers in the area began to specialize in vegetables and apples and strawberries for sale in New York markets. From 1710 until the last quarter of the 18th century, Montvale was in the northern part of New Barbados Township, which encompassed a substantial portion of Bergen County from the Rockland County border in the north to Newark Bay in the south. In 1775, the northern half was broken off and became known as Harrington Township. In 1840 it was subdivided again, to become the Township of Washington. The Township of Washington at the time encompassed an area from Rockland County in New York State to the north, Oradell (as we know it today) to the south, and from the Hackensack River on the east to the Saddle River to the west.

In 1871 the New Jersey and New York railroad extended the Pascack Valley Line to Montvale, the last station on the line in New Jersey. Up to that point in time, Montvale was predominantly an agricultural community. Vegetable and fruit farmers proliferated throughout the community.

The farmers of Montvale laid out farm paths and roads, all or parts of which continue to serve today's municipality as paved streets. About 25 buildings and related structures appear along these roads on the 1840 map. Montvale retains some of its early architectural settlement heritage in three extant early stone houses: The Eckerson House on Chestnut Ridge Road, the Nicholas Holdrum-Van Houten Home on Spring Valley Road, and the Forshee-Van Orden House on Summit Avenue.

Walker's 1876 Atlas, which was published five years after the Pascack Valley Line reached Montvale in 1871, shows fewer than 75 buildings in Montvale, most of them located in the east half, along East and West Grand Avenue and Kinderkamack and South Kinderkamack Road. Clearly, the railroad was having an impact on Montvale as an agricultural community, by now encouraging new residential/commercial development along the roads that were close to the station and tracks.

During the late 19th to early 20th centuries some Bergen County municipalities, including those in the northern Pascack Valley, became popular as country retreats/summer resorts for urban dwellers in New York City, who could now reach the Valley via the railroad. This popularity encouraged suburban development both in the County and in the largely rural Pascack Valley. Many of the Pascack Valley farming communities established municipal governments around the turn of the century.

2. Incorporation (1894 to 1950)

On August 31, 1894 the Borough was incorporated. It was formed from parts of Washington Township and Orvil Township. (Orvil Township had been formed from parts of Hohokus and Washington Township in 1885, and Hohokus itself had been formed from Franklin Township in 1849.)

Between the extension of the railroad through the Pascack Valley (circa 1870) and the end of World War I (circa 1920), Montvale saw less suburban/industrial development than most Pascack Valley communities. The Borough's residential population had reached 416 by 1900; it had increased only to 522 by 1910, and 779 by 1920.

By 1930, Montvale had 1,243 residents. Farm labor in the Borough and industry in nearby Pascack Valley municipalities may have attracted the new residents. Still, the Borough's 1940 population of 1,342 shows that the population was increasing at a slow rate. By 1950, the population was still under 2,000 persons, at 1,856.

3. 1950 to the Present

Montvale experienced significant post-war suburban growth, as did many of Bergen County's municipalities. At first it appears that convenient train and bus service began to attract a commuter population. However, its greatest period of growth occurred between 1950 and 1970, when the Borough's population grew from 1,865 to 7,327—an almost fourfold increase. Thereafter, it leveled off. In 1980 the population was 7,318, almost the same as 10 years before. The 1990 census showed 6,946 residents, an actual decrease in population, having more to do with shrinking household size rather than a loss of housing units. By 2000, the population had increased slightly to 7,034 persons.

The spectacular growth that occurred between 1950 and 1970 was no doubt spurred on by the fact that development surrounding New York City pushed out into the outer Bergen County suburban ring, aided by new roads and increasing automobile ownership. The Garden State Parkway was extended through Montvale in 1957, and Exit 172 on West Grand Avenue forever altered the Borough's rural character.

Forward-looking planning and zoning decisions after the opening of Exit 172 of the Garden State Parkway created a home for corporate offices, research centers and light manufacturing buildings on the former farm properties west of Spring Valley Road. As a result, more balanced growth in the form of employment-generating corporate and speculative office uses occurred without a concomitant increase in residential development. The Borough's rural character and agricultural roots—save for DePiero's farm—has largely disappeared with the rapid development of Montvale's farmlands.

D. Scope of Master Plan

Preparation of the master plan involved significant contributions from many organizations, businesses and individuals. Montvale's many boards and committees, including notably the Borough Council and Planning and Zoning Boards, were consulted and interviewed. Two significant surveys, one of businesses in Montvale and the other of residents, were conducted as part of this effort. (The results of these surveys are discussed in Chapter 2.) A survey of all land uses in Montvale was undertaken and maps prepared. Inventories of community facilities, utilities and roads were undertaken or updated. Various subcommittees were convened over the course of the master plan preparation to provide guidance and input.

Consistent with the requirements of the Municipal Land Use Law (MLUL), the Borough's Master Plan is comprised of a number of plan elements. One of these plan elements—the Housing Element and Fair Share Plan, adopted in 2004—is published in a separate document, and is incorporated by reference into this Master Plan.

The Elements of the Master Plan contained within this document are as follows: Goals and Objectives (Chapter 3), the Land Use Element (Chapter 4), the Circulation Element (Chapter 5), the Utility Service Element (Chapter 6), Community Facilities Element (Chapter 7), Conservation, Recreation and Open Space Plan Element (Chapter 8), Economic Plan Element (Chapter 9), Historic Preservation Plan Element (Chapter 10) and the Recycling Plan Element (Chapter 11). For ease of reference, all of the recommendations of this master plan are summarized in Chapter 12.

E. Context for Preparation of Master Plan

The preparation of this master plan is occurring at a time when land use in Montvale is undergoing a significant renaissance. Between 1980 and 2000, there was little change in the mix of land uses or the direction of land use policies in the Borough. The predominant forms of development were large-lot and infill single-family residential development in Montvale's residential areas, and infill single use office development on large lots in the OR and SED districts. Not much thought was given to adding to Montvale's open space inventory, to diversifying land uses—especially residential uses—of upgrading or renovating the downtown, which was stagnating with out-of-date retail uses, or to comprehensively addressing the increases of traffic on local roads stemming mostly from regional sources. Population in Montvale actually fell between 1980 (7,318) and 2000 (7,036), mostly attributable to decreasing household size. In those two decades, Montvale's corporate office sector, which had led to an economic boom and a great source of rates and employment in the 1960s and 1970s, was itself becoming outdated, and falling behind other suburban office parks in the region in terms of serving the needs of the burgeoning service sector in the New York metropolitan region.

Starting in 2000, and continuing to the present, without the benefit of a forward-looking master plan, but under the direction and vision of an increasingly active planning board and governing body, land use policies in Montvale began to change, leading to a number of significant changes.

1. Development in Corporate Office Sector

Montvale realized its corporate office sector was being stymied by restrictive zoning and land use policies, and by negative attitudes and slow processing of development applications. Despite significant new office demand and growth in the region, Montvale's office sector was stagnating; several buildings had been vacated, and many, without the benefit of upgrading and renovation, had fallen from Class A to Class C space. In realization of its predicament, and in particular the potential negative impacts of allowing this sector to decline, Montvale reached out to its business community via meetings and through a survey of the business community. It adopted forward-looking land use policies, most notably in the 2005 Master Plan Reexamination, which encouraged a more business-friendly environment and spurred several major office developments—First Federal Credit Union, Mercedes Benz, KPMG, Accordia, Benjamin Moore, A&P, Toys-R-Us/Barr Laboratories amongst them, to seek to either expand/renovate and upgrade their facilities and parking. In addition, several smaller and older warehouse/office developments were upgraded and renovated. This has led to a

significant increase in the quality and value of the corporate sector in Montvale—at a time when office development is at a standstill in the region.

2. Downtown Renaissance

Through the business survey, the formulation and participation of new governmental and civic organizations (the Downtown Renaissance Committee, the new Chamber of Commerce), and through changes in zoning and land use policies, several outdated and deteriorating properties in the downtown have been redeveloped or are proposed for redevelopment, including: the CVS shopping center, the Vale Pontiac property (a new PNC bank), Davey's Pub and Restaurant, the Van Natta property, and the soon-to-be-redeveloped old Texaco gas station and old library properties. It is clear that finally, there is a potential for the downtown to provide retail services on a par with the quality of Montvale's residential and office sector.

3. Diversification of Housing Stock

There has been a significant diversification in the Borough's residential land use sector. Driven predominantly by Montvale's efforts to fulfill its obligation for meeting its fair share of affordable housing, a number of large, vacant properties in the Borough were rezoned for townhouse or apartment developments, some of which included low- and moderate-income housing, and some of which are either age-restricted or intended for seniors. These include: an expansion and renovation of the Nottingham Manor apartment project; the development of 128 stacked townhouses of the Valley View project on Craig Road; the redevelopment of the Rink as an upscale age-restricted condominium, Four Seasons development; the building of townhouses and apartments at the north end of Spring Valley Road on the New York State border called Trailing Ridge; an infill, 12-unit project adjacent to the downtown on Franklin Avenue; and shortly, the conversion of the Old Schoolhouse #2 (the former library) into 13 senior units, and the building of 32 new senior units on the Borough-owned site behind Eleni's Diner. The sites where such development has or will occur were carefully selected so as to be consistent with the character of the established neighborhood in which they are located. Moreover, because the market-rate units have been of high quality and in high demand, and because their occupants are predominantly empty-nesters and older residents—meaning low generation of schoolchildren—their fiscal impact on the community will be substantially positive. In addition, traffic generation will be lower than the as-of-right development permitted by their prior zoning—such as office development in the case of Valley View and Four Seasons developments.

4. Acquisition and Improvement of Public Parks and Open Space

In recent years, the Borough has acquired the 4.4-acre Datascope property adjacent to Borough Hall and developed it into an educational, nature-oriented passive park with an elevated wooden boardwalk providing access into the wooded interior. Active recreational facilities, including ballfields and soccer fields, were developed on a 10-acre property adjacent to the Fieldstone Middle School. The Borough also negotiated the dedication of another ±8 acre, environmentally-sensitive tract of land in conjunction with the cluster single-family subdivision of the Bonnabel property on Woodland Road,

which is anticipated in the short term. The Borough has also managed to obtain financing for the acquisition of another 13 acres of open space on the Del Ben property on Summit Avenue, west of Morgan Court.

5. New Community Facilities

In 2003 the Borough moved its police department, administrative offices and library out of their existing aging and overcrowded quarters into the new Borough Hall on Mercedes Drive. The former municipal complex has since been renovated as a senior center, which opened earlier in 2007, and the old library is slated to be converted into much-needed senior housing.



In summary, over the past eight years the Borough's progressive land use and zoning policies have led to a number of significant new developments, renovations or redevelopments throughout the Borough, all of which have already, and will continue to have a positive impact on the community—an upgrading of the Borough's image, a strengthening of its economic sector, fortification of the tax base, diversification of its residential and business sector, and an increase in its open space resources. This development has also had some unavoidable downsides—particularly an increase in traffic on local roads along with an increase in regional traffic.

The Borough is for all intents and purposes a built-out community, with no further large tracts of open land available for development, save for one or two which are designated for inclusionary multi-family housing (notably DePiero's farm and the Del Ben tract). In regard to traffic, the Borough was at the forefront of spearheading a regional traffic study, known as the Tri-Boro Traffic Study, which analyzed and determined improvements needed to ameliorate traffic concerns within the three communities of Montvale, Park Ridge and Woodcliff Lake (see Chapter 5). In the future, the community will be faced with the challenges of rehabilitation and redevelopment of already developed lands, rather than new development on open space and former farmlands. It is within this context of a fully-developed suburban community that the challenges of growth and development in the next 10 to 15 years will be guided by this Master Plan.

CHAPTER 2. COMMUNITY RESIDENT AND BUSINESS SURVEYS

A. INTRODUCTION

In 2003, in preparation of this master plan, two significant surveys were undertaken by Phillip Preiss Shapiro Associates, Inc., which forms the basis for the Economic Plan Element of this Master Plan, and has guided many of the Borough's land use policies and decisions in the past 4 years: a community resident survey and a survey of the businesses in Montvale—which include not only retail businesses, but also the office and industrial sector.

B. COMMUNITY RESIDENT SURVEY

The community resident survey was mailed to every household in Montvale. A total of 668 surveys, or responses from 27% of the households in the Borough, were mailed back to the Borough—an extremely high level of response for mail surveys. (The average is typically a 5%-10% response rate.) The results of the survey were tabulated and translated into graphic form, as presented below.

1. Purpose and Scope of Survey

A community resident survey serves a number of purposes. First, it informs residents that the Master Plan is being updated and alerts them of the opportunity to participate directly in the process through the survey and other meetings and hearings. Second, it allows for community residents to express their opinions, as well as the level of satisfaction or dissatisfaction with land use issues, and with community services and issues. Third, it forms the basis for constructing the goals and objectives of the Master Plan and allows the process to focus on issues most important to the community. Fourth, with direct input, the residents feel a greater sense of ownership in the Master Plan, allowing for consensus building rather than divisiveness when the final plan is forwarded to the Planning Board for adoption.

The survey was a ±4 page mail-out survey sent to residents along with the Borough's newsletter, with instructions and a return address printed on it so that it could be filled out and mailed back without any problem. The survey was divided into a number of sections, each with its own set of questions, as follows:

- (1) Personal information: To gain some perspective on who responded to the survey, a number of questions were asked, such as the number and ages of persons in the household, the type of housing they live in, how long the household has lived in the community, where the head of household (and spouse) works, and how they travel to work.
- (2) Opinions: There were 2 open-ended questions—what the respondent felt were the 3 best things and 3 worst things about living in Montvale. Then the respondent was asked to rate a

list of conditions as “great,” “could be better,” “poor” or “don’t know.” This included such items as: traffic on local roads, commute to work, property taxes, shopping opportunities in the area, appearance of retail areas, quality of office development, quality of new housing projects, etc. The respondents were also asked to rate the quality of municipal and public services in Montvale: e.g., police, fire, emergency services, schools, day care, road maintenance, snow removal, library services, parks and recreation services, etc.

- (3) Suggested Improvements: Respondents were given an opportunity to suggest how the items raised in the prior two questions could be improved. To make the exercise practical and real, the respondents were asked two additional questions: do you think Montvale should devote more of its budget to such items, and would the respondents be willing to pay higher taxes to make some or all of these improvements possible.
- (4) Identity and Image: Respondents were asked how Montvale is different from other communities in the area and were asked to select items which they feel might help to improve its image, e.g., higher-quality retail stores, distinctive street signs or signs entering/leaving the Borough, more community events, better service to citizens, etc.

Once the surveys were collected, the results of the survey were tabulated and presented at a full Planning Board meeting, followed by a discussion of the direction that the Master Plan should take to respond to the issues raised by the survey. The results were also published in the Community Newsletter and posted on the Borough’s website.

2. Survey Results

Which households responded to the survey?

2003 survey respondents:

- Median age: **40**
- Average household size: **3.0**
- **99.1%** homeowners

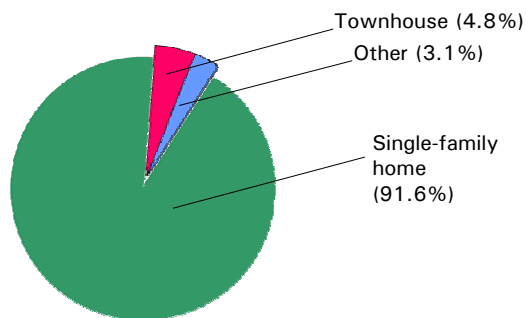
2000 census data:

- Median age: **39.7**
- Average household size: **2.8**
- **85.0%** homeowners

These results were compared to the US Census data from 2000. There was a close correlation, except that 99 percent of our respondents were homeowners while, according to the census, only 85% of Montvale households were owner-occupied.

Almost all of the respondents lived in single-family homes.

Housing Type of survey respondents



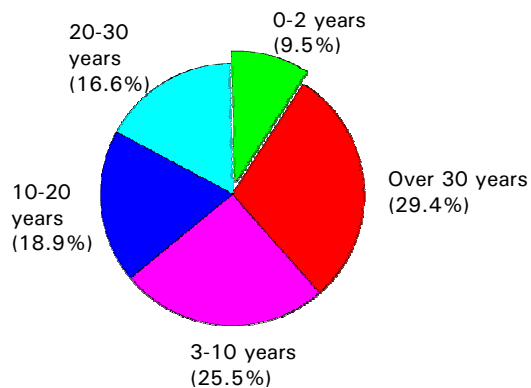
Many of the people who responded to our survey have lived in Montvale a long time.

Years in Montvale

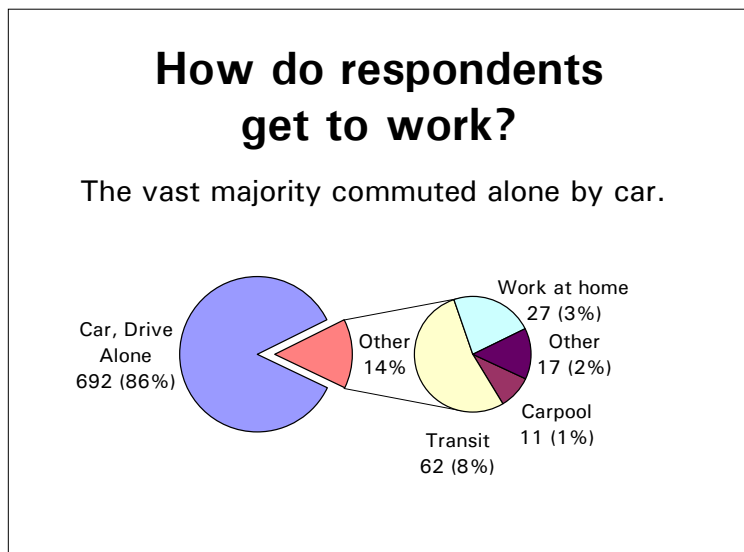
- On average, respondents have lived in Montvale for **21** years and at their current address for **18** years.
- However, many respondents have lived here much longer than that, while others have lived here for for only a few years.

The chart below shows the breakdown.

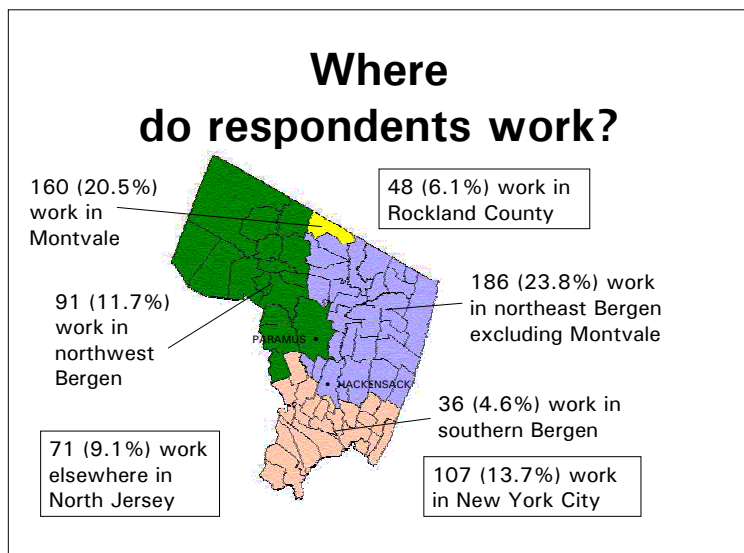
Years in Montvale



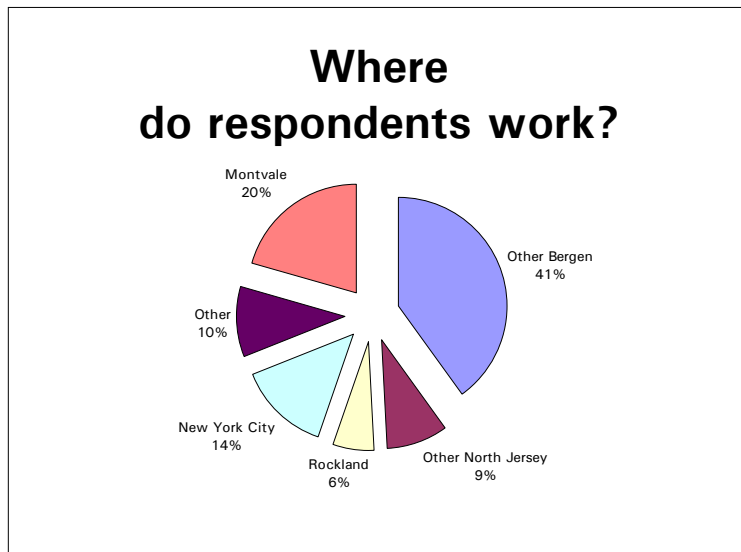
The results in the pie chart below were based on a total of 809 respondents and spouses who said they worked. Most people drive alone. Considering where most residents work, this result is not surprising. Only a few people work at home.



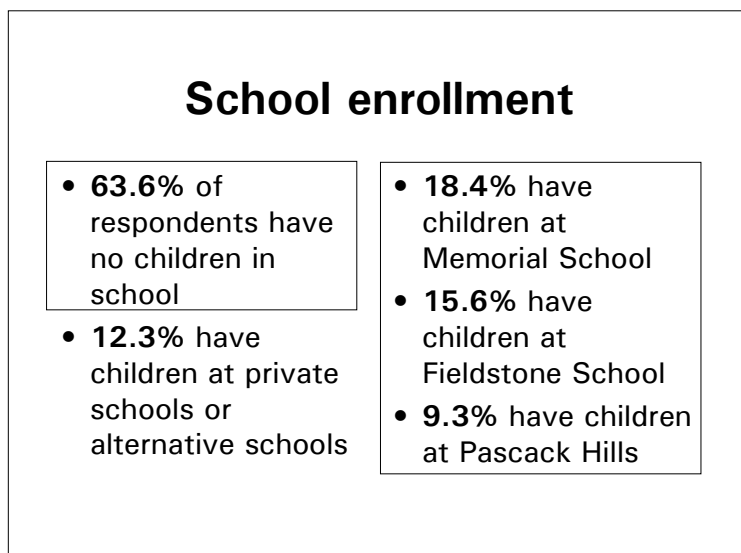
The 781 respondents and spouses who commuted to work indicate the following as their place of work. People mostly work in the immediate area. The largest numbers work in Montvale, Paramus and Hackensack. The bulk of the respondents work in northern Bergen County. Some people commute elsewhere in North Jersey, about 14% going to New York City, a few in Rockland County. About 10% were long-distance commuters going to places like Long Island, Connecticut or Central Jersey.



This pie chart shows the breakdown of where residents work. Montvale plus the rest of Bergen County make up well over half.

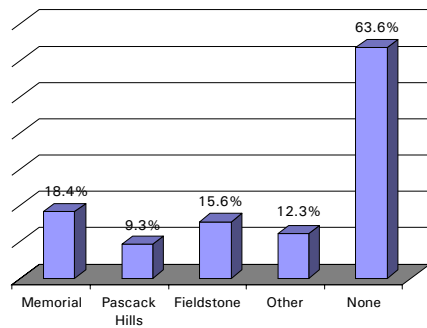


Most respondents didn't have any children in school. The most attended schools were Montvale public schools or the regional high school—Memorial, Fieldstone and Pascack Hills.



School Enrollment

Percentage of respondents with children at ...



Respondents were asked to name the best three things about living in Montvale. Convenience, community, quiet, and the ability to own a large piece of property were the most often cited factors.

Best things about Montvale

Written responses

"Convenience to highways"	"Open space"
"Small town"	"Friends and family"
"Quiet, safe"	"Location"
"Reasonable taxes"	"Not crowded with people"
"Good school system"	"Nice-sized property"
"My neighbors"	"Trees"
"Closeness to NYC"	"Community events"
"My home for 50+ years"	"Good jobs"

Respondents were asked to name the three worst things about Montvale. Traffic and overdevelopment were the most typical responses, with some complaints about borough services and what people saw as the shabby state of downtown.

Worst things about Montvale

Written responses

"Traffic"	"Having to bag leaves"
"Overdevelopment"	"One-party leadership for too long"
"Downtown is depressing"	"No center of town"
"Loss of farms and open space"	"Lack of affordable housing"
"Higher and higher taxes"	"Road needs to be resurfaced"
"Not enough parkland"	"Many vacant buildings"
"Our street is used as a cut-thru"	"Inefficient spending of taxpayer money"

Respondents were asked to rate various conditions in Montvale, revealing the following results.

Conditions in Montvale

Respondents rated **13** conditions related to appearance, traffic, and shopping from "Great" to "Poor".

The average response was **highest** for :

- Shopping selection outside Montvale
- Appearance of new office development
- Appearance of train station area
- Appearance of gateways into Montvale

Conditions in Montvale

The average response was **lowest** for :

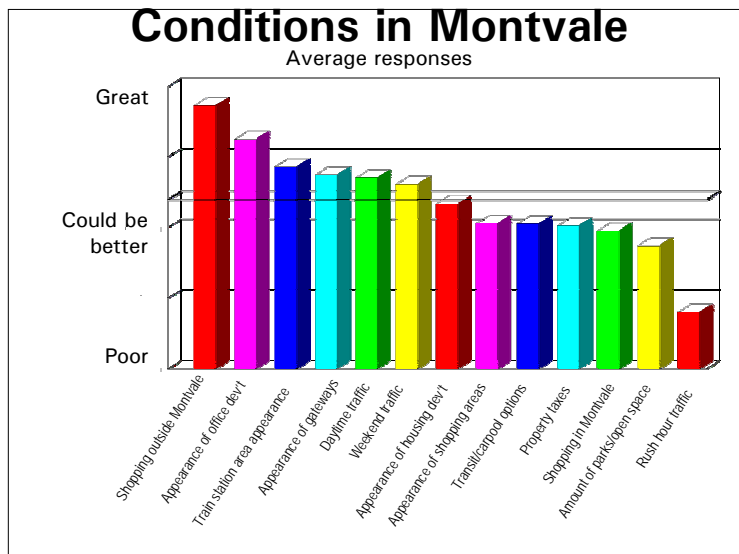
- Rush hour traffic on local roads
- Amount of parks and open space
- Shopping selection in Montvale
- Property taxes
- Transit/carpool options
- Appearance of Montvale's shopping areas

Conditions in Montvale

Conditions that ranked in the middle included:

- Daytime and weekend traffic
- Appearance of new housing development

The chart below shows the average rating for each condition. Shopping outside Montvale was rated highest by a good margin, while rush-hour traffic was at the bottom of the rankings by a good margin.



Respondents were asked to rate services in Montvale, with the following results.

Services in Montvale

Respondents also rated 14 services from "Great" to "Poor."

Services rated **highest** include:

- **Police**
- **Fire**
- **Other emergency services**

Services in Montvale

Services rated **lowest** include:

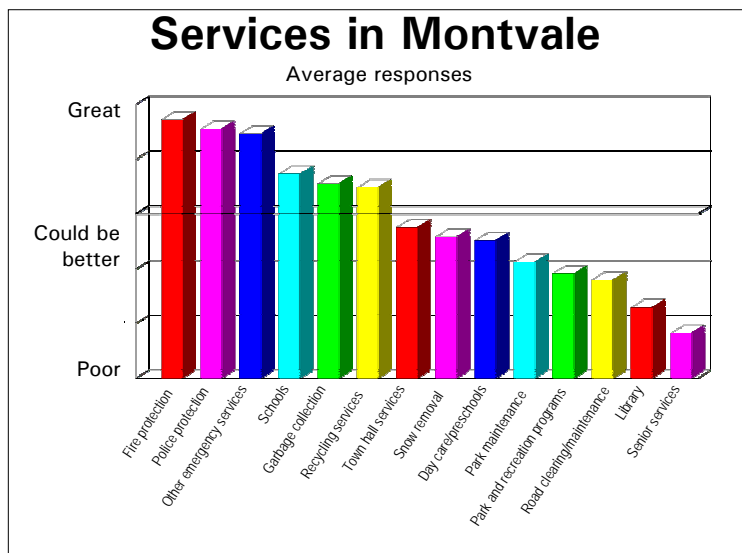
- **Senior services**
- **Library**
- **Road clearing/maintenance**
- **Park maintenance**
- **Park/recreation programs**

Services in Montvale

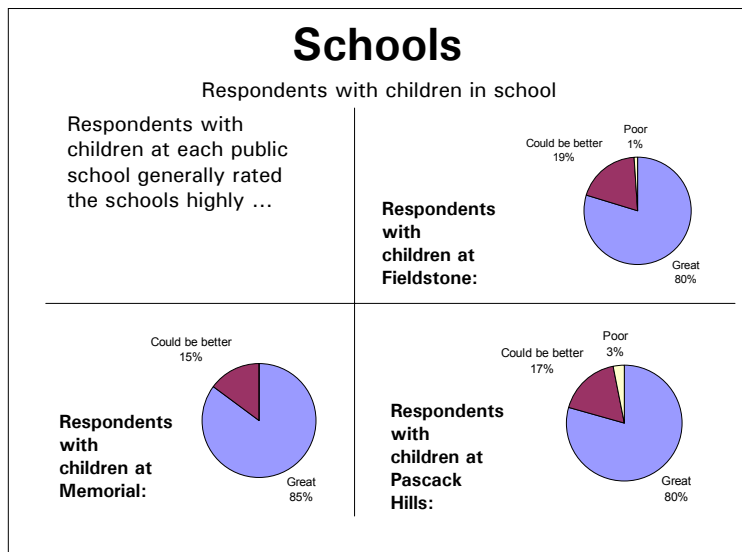
Services rated in the middle include:

- **Schools**
- **Recycling/garbage collection**
- **Town hall services**
- **Snow removal**
- **Day care**

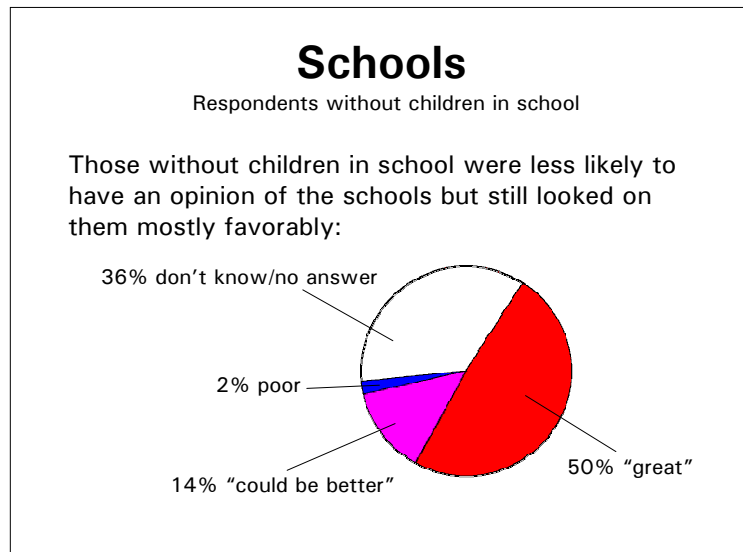
The chart shows that people are mostly satisfied with fire, police and emergency services, while the library and senior services are pretty low. However, at the time the survey was undertaken, the new municipal building and library had not been opened, and the senior center had not been opened. Both have substantially improved in their new and renovated settings.



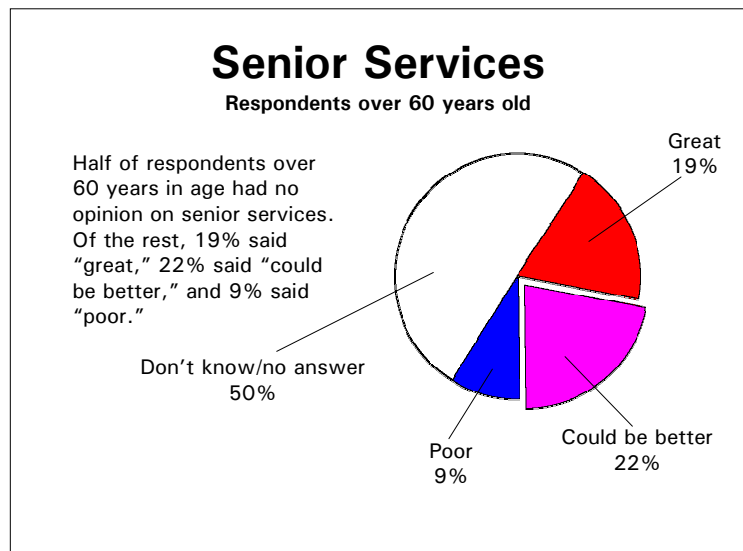
The public schools were rated by respondents with children in school, as follows:



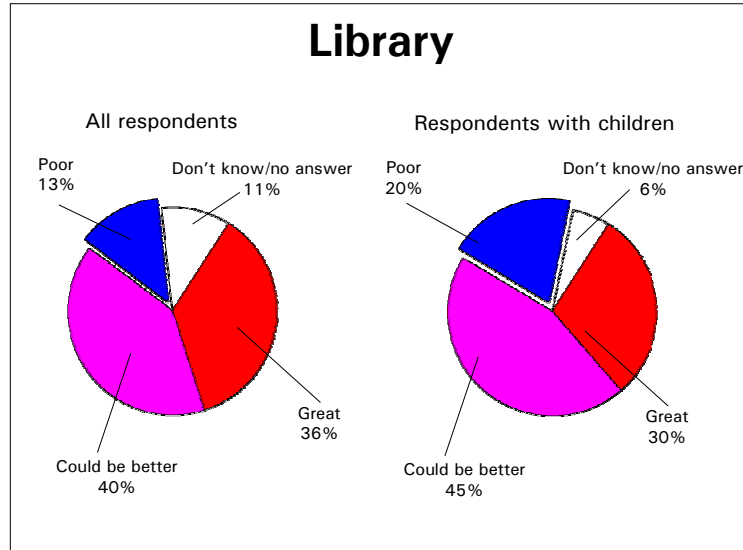
Those with no children in school rated the schools highly as well.



Senior services were also rated only by respondents over 60 years old, but again, this was prior to the opening of the Borough's new senior center.



Library services were also rated; however, this survey was completed before the opening of the new library.



Respondents were asked to offer opinions on improving services in the Borough.



These results were put to a financial test: would respondents be willing to support increased spending for improving services?

Willingness to spend more

In total, **50%** of respondents did not answer whether they would support more of Montvale's budget being spent on such services. **37%** were in favor, and **12%** were opposed.

The data was examined more closely to determine whether there were specific constituencies who were concerned about services and wanted more spending. This was true of parks and libraries.

Willingness to spend more

Those who rated the two lowest rated services — senior services and the library — as “poor” were somewhat more likely to favor additional spending.

Those who rated park programs — another low-rated service — as poor were much more likely to favor additional spending.

Among those people who rated park programs as “poor,” 60% favored shifting money in the budget to pay for such services. This was also true of 45% of people who rated parks “poor” and 39% of people who rated senior services “poor.” These numbers are higher than the numbers for people who rated those services “great” or “could be better.”

Willingness to spend more

Should Montvale devote more of its budget to services?

Rating of quality

	Willing to devote more of budget?	Rating of quality			
		Overall	Great	Could be better	Poor
	Senior Services	Yes 37%	26%	33%	39%
	Library	No 12%	20%	11%	22%
		No Answer 51%	54%	57%	39%
	Park Programs	Totals 100%	100%	100%	100%
		Overall	Great	Could be better	Poor
		Yes 37%	32%	43%	45%
		No 12%	15%	10%	6%
		No Answer 51%	53%	47%	49%
	Totals	Totals 100%	100%	100%	100%
		Overall	Great	Could be better	Poor
		Yes 37%	35%	41%	60%
		No 12%	17%	8%	0%
		No Answer 51%	48%	51%	40%
	Totals	Totals 100%	100%	100%	100%
		Overall	Great	Could be better	Poor
		Yes 37%	35%	41%	60%
		No 12%	17%	8%	0%
		No Answer 51%	48%	51%	40%

When asked what the respondents would support increased spending on; the following were some of the answers:

Comments on spending more

- "Revitalize downtown"
- "Maintaining our roads!"
- "Leaf removal"
- "Shift library hours from day to evening"
- "Keep status quo"
- "Reconstruct corners of Summit and Spring Valley"
- "Park facilities"
- "Open space preservation/no more development"
- "Beautifying and rebuilding center of town"
- "Snow removal"
- "More police presence"
- "Better day care"
- "Environmental issues"
- "Acquire and preserve the land"
- "Parks! Especially for adults"

However, when respondents were asked if they were willing to pay higher taxes to support increased spending on improving services, half said "no."

Willingness to pay more

50% of respondents were not willing to pay more property taxes for such services. **25%** were in favor, and **25%** did not answer.

The results were examined to see whether there were specific constituencies who were in favor of raising taxes to pay for particular services. Such support was limited even amongst those who rated services poorly.

Willingness to pay more

Respondents were unlikely to favor higher property taxes even if they rated some services, such as libraries or senior services, poorly.

Park programs generated more support for higher taxes among those who were dissatisfied with them than senior services or the library.

Amongst those who rated park programs poorly, 38% favored raising taxes—much less than half, but still more than the 30% who did not favor raising taxes. The same was not true for the library and senior services, where even those who rated them poorly were not willing to see taxes raised to improve them.

Willingness to pay more

Would you pay higher property taxes for services?

Rating of quality

Willing to pay higher taxes?	Senior services	Overall	Great	Could be better	Poor	
		No	50%	59%	57%	53%
		Yes	26%	11%	22%	22%
		No Answer	25%	31%	21%	25%
		Totals	100%	100%	100%	100%
		Overall	Great	Could be better	Poor	
	Library	No	50%	54%	43%	51%
		Yes	26%	22%	31%	28%
		No Answer	25%	24%	27%	22%
		Totals	100%	100%	100%	100%
		Overall	Great	Could be better	Poor	
	Park programs	No	50%	54%	41%	30%
		Yes	26%	24%	31%	38%
		No Answer	25%	22%	29%	32%
		Totals	100%	100%	100%	100%

The survey asked residents to comment on whether they would pay more taxes. Here's a sampling of the responses.

Comments on higher taxes	
<ul style="list-style-type: none"> • "Would pay for more tree plantings, parks" • "Our taxes are high enough already" • "Just manage the money better" • "Only if everyone agrees on what's important" • "Slightly higher taxes for more open space" 	<ul style="list-style-type: none"> • "It's not easy for seniors now" • "It depends on the amount" • "We did for the schools, so why not for our appearance?" • "Taxes are already ridiculous" • "Freeze taxes for seniors" • "Buy up more land"

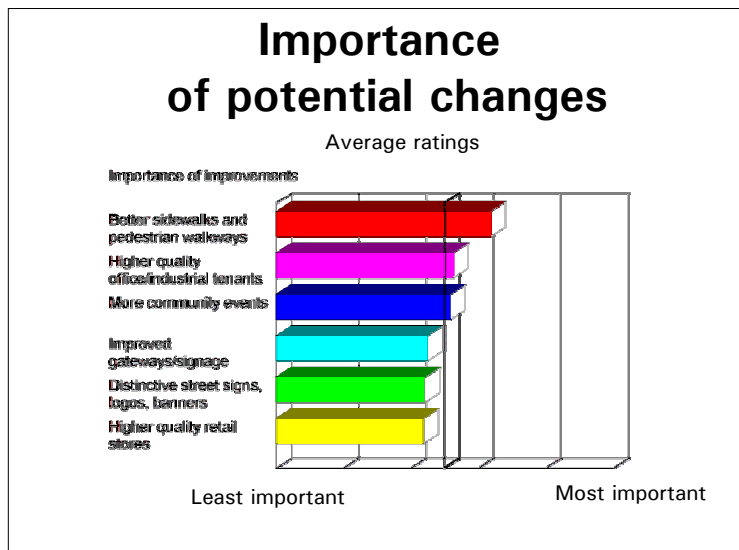
Importance of potential changes

Respondents were asked to rate five potential changes to improve the image of Montvale from most to least important.

"Better sidewalks and pedestrian walkways" was the most highly rated item.

Better signage, banners, logos, and higher quality retail stores were the lowest rated items.

The chart below shows that people weren't very supportive of any of these proposals—none of them consistently ranked much above the average level of importance. But better sidewalks and pedestrian ways was clearly more of a priority than the others.



The survey asked people to comment on the image they felt Montvale projected. There were some positive comments and some negative or ambiguous comments.

Written comments on Montvale's image

- "Beautiful—trees"
- "Corporations are distinctive"
- "Good zoning and good tax rate"
- "A very welcoming community"
- "Small-town feel"
- "Many devoted and energetic residents and politicians"
- "DiPiero's"
- "No real center, areas where you can walk"
- "Cute little border town without much identity"
- "Built-up and congested"
- "Lacks ethnic and racial diversity"
- "No community feeling"
- "This is an absurd question given the priorities we need to discuss"

An overall summary and conclusions of the survey are provided below:

Conclusions: Overall

- Respondents are mostly satisfied with basic services
- Road maintenance is an exception
- Quality of life concerns loom large: heavy traffic, perceived loss of open space, perceived "room for improvement" in services such as parks and libraries

Conclusions on transportation were as follows:

Conclusions: Transportation

- Rush hour traffic is the biggest concern among respondents
- Diffuse distribution of workplaces around region makes reducing trips difficult
- Potential for increased ridesharing among respondents commuting to the same town
- Improved pedestrian/bike facilities in Montvale could spur more walking/biking to work

Conclusions: Land use and development

- Satisfaction with recent development is mixed despite general feeling that town is “overdeveloped”
- Many comments expressed desire for walkable “center of town” and accessible parks and open space
- Respondents rated shopping selection in Montvale “poor” but did not feel that improving it was a big priority

Conclusions: Taxes and spending

- Considerable ambivalence about re-arranging spending priorities
- Considerable resistance to additional taxes, particularly among seniors
- Constituencies for additional spending and taxes exist for specific services, such as parks

Conclusions: Montvale's image

- Respondents split between feeling that Montvale lacks identity and valuing its quiet, small-town feel
- General concern that town has lost qualities that made it special in the past
- Responses indicate need to create new identity reflecting what Montvale has become
- Improved pedestrian facilities viewed as top priority for improving image

C. COMMUNITY BUSINESS SURVEY

1. Purpose and Scope of Survey

One of the major issues confronting Montvale in 2003 was the diminishing quality of the office space in the SED and OR zones, which had given rise to increasing vacancies and a drop in the quality of tenants in these buildings. Many of the office buildings had declined from Class “A” to Class “C” office space. A continuing trend of this type was felt to portend a significant tax implication for the community over the next 5 to 10 years. To help determine the causes and take actions to reverse this trend was felt to be one of the key tasks of the Master Plan. Additionally, the downtown retail sector was felt to portray a poor image of Montvale, and the downtown and the shopping corridor along Chestnut Ridge Road were felt to be below and out of synch with the relative affluence and quality of the Borough’s housing stock. A survey of the business tenants and owners was felt to be necessary and potentially helpful. A survey was mailed to each tenant and owner of a business in Montvale, with follow-up phone calls to ensure as good as a response as possible. Generally the survey was broken into four (4) sections, as follows:

- (1) Informational: The first part of the survey was utilized to develop a database of the tenants and owners, with questions on: name and address, type of space (e.g., corporate headquarters, back-office, branch office, etc.), amount of space, number of employees, number of employees using public transportation, number of years at location, own/rent space, length left on lease, etc.
- (2) Opinions: Open-ended questions about the space itself (3 best and worst things about current space); and about being in Montvale (3 best and worst things about having space located in Montvale itself). The tenants will also be asked to rate certain qualities in the community, such as: traffic on local streets, property taxes, community services offered, aesthetics, retail services for employees, etc.
- (3) Past and Future Plans: Most recent improvements (type, date, quality), plus any plans for the future (improvement of space, type, when planned), plans to move out, consolidate offices, reduce or increase workforce or space in Montvale, etc.
- (4) Community Support: Questions were solicited to determine what Montvale as a community can do to increase the quality of worklife and support the tenants. Aside from open-ended questions, tenants and owners were asked direct questions relating to whether current land use policies and regulations are too stringent or too permissive, and whether changing them would have any impact on their future plans, e.g., use regulations, parking, floor area ratio and coverage, design and landscaping, signage, etc.

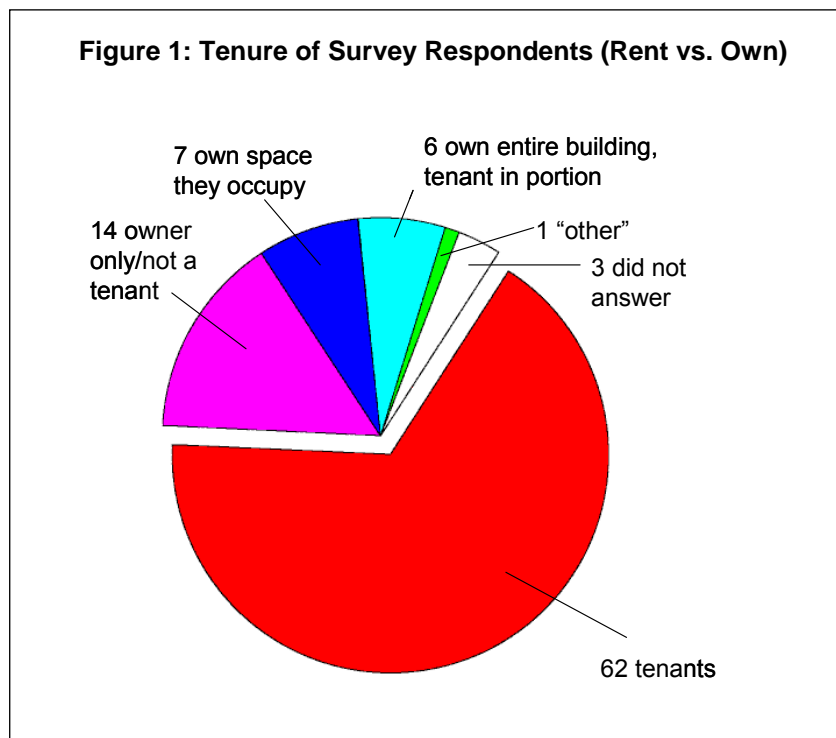
The Community Business Survey was conducted in the spring of 2003 as a basis for formulating new policies for Montvale's Master Plan. This survey was sent to every business in Montvale. About 31% of the survey forms were returned with responses. The survey asked a total of 34 questions, including 21 questions in which respondents were asked to check from a list of responses or provide a numeric response, and 15 questions requesting an open-ended response. (Two questions asked for both types of responses.) Overall, the survey respondents were mostly satisfied with business conditions in Montvale, but they noted problems including traffic congestion and deteriorating building conditions.

2. Results of the Survey

2a. About the Survey Respondents

Out of a total of 300 surveys mailed to local businesses, the Planning Board received 93 responses back. This represents a 31% response rate. By comparison, the resident survey also conducted for the Master Plan had a response rate of 27%.

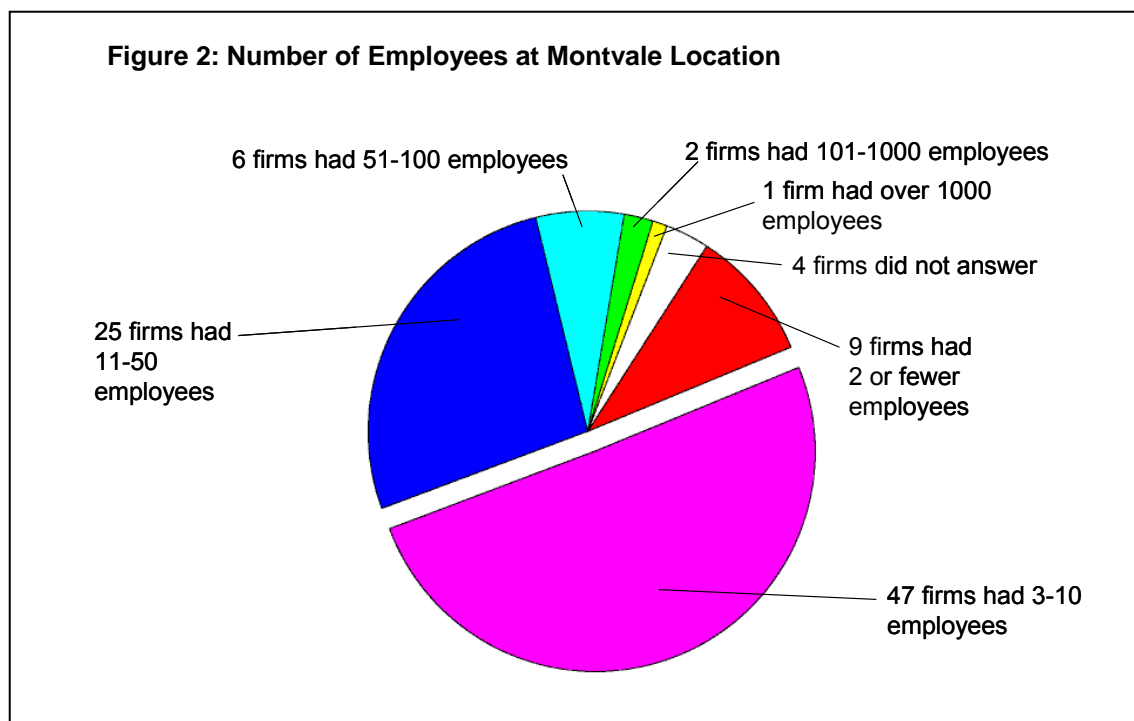
Of those who responded, 62 were tenants and 14 were owners (see Figure 1).¹



¹ Throughout this discussion of the survey results, the total number of responses to each question is often less than the total number of respondents because not all survey respondents answered all questions.

About 70% respondents reported that the primary use of their building was for office space. A total of 10% reported that the primary use of their building was retail or restaurant; 7.5% of respondents' primary use was research/testing or manufacturing; and 5% of tenants reported that their space was primarily used for warehousing or storage.

Most of the businesses that responded to the survey had a relatively small number of employees at their Montvale location. In all, 47 businesses had 3-10 employees, while 25 businesses had 11-25 employees. Six businesses had 51-100 employees, and only three businesses had more than 100 employees at the Montvale location. See Figure 2 for a graphical breakdown of the number of employee for businesses that responded to the survey. The survey also asked about the number of employees at work during the day. Most businesses had approximately the same numbers working during the day as they did in total, indicating that few if any businesses relied extensively on over-night shifts.



A total of 27 of the respondents had at least one other location besides the Montvale site. Three of these businesses had a site elsewhere in Montvale, 17 had locations elsewhere in the metropolitan area, and 12 had at least one other location elsewhere in the country. However, in most cases, respondents with more than one location classified their Montvale site as the headquarters or a primary location. In all, 18 respondents said their Montvale location was their headquarters, and 10 said it was a primary location. Only eight said it was a secondary or branch location.

2b. Employee Transportation to Work

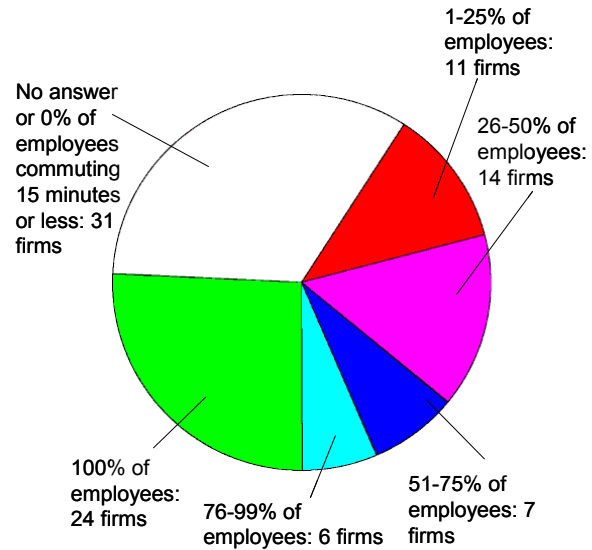
Respondents were asked how their employees got to work and the average length of their commutes. In general, respondents reported that their employees had relatively short commutes and got to work by driving alone.

Most businesses reported that all of their employees drove alone to work in single-occupancy vehicles (SOVs). Only a few businesses had a significant number of employees using public transportation or carpooling. This finding is not surprising given Montvale's location within a sprawling suburban region. Many businesses reported relatively quick commutes to work (see Figure 3). For example, 37 respondents reported that most or all of their employees had commutes of 15 minutes or less. Only a few businesses reported that most of their employees had commutes lasting 30 minutes or more.

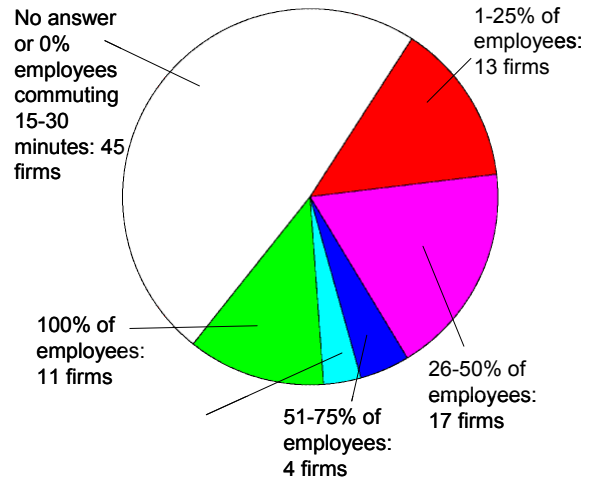
It should be noted that the largest businesses generally did not provide this information, probably because of the difficulty of collecting it from hundreds or thousands of employees.

Figure 3: Travel Time to Work

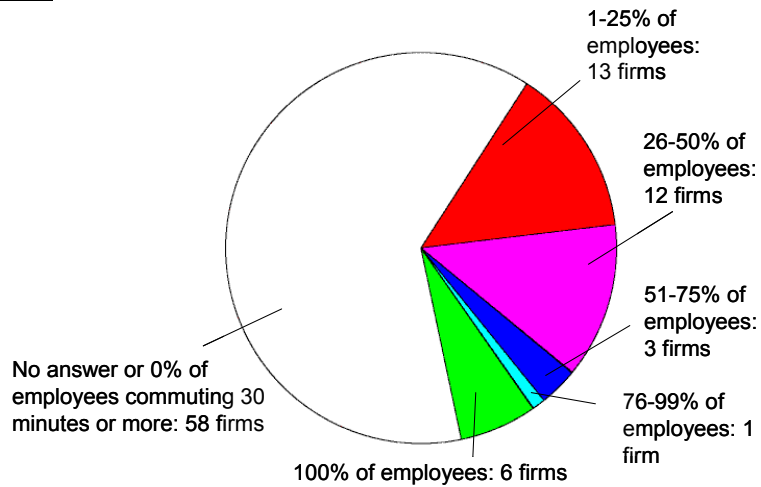
Percentage of employees commuting 15 minutes or less



Percentage of employees commuting 15–30 minutes



Percentage of employees commuting 30 minutes or more



c. Building Conditions

The survey questioned owners and tenants about the length of ownership, the time left on their leases, and the age and condition of their buildings. Of the 29 owners, 19 businesses had owned their buildings for 10 years or more (Figure 4). Of the 62 tenants, 37 had between one and three years remaining on their current leases (Figure 5). Eight businesses had more than five years remaining on their leases.

Figure 4: Length of Ownership Among Respondents Who Own Their Buildings

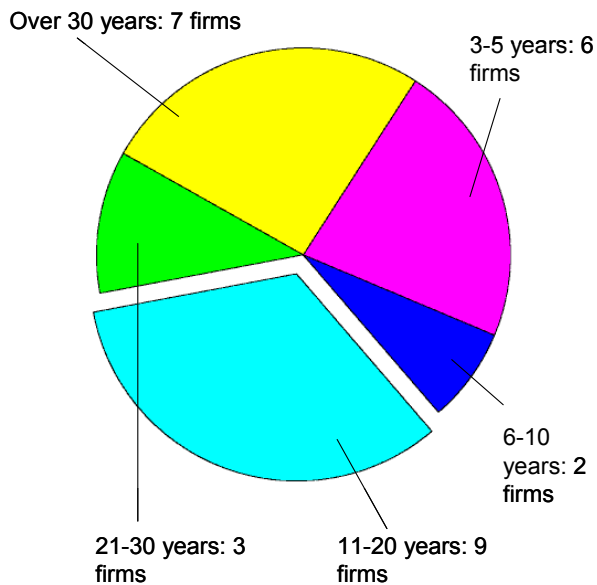
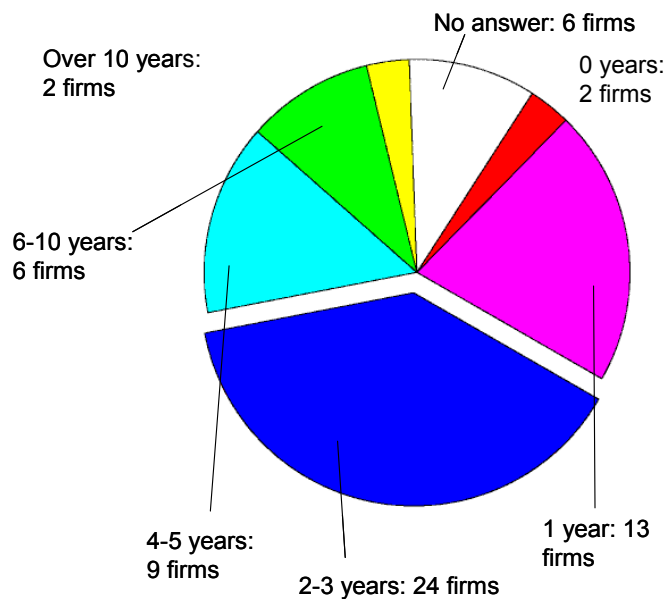
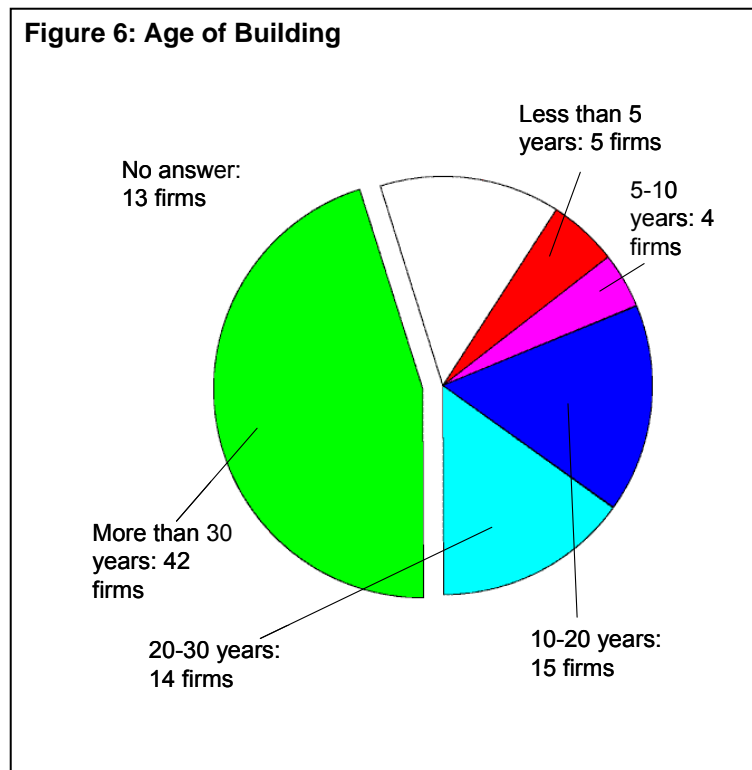


Figure 5: Time Left on Lease Among Tenants



Most respondents reported that their buildings were relatively old. In fact, the majority—56 businesses in all—occupied buildings that were over 20 years old. A breakdown by building age is provided in Figure 6.



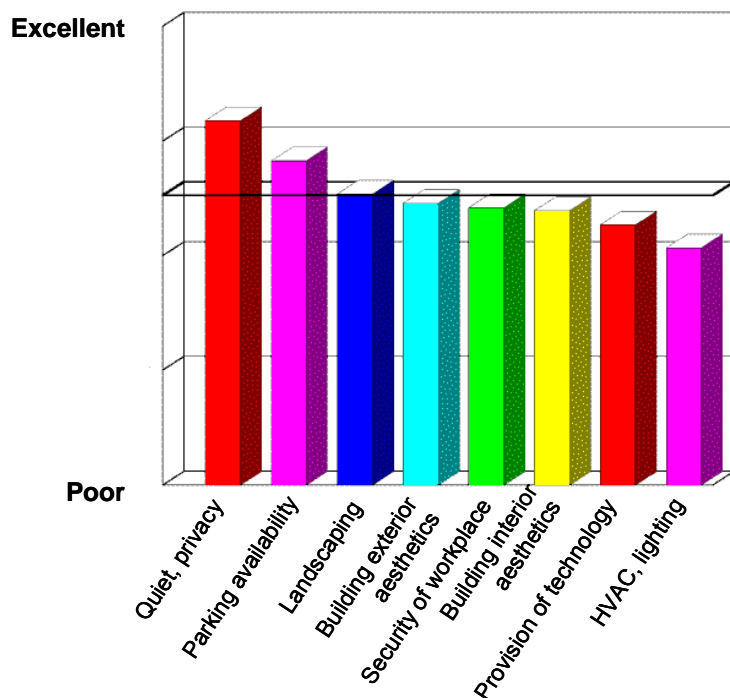
The oldest buildings tended to be occupied by the smaller businesses. In all, 78% of businesses with only one or two employees were located in buildings over 30 years old. However, among businesses with 51-100 employees, only 17% were located in buildings over 30 years old. Nonetheless, except for the very largest businesses (of which there were only a few respondents), older buildings predominated.

Tenants were asked to rate the condition of their buildings according to eight criteria. Each criterion was rated separately on a scale ranging from “excellent” to “poor.” The criteria included the following items:

- Quiet and privacy
- Parking availability
- Landscaping
- Exterior aesthetics of buildings
- Interior aesthetics of buildings
- Security of workplace
- Provision of technology
- Heating/ventilation/air conditioning

Average rankings for the criteria are shown in Figure 7. On average, respondents rated quiet and privacy and parking accessibility the highest, reflecting the inherent strengths of Montvale's suburban location. Provision of technology and heating/ventilation/air conditioning were ranked lowest. Because many of the respondents' buildings are aging, this finding shows that the buildings' technological and mechanical systems have not been updated. Tenants of different sizes tended to rate their buildings similarly.

Figure 7: Average Building Condition Ratings



Tenants were also asked whether the condition of their buildings had improved, worsened, or stayed the same in recent years. While 22 respondents did not answer, 26 said conditions had improved, eight said conditions had stayed the same, and six said conditions had deteriorated.

Tenants were asked whether they would pay higher rents for better building conditions. Eight businesses responded in the affirmative, while 28 businesses said no and the remaining 26 did not answer.

While the questions about current building conditions were limited to tenants, the survey asked both tenants and owners about recent building improvements. In all, 24 businesses said that some improvements had been made, while 32 businesses said no improvements had been made. The remaining 37 did not answer. Respondents were asked to give examples of improvements; these in-

cluded new roofs, air conditioning replacement, repaving of parking lots, exterior paint, and new landscaping.

When asked about specific improvements to their own workspaces, 13 businesses reported that improvements had been made, while 26 reported that no improvements had been made. Respondents were asked to give examples of improvements that had been made. Examples included new heating and air conditioning, paint, new carpet, minor electrical improvements, and renovated bathrooms.

d. Written Comments

(i) Best things about your space or building:

- “Well-kept appearance”
- “Inexpensive”
- “24-hour access”
- “Responsiveness of owner”
- “Our windows are award-winning”
- “Plenty of parking”
- “Near post office”
- “Walking distance to other businesses”

(ii) Worst things about your space or building:

- “Heating and cooling always extreme”
- “Too much vacant space”
- “Unattractive building”
- “Cannot expand”
- “No parking”
- “Not energy efficient”
- “Outdated mechanicals”
- “Bad signage”
- “Too small”
- “Expensive maintenance”

(iii) Comments on recent changes to tenants’ buildings:

- “All items are worse—considering leaving”
- “Landscaping is better”
- “Parking lots improved”
- “Nothing has changed, especially our roof that leaks”
- “Paint and new carpet in certain areas”
- “Bathrooms renovated”

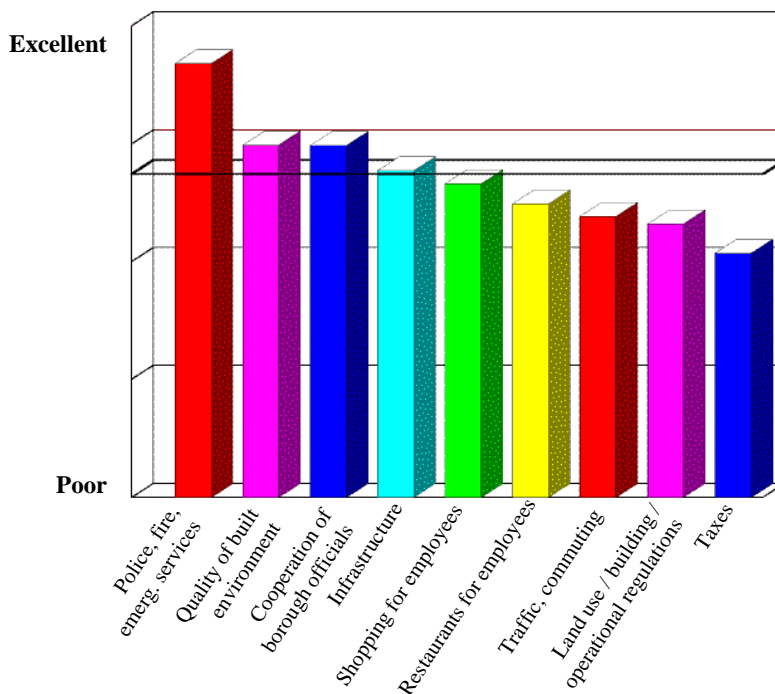
(iv) Comments on changes needed to buildings:

- “More security”
- “Fix the roof”
- “Cable TV and Internet”
- “New heat, lights, air conditioning”
- “Better insulation”
- “Paint exterior”
- “Update kitchen and bathrooms”
- “Better signage”
- “System needs overhaul on older buildings”
- “More lighting in parking lot”

e. Conditions in Montvale

In addition to asking about building conditions, the survey also sought respondents’ opinions of conditions in Montvale. Respondents were asked to rate conditions in the Borough according to nine criteria. Each criterion was rated on a scale ranging from “excellent” to “poor.” On average, police, fire and emergency services were rated highest, while taxes, regulations and traffic were rated lowest. Average ratings for each criterion are shown in Figure 8.

Figure 8: Average Ratings of Conditions in Montvale



Owners were asked if they would pay higher taxes for improved business conditions in Montvale. Only three said that they would, while 14 said they would not. The remaining 10 businesses did not answer.

Similarly, the survey asked tenants whether they would pay higher rents to cover tax increases to improve conditions in the Borough. Three tenants said they would be willing to pay higher rents, while 18 tenants said they would not. The remaining 41 tenants did not answer.

f. Written Comments

(i) Best things about being in Montvale:

- “Easy access to highways”
- “Close to home”
- “Nice town”
- “Prestige”
- “Corporate accounts”
- “Higher-income town”
- “Low crime rate”
- “Administration attempting to improve business climate”
- “Borough Hall helpful and friendly”
- “Close to other businesses”
- “Nice customers”

(ii) Worst things about being in Montvale:

- “Traffic”
- “None”
- “Lack of public transportation”
- “High rent”
- “Lack of restaurants”
- “Sign restrictions”
- “No downtown”
- “Excessive vacancy”
- “Police inflexible on parking/standing rules”
- “Unreasonableness in obtaining permits”
- “Useless rail line”
- “Cost to employees to live close to office”

(iii) Conditions that have improved recently in Montvale:

- “Better road conditions”
- “Better on all accounts”

- “Slightly better with addition of CVS and gym”

(iv) Conditions that have worsened recently in Montvale:

- “Traffic has gotten worse”
- “More cumbersome land use regulations”
- “Places to eat got worse (Friendly’s closed)”
- “Aesthetics less attractive due to development”

(v) Comments on ways to improve conditions in Montvale:

- “Less bureaucracy”
- “Retail business zone should include offices”
- “Need mid-priced restaurants to take clients for lunch”
- “Widen Grand Avenue”
- “Expedite approvals”
- “Encourage retail, restaurant development”
- “Permit parking structures to save open space”

(vi) Comments on paying more taxes or rent to improve conditions in Montvale:

- “Don’t need improvement”
- “Time to hold the line”
- “Services should pay their own way”
- “High costs make it hard to compete”
- “Cut back some expenses”
- “Depends on item; aesthetics are important”

g. Plans for the Future

Owners and tenants were both asked whether they planned to make improvements to their buildings or spaces in the near future. Five owners planned to make major improvements to the building, four planned to expand the building, four planned to make major improvements to the grounds, and 1 planned to sell the building. However, 14 owners did not indicate any future plans.²

Among the tenants, nine said they planned to rent more space in the building, nine planned to make improvements to their current space, five planned to move out of their space, one planned to rent less space in the building than currently, and 42 did not indicate their plans.

² The numbers given in this section add up to more than the total number of owners and tenants because some owners and tenants said they planned to make more than one type of improvement to their building or space.

Tenants and owners were asked how the conditions in Montvale they rated poorly were likely to affect their future plans if those conditions did not change. Nine owners and 10 tenants said that if the conditions they rated poorly did not change, it would affect their future plans.

Tenants were also asked whether building conditions they rated poorly would affect their future plans if those conditions did not change. Of the 62 tenants that responded to the survey, 13 said these conditions would affect their future plans if they did not change.

h. Written Comments

(i) Comments on plans for the future conditions in Montvale don't change:

- "Must see if parking restrictions allow us to stay in Montvale"
- "Move out of building"
- "These things foster business failure"
- "It's livable at this time"

(ii) Comments on plans for the future if building conditions don't change:

- "Move to a new space—space I occupy has to be professional in appearance"
- "May not renew lease or renew with no rent increase"
- "We might make improvements ourselves"

3. Analysis of the Survey Results

As noted, of the 300 businesses to which surveys were mailed, 93 responded to the request. The businesses that responded were mostly offices, though a few retail stores, restaurants and industrial or warehouse businesses responded as well. This business mix is generally reflective of the type of businesses that exist throughout Montvale. However, almost all the businesses that responded ran small- or medium-sized operations in Montvale. Large businesses were somewhat underrepresented, though a few businesses with big operations did respond to the survey as well. The commuting practices of the respondents' employees were generally in line with expectations for offices in a suburban, auto-oriented setting, with the great majority of employees at most companies driving to work using single-occupancy vehicles.

The survey found that business owners and tenants had mixed opinions about both Montvale and the buildings they occupy. Respondents liked the convenience of Montvale, but disliked the traffic, which they perceive is worsening. Some respondents also felt that the Borough was too bureaucratic and slow to approve applications for development, though others were pleased with Borough Hall services. Emergency services were very highly rated. Some respondents were also displeased with the relatively paucity of restaurants and retail stores in the Borough, and others felt that public transportation needed to be improved.

Many respondents observed that their buildings were aging, and the necessary improvements were not always being made. In particular, the age and poor performance of mechanical equipment and technology was a common complaint. But those respondents who occupied high-quality buildings that were either newly constructed or newly renovated were well pleased.

CHAPTER 3. GOALS AND OBJECTIVES

The following are the goals and objectives of the Borough of Montvale's Master Plan.

Goal 1. Increase Borough's ratable base

To expand opportunities for nonresidential development, in both the office and retail sectors, to shift the property tax burden away from the residential sector, and to encourage residential uses which produce few schoolchildren, resulting in a positive fiscal impact on the Borough.

Goal 2. Revitalize downtown Montvale

To transform Montvale's downtown into a pedestrian-friendly, attractive "main street" environment with diverse high-quality retail stores at the ground level, particularly along the streetfront, that is accessible to residents by car, on foot or by bicycle. In addition, to provide both convenience and specialty goods and services of interest to the community, and encourage uses which promote week-night and weekend use, such as outdoor restaurants, coffee shops and other entertainment-related uses, and by bringing a residential presence back to the downtown on upper-level floors.

Goal 3. Protect character of existing neighborhoods

To protect the character and scale of housing within established neighborhoods, through discouraging McMansions, and by encouraging designs which are harmonious with those which exist in the immediate vicinity.

Goal 4. Preserving the natural environment and providing access to it for use as passive open space

To protect wetlands, floodplains and stream corridors by adopting measures which:

- stabilize stream bank erosion
- relieve flooding adjacent to streams, particularly on the properties of private landowners
- preserve and supplement the existing vegetation throughout the Borough, especially trees, and prevent their unnecessary removal
- provide access to environmentally constrained areas so they can be enjoyed as passive open space.

Goal 5. Increase regional accessibility and reduce traffic congestion

To work with the County and State to obtain an access ramp to the northbound Garden State Parkway, and to work with the same agencies and adjacent communities in implementing the recommendations of the Tri-Boro Traffic Study to accommodate increased regional traffic, reduce congestion and delays at busy intersections, and increase traffic safety and convenience. Also to establish

a more comprehensive sidewalk/walkway and possibly bikeway or bikeroute system to encourage walking and biking as an alternative means of travel, and to allow children to walk to school safely.

Goal 6. Provide community facilities and services of the highest quality

To continue to provide the highest-quality facilities and services to meet the needs of residents and employees in Montvale.

Goal 7. Preserve remnants of farming in Montvale

To explore ways in which the few remaining parcels devoted to the production of agricultural products, and the sale of same, could be preserved well into the future.

Goal 8. Crossing of rail line

To explore ways in which the flow of traffic in the downtown, especially on Grand Avenue, going east-west, could be interrupted less when trains are stopped at the Montvale train station. This is especially important in light of the need for emergency vehicles to access both sides of the rail tracks during emergencies.

Goal 9. Illegal Conversions of single-family homes

To find better ways of enforcing the zoning code and preventing single-family homes from being illegally converted to two-family homes, or illegally accommodating accessory apartments, which may be substandard and hazardous to the health of tenants.

Goal 10. Encourage historic preservation

To step up efforts to preserve the Borough's historic resources, by designating eligible properties as historic landmarks, and as appropriate, having the Historic Commission identify other buildings and sites that may be eligible for such a designation.

Goal 11. Engender higher-quality design

To add design guidelines and requirements to the land use regulations to maintain consistency in the scale and character of residential and retail development, and to make the built environment as attractive as possible.

Goal 12. Update regulations relating to land use and traffic generation

To comprehensively revise and update the Borough's zoning regulations, not only to make them consistent with the Master Plan, but also to rid them of loopholes, ambiguities and unnecessary regulations.

Goal 13. Promote sustainability

To investigate ways in which the Borough's capital facilities and operations can be built, maintained and operated in a way that saves energy, reduces costs and carbon emissions, reduces dependency on fossil fuels, and incorporates greener building/design technologies.

Goal 14. Diversify the housing stock

To provide further opportunities to diversify the housing stock in Montvale, especially to allow seniors to remain in the community, and to accommodate young families who wish to make Montvale their home.

Goal 15 Implement mandates of the State Plan

To support the principles of smart growth and sustainability in the State Plan and compliance with the requirements of the Fair Housing Act.

CHAPTER 4. LAND USE

A. INTRODUCTION

As per the Municipal Land Use Law (NJSA:40:55D-28), the land use element of the master plan is required to not only identify and describe land uses as well as the future land use plan for the community, but must also provide an inventory of natural conditions, including topography, soil conditions, drainage, floodplain areas, and other features.³ In addition, the plan must include policy statements indicating the relationship to the State Development and Redevelopment Plan, the master plan and solid waste management plan of the county in which it is located, and the relationship to the plans of adjoining municipalities. This information is provided in the following sections below.

B. EXISTING USES

1. RESIDENTIAL

a. Single-Family Residential Areas

Residential land uses account for over half of the land area within the Borough (see **Map 2**, Existing Land Uses). Although the Borough's housing stock has become more diversified over the last 10 years, single-family residential uses still account for the majority of the land area devoted to residential uses.

The single-family residential areas in the Borough fall within five distinct areas or neighborhoods, each reflecting the time period when they were developed, and lot sizes and street patterns reflective of the land use controls—or absence thereof—that existed at the time that land was subdivided and the houses were constructed. They are as follows:

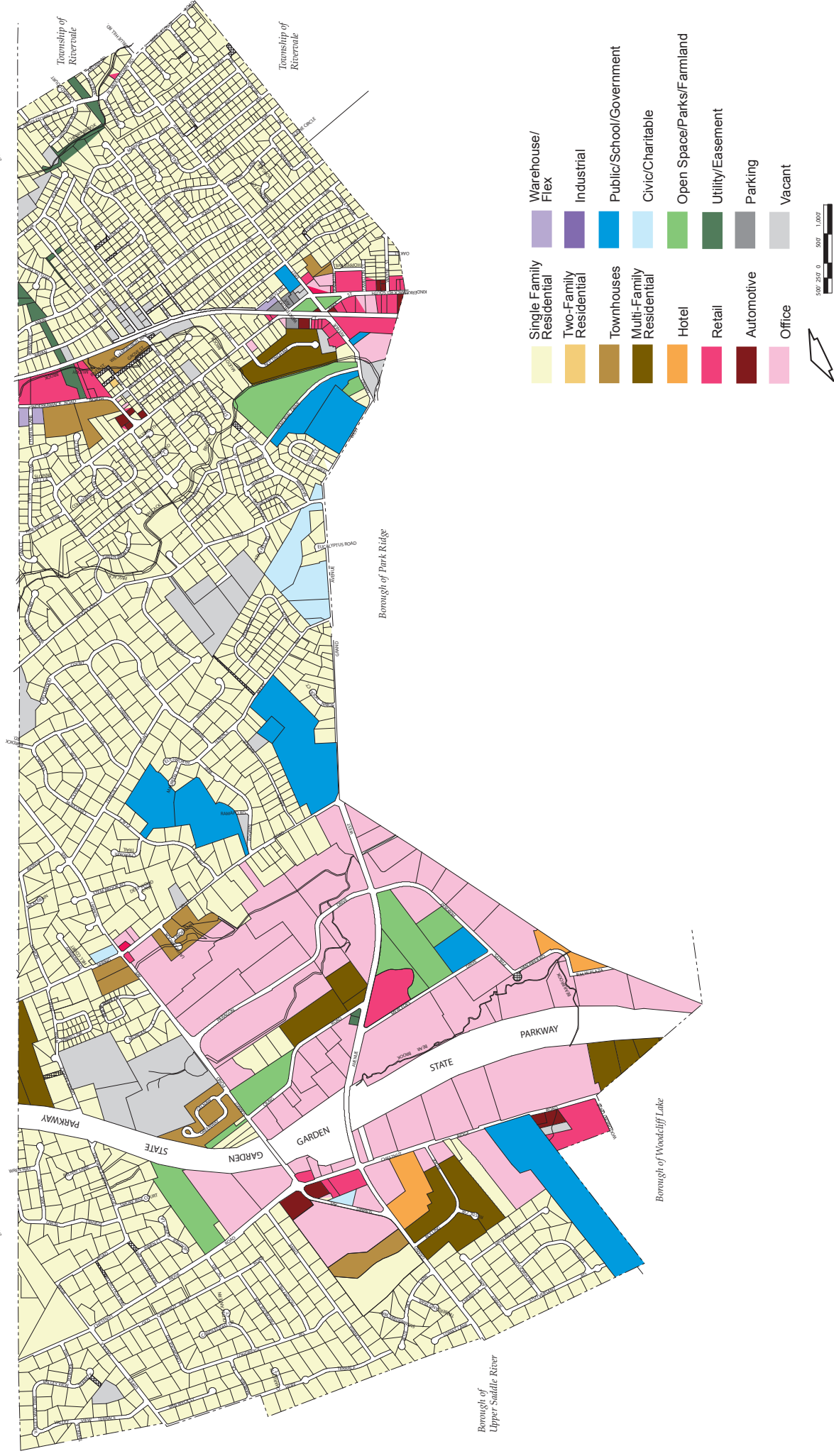
(i) Residential Neighborhood #1

This area is to the north of Grand Avenue and east of the retail uses on the east side of Kinderkamack Road with the River Vale border to the east and south. This was one of the first residential areas to be developed in Montvale, although there is evidence of some post-World War II infill development as well. Mostly subdivided prior to the institution of zoning controls (i.e., minimum lot sizes and widths), there is a wide variation in the lot sizes in this neighborhood, although generally they are a quarter-acre in size or slightly larger. The streets are fairly narrow and many terminate in dead ends or T-intersections without providing for a logical flow of through-traffic. Generally, however, the homes and yards are well-maintained and provide for a cohesive neighborhood character

³ Since the natural conditions of the Borough of Montvale are an important underpinning of policies and recommendations related to conservation and open space preservation, these aspects of Montvale are included in Chapter 8, "Conservation, Recreation and Open Space."

Rockland County, New York

Rockland County, New York



Map 2 Existing Land Uses

Master Plan for the Borough of Montvale, Bergen County, NJ

with consistency in home size and design. The current zoning for this residential area is R-10, which allows single-family homes on lots of 10,000 square feet.

(ii) Residential Neighborhood #2

This residential neighborhood extends south of Grand Avenue West to the east of the rail line, with the New York State border to the north and the Township of River Vale to the east. Homes in this area also tend to be amongst the oldest in Montvale, although they are interspersed with more post-World War I development. Because much of this neighborhood was subdivided after the institution of land use controls, lot sizes tend to be more uniform and the roadway network is more in keeping with dimensions and configurations evident of modern engineering standards. Streets are wider and are connected in a more logical, grid-like pattern. This area is also zoned R-10, and lot sizes in this neighborhood tend to be consistently in the quarter-acre range. Steep topography along the western side of this neighborhood adjacent to the railroad has also shaped development patterns.

(iii) Residential Neighborhood #3

This residential neighborhood extends from the Pascack Brook on the west to the rail line on the east, and from the Nottingham Manor Apartments, the Memorial Park complex and downtown retail areas on Grand Avenue to the south, to the New York State border to the north. Like Neighborhood #1, some of the oldest single-family homes are located in this area of the Borough, and similarly, the street pattern and orientation is somewhat disconnected and confusing. Interspersed amongst the older, smaller lots and homes, some larger parcels have been subdivided more recently, with considerably larger and more modern homes, giving this neighborhood a more eclectic character. Lot sizes are varied but are generally larger than in Neighborhoods #1 and #2, with the predominant zoning designation of R-15, which allows homes on lot sizes of a third of an acre (15,000 square feet). Wetlands and floodplains associated with Pascack and Muddy Brooks, along with the impenetrable rail line (save for one crossing at Grand Avenue), have influenced the pattern of development.

(iv) Residential Neighborhood #4

A less cohesive residential neighborhood lies within this area, which is located between the Pascack Brook to Spring Valley Road. Closer to the downtown (i.e., east of Woodland Road) are older, smaller lots with an R-10 (quarter-acre lot) designation. Residential lots in the northwest corner of the neighborhood to the west of Spring Valley Road tend to vary in size, from smaller than a quarter-acre to one acre and larger. The smaller homes are more modern in design and very large in relation to their small lot size. The remainder of this neighborhood—that area which generally lies between Spring Valley and Woodland Roads—is more uniformly one-acre in size, and appears to have been subdivided and developed during Montvale's residential boom following the opening of the Garden State Parkway in 1957. Homes are moderately large, and lots are generally well vegetated with trees and lawns, giving the neighborhood a quieter rural, park-like setting. This is in contrast to

the new smaller lots and larger homes, which have smaller land areas, with homes being close to one another and with the manmade structures predominant in the landscape. Most of Montvale's supportive local institutions—Memorial Park, Memorial School, Fieldstone Middle School, the Fire House and Senior Complex—are located within the neighborhood.

This area is zoned R-40, requiring one acre of land per home.

(v) Residential Neighborhood #5

This residential area is located both to the west of the office and retail complexes located on Chestnut Ridge Road and the Garden State Parkway, with the border of Woodcliff Lake to the south, Upper Saddle River to the west and the New York State border to the north. There is significantly greater consistency in the lot sizes, home sizes and design, and in the street pattern, since it was also developed in the post-World War II era under the R-40 (one acre) zoning regulations. The street system is more grid-like, but cul-de-sacs are found throughout the neighborhood.

b. Multi-Family Residential

(i) Apartments

There are two older garden apartment complexes in Montvale. The first is the Nottingham Manor, located adjacent to downtown Montvale with access off Kinderkamack Road just to the northeast of Grand Avenue West and the rail line, and adjacent to the Pascack Brook. This development reflects a classic garden apartment design, with several rectangular apartment buildings uniformly separated by access driveways, outdoor parking areas and open space. Two new buildings with 28 apartments were recently added, and the complex has been upgraded. It provides an important, moderately-priced rental housing option to residents in the community. Another, similar garden apartment complex, Rolling Ridge, is located to the southwest of the intersection of Grand Avenue West and Chestnut Ridge Road (with access from both streets). Similarly designed, the Rolling Ridge condominium apartment project has been maintained in very good condition, but has never been expanded or upgraded. Nevertheless, it too has added diversity to Montvale's housing stock.

Two new apartment complexes are under construction: Valley View, a 128 "stacked townhouse" complex located at the corner of Craig Road and West Grand Avenue, and the Four Seasons age-restricted condominium complex on the site of the former Montvale Rink off Chestnut Ridge Road along the Woodcliff Lake border. Both complexes are being built by one of New Jersey's largest homebuilders—K. Hovnanian, Inc.—and both complexes will have units for sale (i.e., condominiums). Such housing will most likely serve the older, affluent empty-nester market segment.

(ii) Townhouses

Townhouses—essentially attached single-family homes, separated by common vertical walls—are a relatively recent phenomenon on the residential development scene in the State as well as in Montvale. The first three of such complexes were all built close to the New York State border, either on or close to Kinderkamack Road. The Katy Townhouses and the Alayna Townhouses were constructed on the west side of Kinderkamack Road at the north end of the Borough. The Williamsburg Townhouses were built along the rail line just to the east of where Kinderkamack Road makes an S-turn in the northern portion of the Borough. These three townhouse developments are reflective of the first generation of townhouses from the mid 1970s and early 1980s, with rows of uniformly-shaped units spread out along a central driveway terminating in a cul-de-sac, with parking either in enclosed car garages, in the driveways or in off-street lots. The predominant streetscape in these developments is that of garages facing on interior courts, with the rear of the townhouse facing the outer perimeter.

A similar type of townhouse development was added to Montvale recently, at the corner of Summit Avenue and Spring Valley Road. Taller, more block-like and with little exterior variation or detail, these units are largely hidden by a berm and vegetation along Spring Valley Road.

Also recently completed too is the Summit Ridge (Greenway) townhouse complex built around a more circular driveway off Summit Avenue just to the east of the Garden State Parkway, and with a more varied roofline, façade setbacks and the use of materials. Also in the mid-1990s, Bear Brook, a townhouse condominium complex located off Spring Valley Road just south of Summit Avenue, was completed and sold out.

A small townhouse complex was just recently completed off Franklin Avenue adjacent to Montvale's downtown. The Charlestown Court townhouse development is a more moderately-priced 12-unit condominium complex. Compact and within walking distance of the downtown and the train station, this development is likely to appeal equally to younger couples and older empty-nesters alike.

A new condominium townhouse development, called Trailing Ridge, was recently approved for an 8-acre parcel located between the Garden State Parkway and Spring Valley Road, on the New York State border. While the 80-unit development is somewhat tightly-spaced and more dense than the two aforementioned developments, the use of more traditional design and varied materials with a distinct effort to disguise the presence of two-car garages at the street level, this development should add considerably to the diversity and character of Montvale's housing stock. Construction is expected to commence in 2008.

Also recently approved is the less dense and more upscale Enclave project, consisting of 6 single-family homes and 22-unit townhouse condominiums, located off Summit Avenue to the west of the Barr Laboratories building (formerly Toys-R-Us). Construction recently began on the units, which

will be targeted to the upper-income empty-nester market, with prices and sizes comparable to some of Montvale's newer and larger single-family homes.

2. NON-RESIDENTIAL

a. Retail

There are three predominantly retail clusters in Montvale running along two of Montvale's major arterial roadways—Kinderkamack Road and Chestnut Ridge Road: (1) Montvale's downtown, concentrated at Kinderkamack Road's intersection with Grand Avenue; (2) a northerly retail node located on Kinderkamack from a point where Kinderkamack first turns into an "S" curve, to the New York State border; and (3) along Chestnut Ridge Road, where it is more dispersed among office, residential and institutional uses, from the intersection of Summit Avenue and Chestnut Ridge Road southwards to the Woodcliff Lake border. There are in addition a few single-lot retail uses scattered within the community.

(i) Downtown Montvale

Retail uses are concentrated on both sides of Kinderkamack Road from the border of Park Ridge in the south to the point at which Kinderkamack Road crosses the railroad line. The retail uses are mostly small in size, and vary between the older "downtown" buildings which are located at the property line with no on-site parking, or side yard setbacks, containing older comparison or specialty goods stores, to more recent suburban, single automotive-oriented uses, where the buildings are set back from the front and side property lines, with on-site parking, landscaped front and side yards, and sometimes containing drive-through facilities. Several banks, gas stations, restaurants and offices are also amongst the retail uses, as is a traditional neighborhood shopping center, anchored by a drug store with several satellite stores.

Because of the necessity for accommodating an on-grade railroad crossing, with a train station stop in the center of the downtown where the only east-west access across the rail line is provided (i.e., Grand Avenue), along with the large volume of regional traffic which Kinderkamack Road and Grand Avenue carry, there is an inherent conflict in the traffic pattern between the need for moving large volumes of traffic through this intersection smoothly and quickly, and the desire to have a more pedestrian-oriented, traffic-calmed "main street," mixed-use downtown environment. Parking demands add to the complexity of vehicular circulation and a pedestrian-friendly atmosphere, with variations between on-street parking, front yard parking lots, rear yard parking lots with multiple curb cuts, no on-street parking, and a commuter parking lot at the train station.

To a large extent this traffic and parking conundrum has inhibited the redevelopment and rehabilitation of downtown retail uses, although recent developments have indicated a regeneration of interest in two mainstays of a pedestrianized "main street" environment: downtown ground-floor retail uses,

and residential uses above the ground floor. However, outdated use and bulk regulations, and small lots with diverse ownership and inadequate land for providing on-site parking, coupled with the aforementioned circulation and access issues, are still inhibiting redevelopment. Revision of the zoning ordinance to allow for zero-lot-line development, to take advantage of on-street parking and shared parking opportunities, to allow for residential apartments above the ground floor, and to prohibit automotive oriented uses—such as drive-through banks and restaurants—along with added design controls, would enable Montvale to create a truly pedestrianized, retail-oriented downtown.

(ii) Northern Kinderkamack Road

This retail area, which has a few very small retail uses located on small lots on the south at the curve in the Road, and with a larger defunct shopping center and marginal freestanding retail uses on two larger lots to the north indicate a land use pattern out of synch with the needs of the market. The only truly successful and thriving retail use is the Porterhouse restaurant. The somewhat vacant and underutilized shopping center and a freestanding retail use with marginal tenants occupy the two largest tracts on the east side of Kinderkamack Road at the northern end. Access, parking, image and surrounding uses are all inhibitors of redevelopment. If retail is retained and to be encouraged, it should be automotive oriented, because it is too remote from the downtown to be accessed by anything but a motor vehicle. Other forms of productive land use may be sought as an alternative to the present stagnant uses, with the likelihood of residential redevelopment playing an important role either as part of a mixed-use development, or as a single-use on one or both of the larger properties.

(iii) Chestnut Ridge Road

A cluster of retail uses are located at, or just to the south of, the intersection of Chestnut Ridge Road and Summit Avenue: two freestanding banks, a small shopping center anchored by a drug store, an old restaurant (the Dairy Queen—an historic relic from Montvale's post-war expansion), two gas stations and a small multi-tenant strip commercial center. Further south below Grand Avenue is a hotel whose refurbishment as a business-oriented hotel (a Courtyard Marriott) was recently completed. On the Woodcliff Lake border is the largest shopping center in Montvale—the Chestnut Ridge Shopping Center—although its original supermarket anchor has been displaced by a gym. Stores in the center are both convenience as well as specialty oriented, and the design is classically automotive-oriented with a large surface parking lot in the front with rows of smaller stores in a rectangular one-story building set well back from the road. A gas station is located on an outparcel just to the shopping center's north. The retail orientation and mix are appropriate to this predominantly office corridor, although the shopping center, unlike some of the other aforementioned uses which have been renovated and upgraded in recent years, is outdated and in need of a similar refurbishment. More upscale retail tenants have been attracted to the Chestnut Ridge Road corridor in Woodcliff Lake (the Tice Mall development), which bodes well for the possible redevelopment both of the shopping center and some of the smaller, older multi-tenant retail/office sites on the corridor.

(iv) Other

Montvale also has some scattered site retail uses; an older convenience store (Krauser's) located at the intersection of Spring Valley Road and Summit Avenue; and the unique DePiero's farm store—a large fresh foods, specialty store located at the corner of Grand Avenue and Mercedes Drive. The latter was originally a small farmstand selling produce grown at the DePiero farms, but now qualifies as a large gourmet specialty food store with a regional market, and at a unique location. A Marriott Hotel is located in the midst of the office park on Van Riper Road on the Park Ridge border and oriented to corporate office clientele.

b. Office-Industrial-Warehouse

With the opening up of exit 172 of the Garden State Parkway, smaller subdivided lots with small, one-story industrial/warehouse/office buildings—such as the few which still survive along Grand Avenue and along Craig Road adjacent to the Garden State Parkway onramp—gave way to larger corporate and multi-tenant office buildings, located predominantly between Chestnut Ridge Road on the west and Spring Valley Road to the east, and from Summit Avenue to the north, southwards to the Woodcliff Lake border.

Built predominantly in the 1960s and 1970s on large tracts of rolling farmland, Montvale's zoning regulations called for low, 2-story buildings with deep setbacks and large expanses of green lawn and trees, with surface parking lots providing parking in a campus, park-like setting. A veritable who's who of corporate America—Mercedes Benz, BMW, Benjamin Moore, the A&P (Great Atlantic Pacific Tea Company), KPMG, Bayer, Ingersoll Rand, Western Union and Pentax are among the corporations that still have significant office campuses within this area. There are, in addition, several similarly-developed, multi-tenant office buildings, leasing out space to financial service groups, smaller research and IT businesses, and professional offices. Now that many of the developments are 25 to 35 years old, their buildings appear somewhat outdated and tired. Their mechanical and electrical systems are inadequate to accommodate the needs of the computer age. With higher densities of employees per square foot, more parking spaces are needed and higher heating/ventilation and air conditioning demands, and greater energy efficiency is needed. Many buildings have undergone refurbishment in the last 3 to 4 years, and additional parking has been added to accommodate additional employees occupying the same space. It appears that this trend will continue, and changes in land use policy and the accommodation of new building technology will be needed for both business retention and expansion in the increasingly competitive suburban office market.

Montvale also has a number of smaller office complexes—mostly for professional, real estate and insurance needs—in and around the downtown.

c. Institutional

Montvale has a number of institutional uses in its midst, most of which are governmental or educational in nature, with only a few houses of worship and civic uses. Montvale has four large schools—3 public and 1 private—in the community: the Memorial School on Grand Avenue; the Fieldstone Middle School, with its entrance off Spring Valley Road at the center of the community; Pascack Hills High School, at the corner of Spring Valley Road and Grand Avenue, the regional high school which includes students from Montvale and Woodcliff Lake; and the St. Joseph's Regional High School, a private high school on Chestnut Ridge Road on the Woodcliff Lake border. These schools are more fully described in Chapter 6, Community Facilities.

The governmental uses include Borough Hall—with Montvale's administrative offices, library and police complex occupying a former office building in the heart of the corporate office park at the corner of Mercedes Drive and Philips Parkway. The Memorial Park complex contains the Borough's senior center and the firehouse, with the Borough's post office diagonally across the street on Grand Avenue. The former library building—Old Schoolhouse #2, located on East Grand Avenue adjacent to the downtown—is to be converted to senior apartments. The former Elk's Lodge in the downtown is also to become a Borough senior housings project adjacent to the downtown. Two large churches—St. Paul's Episcopal and the Methodist Free Church—are located on Grand Avenue in the center of town. Two day-care facilities, one located at the corner of Spring Valley and Summit, and the other on Summit Avenue just west of its intersection with Chestnut Ridge Road, provide pre-school educational opportunities in Montvale.

d. Parks, Open Space and Farmland

(i) Park and Open Space

A more complete inventory of parks and open space in Montvale is provided in Chapter 8, "Conservation, Recreation and Open Space." From a land use viewpoint, the increasing suburbanization of Montvale in the post-war era saw the disappearance of much of the community's open space and farmland, with little attention being paid to preserve areas of passive open space for hiking, nature trails, conservation, and with only two parcels of land set aside for active open space facilities beyond what the schools in Montvale themselves provide. Today Montvale has two active recreational parks—Memorial Park and Chestnut Ridge Park—two downtown decorative parks, a natural park adjacent to Borough Hall and a few scattered Borough-owned parcels of land that are environmentally constrained, but are not accessible as parks. Thus, park and open space activity represents a small percentage of the Borough's land area.

(ii) Farmland

Similar to many communities in northern Bergen County, active farmed land has all but disappeared from the suburban landscape. Montvale is, however, fortunate to have three remaining parcels of

farmland—located at the corner of Mercedes Drive and Grand Avenue, located at the corner of Craig Road and Summit Avenue, and a smaller parcel located on the north side of Summit Avenue opposite Craig Road. These parcels are actively farmed, and support the unique specialty food store located at the corner of the first aforementioned parcel—the DePiero’s Country Farm Store. While the largest of the three is zoned for an inclusionary multi-family residential development, these parcels presently add to the open space inventory of the community and are an historic reminder of the Borough’s historic roots. Efforts should be made to preserve the farm as long as possible.

e. Utility Easement

There are a few parcels of land in Montvale that are owned by utility companies and accommodate either overhead high-voltage transmission lines or underground gas transmission lines. There is also a Rockland and Orange Electric sub-station located at the corner of Craig Road and Grand Avenue.

f. Vacant

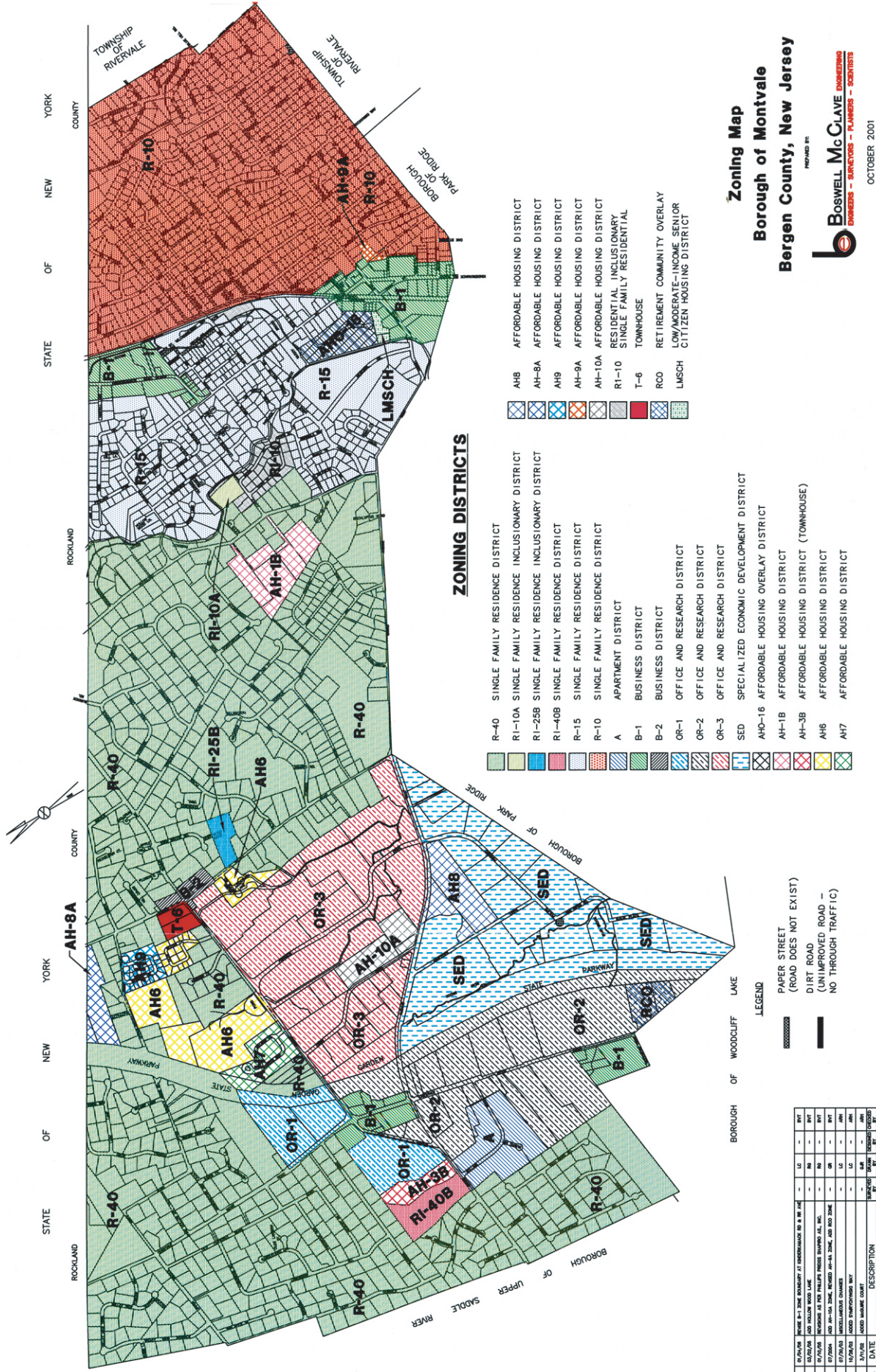
Montvale now has very little vacant land remaining. Of the parcels which remain vacant, most are small and undevelopable, constrained by steep slopes, wetlands or other environmental or access constraints. One of the two largest remaining parcels are the 20-acre Bonnabel parcel on Woodland Road, which is slated for the development of 20 clustered single-family homes, and the dedication of 8 acres to the Borough as a passive park. While no formal development application has been filed to date, conceptual plans for development have been presented, and development of this parcel is expected in the short term.

The second largest remaining vacant property is the 45-acre Del Ben property, located between Summit Avenue and Upper Saddle River Road is intended for inclusionary multi-family development, although a portion is anticipated to be purchased by the Borough as a passive park (±13 acres). A portion of the remainder is substantially environmentally constrained, and is undevelopable or inaccessible. A number of informal conceptual plans have been presented to the Borough, but no concrete development proposal has been submitted. Development is not anticipated in the short term.

With the likely development of the Bonnabel-Woodland Road parcel and the Del Ben parcel, the Borough’s housing stock will be added to, but so will the inventory of passive open space (over 20 acres). However, when that occurs the Borough will have no remaining sizable parcels of land available for development.

C. EXISTING ZONING

Montvale’s zoning map shows a total of 27 zones in the Borough (see **Map 3**). Although for a community of Montvale’s size this number is substantial, more than half (16) are single parcel affordable housing zones adopted for the purpose of providing opportunities for low- and moderate-income housing. The zones are briefly described below.



Map 3

Current Zoning Map

Master Plan for the Borough of Montvale, Bergen County, NJ

Zoning Map
Borough of Montvale
Bergen County, New Jersey

REVIEWED BY:
BOSWELL McCLAVE ENGINEERING
BUSINESS - SERVICES - PLANNING - DESIGN

OCTOBER 2001

Phillips Preiss Shapiro Associates, Inc. 2008
Map prepared by Boswell McClave Engineering

1. RESIDENTIAL

a. Non-Affordable Residential Zones

- R-40 Single-Family Residence District. This zone requires a minimum lot size of 40,000 square feet and a minimum lot width of 200 feet. This zone encompasses all residential land west of the Garden State Parkway and most of the residential land between Spring Valley Road and Woodland Road.
- R-15 Single-Family Residence District. This zone requires minimum lot sizes of 15,000 square feet and a minimum lot width of 150 feet. This zone is mapped primarily for residential land located between the Pascack Brook and the rail line.
- R-10 Single-Family Residence District. This zone requires a minimum lot size of 10,000 square feet and a minimum lot width of 100 feet. Residential land to the east of the rail line is within this zone.
- A-Apartment District. Only one property, the Rolling Ridge apartment complex close to the intersection of Summit Avenue and Chestnut Ridge Road, is within this zone. The permitted density is a minimum of 6,000 square feet of lot area per family, translating into a density of 7.26 units per acre.
- T-6 Townhouse. A single parcel, located at the corner of Spring Valley Road and Summit Avenue, is within this zone. Townhouses at a density of 6 units per acre are permitted.

b. Affordable Housing Districts

- RI-40 B. One parcel in Montvale is within this zone, a somewhat rectangular ± 10 acre property on Summit Avenue to the north of Rolling Ridge Road. Single-family homes on 40,000 square foot lots are permitted, and a contribution in lieu of providing affordable housing to the Borough's Affordable Housing Trust Fund is required.
- AH-1B. The Bonabel-Woodland Road parcel (a 22-acre parcel located off Woodland road) is within this zone. A total of 20 clustered single-family homes (± 1 unit/acre gross density) in a condominium format is permitted, with the preservation of ± 8 acres of environmentally constrained land as passive open space. An in-lieu contribution is required as part of the development approval.
- R1-25B. Single-family homes on a minimum lot size of 25,000 square feet are permitted. An in-lieu contribution for affordable housing is required. A ± 5 acre parcel on Spring Valley Road falls within this zone.
- R1-10 Residential Inclusionary Single-Family Residential. This parcel permits single-family homes on lots of a minimum of 10,000 square feet. The inclusionary obligation stemming from this development requires the developer to transfer the obligation to the Montvale senior citizens housing project located behind Eleni's Diner on Grand Avenue (i.e., in the LMSCH Low-/Moderate-Income Senior Citizen Housing District). The sole parcel in the R1-10 zone is located off Eagle Ridge Road in the center of the Borough.

- R1-10A Single-Family Residence Inclusionary District. A six-acre parcel of land, also on Eagle Ridge Road, is the only parcel of land in this zone. It obligates the developer to provide an in-lieu payment to the Affordable Housing Trust Fund while allowing for 10,000 square foot lots for detached single-family homes.
- AH-3B Affordable Housing District (Townhouse). Townhouses at a density of ± 3 units per acre are permitted in this zone along with a required in-lieu contribution to the Borough's Affordable Housing Trust Fund. A ± 7 acre parcel of land just to the west of the R1-40B zone, on the north side of Summit Avenue, is in this zone.
- AH-6 Affordable Housing District. Townhouses at 6 units per acre, with a 20% inclusionary set-aside for low- and moderate-income housing units, is permitted in this zone. Two properties fall within this zone: the undeveloped Del Ben property located between Summit Avenue and Upper Saddle River Road, and the Bear Brook townhouse project on Spring Valley Road.
- AH-7 Affordable Housing District. One parcel, the Summit Ridge (Greenway) development, located on Summit Avenue just to the east of the Garden State Parkway, is within this zone. Townhouses at 7 units per acre with a 20% inclusionary affordable housing set-aside are permitted in the zone.
- AH-8 Affordable Housing District. The ± 20 -acre balance of the DePiero farm property, located south of Grand Avenue and east of Mercedes Drive, is in this zone. Townhouses at 8 units per acre, with a 20% inclusionary affordable housing set-aside, are permitted in this zone.
- AH-8A Affordable Housing District. A ± 9 -acre property located on the New York State border between the Garden State Parkway and Spring Valley Road is in this zone. Townhouses at 8 units per acre with a 20% rental unit inclusionary set-aside are permitted.
- AH-9 Affordable Housing District. Single-family homes on minimum lot sizes of 6,000 square feet are permitted, with the developer being required to transfer the affordable obligation to the Borough's senior citizen project within the LMSCH zone. This zone is located south of Upper Saddle River Road just to the west of Spring Valley Road.
- AH-9A Affordable Housing District. Townhouses at a density of 9 units per acre with a 20% inclusionary affordable set-aside are permitted in this zone. One small 1.6-acre property on Franklin Avenue just to the east of Kinderkamack Road is within this zone.
- AH-10A Affordable Housing District. "Stacked townhouses" or apartments at a density of 10 units per acre within an inclusionary affordable set-aside of 20% is permitted. One parcel located at the corner of Craig Road and Grand Avenue is within this zone.
- RCO Retirement Community Overlay. Age-restricted apartments, at a density of 9.6 units per acre, are permitted in this zone, along with an in-lieu contribution towards the Borough's Affordable Housing Trust Fund. The former "Rink" property, located on Chestnut Ridge Road and on the Woodcliff Lake border, is within this zone.
- AHO-16 Affordable Housing Overlay District. Originally within the A-Apartment zone (see above), the Nottingham Manor apartment complex between the Pascack Brook and Kinderkamack Road was subsequently rezoned to AHO-16 to permit the addition of 2

new apartment buildings at a density of 16.3 units per acre, in exchange for a rental affordable set-aside of 20% of the new units, and a small contribution to the Affordable Housing Trust Fund.

- LMSCH Low-/Moderate-Income Senior Citizen Housing District. Affordable senior citizen housing (as well as market-rate senior citizen housing) is permitted in this zone, at a density of ± 35 units per acre. The single Borough-owned parcel within this zone is located north of Eleni's Diner (and south of the Nottingham Manor apartments) adjacent to the Pascack Brook.

c. Non-Residential

- B-1 Business District. This district permits restaurants, retail stores, offices, banks, financial institutions, undertaking establishments, personal services establishments and any use permitted in the R-40, R-15 and R-10 districts. The minimum lot size is 7,500 square feet with a minimum lot width of 75 feet. This district is mapped at the southern end of Kinderkamack Avenue in downtown Montvale, as well as at its northern end, adjacent to the New York State border. Additional areas zoned B-1 are along Chestnut Ridge Road at its intersection with Summit Avenue and on the Woodcliff Lake border at its southern end. Under certain circumstances, residential apartments at 10 units per acre are permitted above the ground floor on lots of a minimum of 30,000 square feet.
- B-2 Business District. The same uses (except for residential apartments above the ground floor) are permitted in this district as the B-1 district. Minimum lot size, however, is 15,000 square feet and a minimum lot width of 100 feet is required. Land at the intersection of Spring Valley Road and Summit Avenue falls under this zone.
- OR-1 Office Research District. Offices, scientific and research labs, medical centers, banks and financial institutions are permitted as of right, while commercial recreation complexes are permitted conditionally. The minimum lot size is 5 acres and the minimum lot width is 300 feet. Land north of Summit Avenue to the east and west of Chestnut Ridge Road falls within this zone.
- OR-2 Office Research District. The same uses permitted as of right and conditionally in the OR-1 district are permitted in this district. The minimum lot size is 3.5 acres and minimum lot width is 300 feet. Land on either side of Chestnut Ridge Road (and to the west of the Garden State Parkway) and south of Grand Avenue falls within this zone.
- OR-3 Office Research District. The same permitted and conditionally permitted uses in the OR-1 zone are allowed in this district. The minimum lot size is 3 acres and minimum lot width is 300 feet. Land east of the Garden State Parkway, almost to Spring Valley Road, and between Summit Avenue and Grand Avenue, falls within this zone.
- SED-Special Economic Development District. The same uses as the OR-1, -2 and -3 zones are permitted in this district, with the exception of commercial recreation uses. Additionally, municipal uses, libraries, parks, general light manufacturing and public utility buildings are permitted in this district. Land east of the Garden State Parkway, from

Grand Avenue southwards to the Woodcliff Lake and Park Ridge borders, falls within this district.

D. CONSISTENCY OF EXISTING USES WITH CURRENT ZONING

There is a very substantial degree of consistency between those uses which exist within Montvale and the zoning districts within which they fall. Both the Katy and Alayna townhouse projects on Kinderkamack Road fall within 2 zones where townhouses are not permitted: the B-1 Business district (for the front portion on Kinderkamack) and the R-15 Single-Family Residential district (to the rear). To their north, Hartel Company Industries, a wholesale use, is also located in the B-1 Business district, where it is not permitted. The Williamsburgh townhouse project is also located in a single-family residential district in which they are not permitted, the R-15 district.

There are also some residential areas located in Montvale where the prevailing sizes of single-family lots are substantially less than the zone district in which they are located requires. This creates the need for a variety of variance applications, because the bulk and area regulations that are applied to homes within such areas are already non-conforming. These areas are as follows.

- (1) The area to the north of Grand Avenue West, and south and east of Akers Avenue, as well as the subdivided lots north of Akers Avenue fronting on Highland Road and June Lane. In addition, there are a series of single-family lots on that portion of Akers Avenue extending westward from Spring Valley Road. The lots in these areas are predominantly a half-acre in size, despite the fact that they are located in the R-40 district, where a minimum lot size of 40,000 square feet (\pm one acre) is required.
- (2) There is a rectangular area bounded by the Williamsburgh townhouses on the west, Kinderkamack Road on the east and north and Montvale Avenue to the south, where the predominant lot sizes are a quarter-acre or less and yet is located in the R-15 district where 15,000 square-foot lots ($\pm \frac{1}{3}$ acre) are required.

The DePiero Country Farm store is located within the SED Special Economic Development district, where retail uses are not permitted. A number of single-family homes are located in nonresidential zones where they are not permitted: three of these are located on large lots on or near to Summit Avenue just west of Craig Road, and 4 are located on a single long and narrow lot west of Chestnut Ridge Road just to the south of the Rolling Ridge apartments.

Finally, there is a warehouse/office uses located in the OR-3 district, where warehouses are not permitted: the Charles H. Schmidt Co. which fronts on Grand Avenue just east of the Garden State Parkway.

E. MONTVALE'S LAND USE PLAN

The Municipal Land Use Law requires the Land Use Element to “show the existing and proposed location, extent and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational, educational and other public and private purposes or combination of purposes” (NJSA 40:55D28.2(b)).

As indicated in prior sections of this chapter, Montvale is very much a fully developed community, with very little vacant, developable land remaining. Of the vacant parcels which still exist, all of the largest and most developable are already designated for the development of inclusionary affordable housing, and most of the smaller remaining parcels are constrained by wetlands, floodplains or other factors, which make their future development unlikely. As such, the type, extent and intensity of development in the Borough is predominantly an existing rather than a proposed one, and Montvale's Land Use Plan, shown in **Map 4**, is a reflection of this.

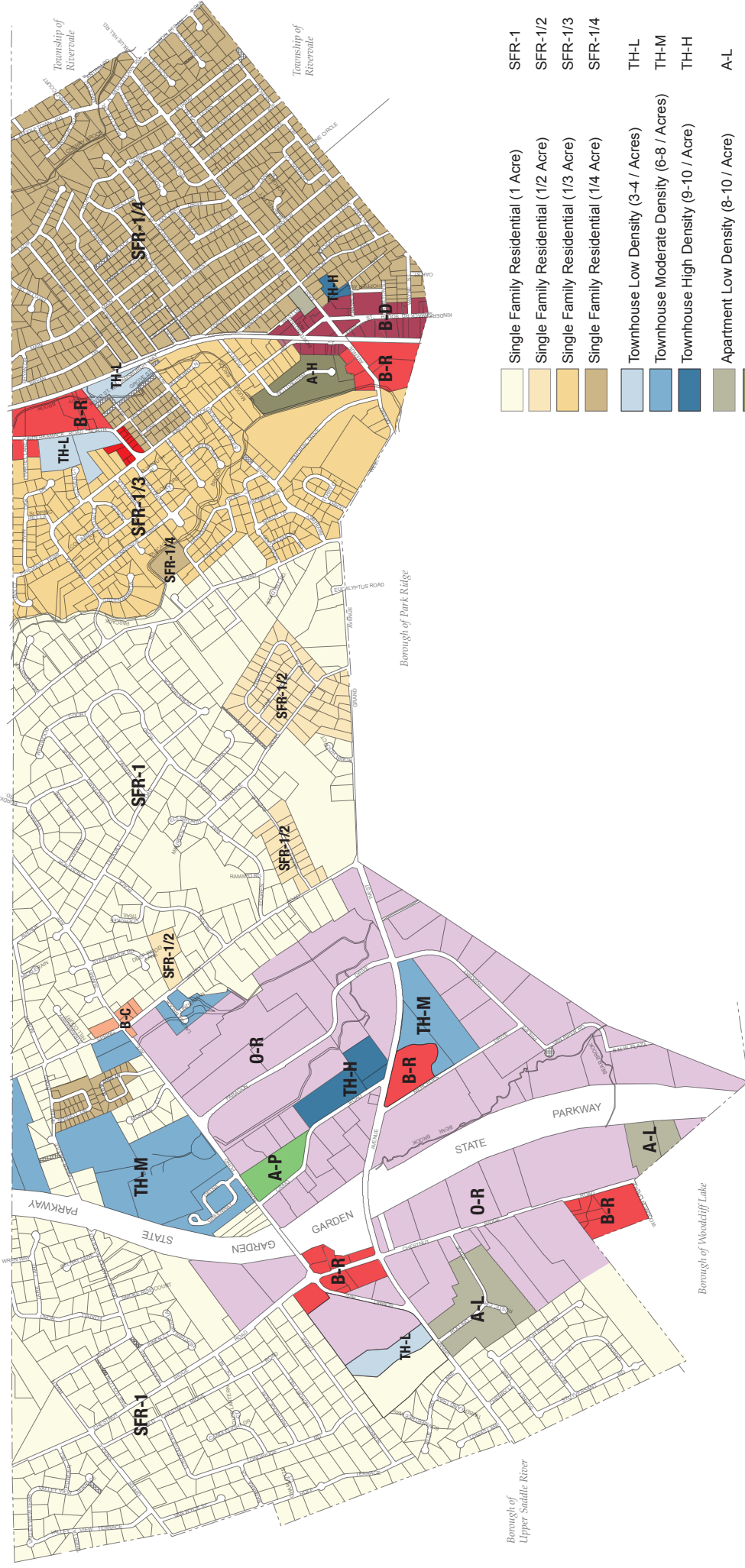
In Map 4, the type and intensity of various land uses in Montvale are shown, grouped by zones and existing uses which permit similar types of land uses, at the same or similar densities. For example, where one-acre single-family residential development exists, this is shown as “Single-Family Residential (1 Acre),” even though according to the Zoning Map, these land uses fall into one of the following three zones: the R-40 Single-Family Residential District, the RI-40B Single-Family Residential District, and the AH-1B Affordable Housing District—because all three allow single-family residential either on 40,000 square foot lots or at a gross density of one single-family residential dwelling unit per acre.

Note that the Land Use Plan does not identify public or institutional uses separately from the above designations. Uses such as schools, churches, parks, government buildings are all located within zones which permit them and whose primary objective is to foster development of the primary permitted uses—residential, business or office-research uses.

The land uses shown in Map 4 are explained below.

- Single-Family Residential (1 Acre)

These are residential uses in which the predominant use is detached single-family residential units on lots of one acre, or permitted at a gross density of 1 unit per acre. This includes land in the R-40 Single-Family Residence District, the R1-40B Residential Inclusionary District (both of which permit 40,000 square-foot minimum lot size), and the AH-1B Affordable Housing District which permits clustered detached single-family residential units at a gross density of one unit per acre.



Map 4

Montvale's Land Use Plan

Master Plan for the Borough of Montvale, Bergen County, NJ

- SFR-1 Single Family Residential (1 Acre)
- SFR-1/2 Single Family Residential (1/2 Acre)
- SFR-1/3 Single Family Residential (1/3 Acre)
- SFR-1/4 Single Family Residential (1/4 Acre)
- TH-L Townhouse Low Density (3-4 / Acres)
- TH-M Townhouse Moderate Density (6-8 / Acres)
- TH-H Townhouse High Density (9-10 / Acres)
- A-L Apartment Low Density (8-10 / Acres)
- A-H Apartment High Density (16-32 / Acres)
- B-D Business - Downtown
- B-R Business - Regional
- B-C Business - Community
- O-R Office - Research
- A-P Agricultural Preservation



- Single-Family Residential (½-Acre)

Land uses which comprise this designation fall into 2 categories. The first is land within the R1-25B Residential Inclusionary District, which permits detached single-family residential on lots of just over a half-acre (25,000 square feet), and two areas of existing single-family residential development in the R-40 zone, where the predominant lot sizes are a half-acre. These areas are located off Akers Avenue, as more fully described above in Section 4D. In the latter instance, the creation of a separate R-20 Single-Family Residence District, allowing single-family homes on lots of a minimum of 20,000 square feet is recommended.

- Single-Family Residential (⅓-Acre)

Land uses in this designation are those currently within the R-15 Single-Family Residential zone, where single-family detached units are permitted on lots of a minimum of 15,000 square feet in size—approximately one-third of an acre.

- Single-Family Residential (¼-Acre)

Land uses in this designation fall within a number of different zones, but all permit or are primarily developed with detached single-family residential uses of a quarter-acre (10,000 square feet) or somewhat less in size (6,000 or 7,000 square feet). Zoning districts which fall within this category include the R-10 District, RI-10 District and the RI-10A District, all of which permit detached single-family residences on lots of 10,000 square feet, as well as two AH-6 designated parcels—one off Serrell Drive and the other off Old Woods Lane—in which single-family residences on lots of 6,000 square feet and 7,000 square feet per lot have been developed. No changes to any of the above designations are proposed. There is a further area within Montvale, currently within the R-15 District, which is recommended to be rezoned to R-10. This is the rectangular area, described in Section 4D above, bounded by Kinderkamack Road on the north and west, the Williamsburgh townhouses to the west and Montvale Avenue to the south, where the predominant lot size is 10,000 square feet or less.

- Townhouse—Low-Density (3-4/Acre)

This designation applies to three existing townhouse projects—the Katya, Alayna and Williamsburgh townhouse projects—which are all developed at a density of ±4 units per acre. Since they are in existing zoning districts in which such uses are not permitted, a new zoning designation to recognize them should be adopted. The other townhouse district in this category is the approved but as-yet undeveloped Enclave townhouse project located on Summit Avenue in the AH-3B District, which permits townhouses at a density of 3 units per acre.

- Townhouse—Moderate-Density (6-8/Acre)

This land use designation includes the existing townhouse in the T-6 District, the Bear Brook project (AH-6), Summit Ridge (AH-7), the soon to be built Trailing Ridge project (AH-8A) and the as-yet unbuilt townhouse projects on the Del Ben (AH-6) and DePiero (AH-8) properties.

- Townhouse—High-Density (9-10/Acre)

Two existing projects fall within this designation: the Valley View project now under construction (AH-10A) and the Charlestown Court townhouses (AH-9A) which was recently completed.

- Apartment—Low-Density (8-10/Acre)

Three parcels fall within this designation: the existing Rolling Ridge condominium apartments in the A-Apartment district, which has a gross density of 8 units per acre; the Four Seasons age-restricted project in the RCO-Retirement Community Overlay District—now under construction a density of 8 units/acre, and the senior project proposed for the former Montvale library property, which should be rezoned to permit apartments at approximately 10 units per acre.

- Apartment—High-Density (16-32/Acre)

Two properties are located within this designation. The first is the Nottingham Manor apartment project, which was recently renovated and added to in the AHO-16 District, which has a gross density of 16 units per acre, and the recently approved Montvale senior project located within the LMSCH Low-/Moderate-Income Senior Citizen Housing District, with apartments at 32 units per acre.

- Business—Downtown

A portion of the current B-1 Business District has been placed within this designation. This proposed new designation consists primarily of parcels fronting along Kinderkamack Road and Railroad Avenue in “downtown Montvale,” where a more “main street,” pedestrian-friendly, mixed-use district is envisioned through redevelopment and improvements. A new downtown business zoning designation, separate and apart from the existing B-1 Business designation, is recommended for this area.

- Business—Regional

The remainder of the areas currently zoned B-1 Business District fall within this designation, which includes: the B-1 areas fronting along Grand Avenue West just to the west of the downtown; portions of the B-1 District located along Kinderkamack Road at the northern end of the Borough (and excluding the Alayna and Katya townhouse projects); the B-1 District located in

the vicinity of the intersection of Grand Avenue and Chestnut Ridge Road; and the B-1 designated Chestnut Ridge Shopping Center, located on the Woodcliff Lake border. All of these areas are more automobile-oriented retail uses, and are not necessarily suitable for the same type of pedestrian-oriented, “main street,” mixed uses that are appropriate in the downtown business zone. Another parcel is located within this Business-regional designation: the DePiero Country Farm store located at the corner of Mercedes Drive and Grand Avenue.

- Business—Community

This designation should apply to the existing B-2 Business District, the small-scale convenience-related retail uses located at the intersection of Summit Avenue and Spring Valley Road, whose retail, office and day care uses are more oriented to serving the local community than the region.

- Office Research

This designation applies to all land currently zoned OR-1, OR-2, OR-3 and SED, which includes all of the office-research complexes in Montvale. This designation also recognizes that the SED District zoning designation, which allows for some warehouse and manufacturing uses, is no longer appropriate or relevant, and which therefore should be merged within one of the other three OR designations.

- Agricultural Preservation

One parcel of property located at the corner of Craig Road and Summit Avenue, belonging to the DePiero family, is still utilized for agricultural production. The Montvale Land Use Plan recognizes that this parcel could potentially be preserved as farmland in perpetuity. The rezoning of the parcel, from OR-3 to an Agricultural Preservation designation, would only occur to the extent that funding was available for either outright purchase or through the purchase of development rights via State- and/or County-funded agricultural preservation programs.

F. CONSISTENCY WITH THE BERGEN COUNTY MASTER PLAN AND THE NEW JERSEY STATE DEVELOPMENT AND REDEVELOPMENT PLAN

NEW JERSEY STATE DEVELOPMENT AND REDEVELOPMENT PLAN

On March 1, 2001, the legislature of the State of New Jersey adopted the State Development and Redevelopment Plan (SDRP). A revised SDRP is currently undergoing cross acceptance and is likely to be adopted within the next year. However, insofar as the Borough of Montvale is concerned, such revisions are expected to be minor in nature, and will not substantively impact the State’s policies towards development in the Borough. The SDRP is divided into several sections, including: an overview of the State planning act; State planning goals, Statewide planning policies,

the State plan policy map, and role of the SDRP and Plan endorsement. As indicated in the document, the SDRP is not a regulation, but a policy guide. For local municipalities, master plans should be evaluated, and if necessary modified to reflect the policies of the State Plan. The SDRP is also important when the State makes infrastructure and other investment decisions, i.e., determining where available State funds should be expended.

Spatially the SDRP utilized planning areas, centers and environs as a framework for implementing Statewide goals and policies. Montvale is not designated as a “center” (i.e. central place within planning areas where growth should be attracted or contained) or an “environs” (i.e. areas outside of centers in the fringe, and rural and environmentally-sensitive planning areas). Montvale falls within the Planning area (PA-1), the Metropolitan Planning Area. The SDRP indicates that this area will provide for much of the State’s redevelopment. Montvale within this context is an “older suburb,” whose existing stable character the State Plan seeks to protect, and where growth or redevelopment in compact form is to be promoted.

The SDRP contains a set of Statewide Planning Goals, which derive from the State Planning Act. The relationship of the Master Plan to several of these goals is described below:

Goal 1: Revitalize the State’s Cities and Towns.

The Master Plan encourages investment to complement Montvale’s historic center and works to enhance its existing neighborhoods.

Goal 2: Conserve the State’s Natural Resources and Systems.

The Master Plan takes into account the Borough’s valuable natural resources and provides an action plan to increase the amount of open space in the Borough. In addition, the Borough has completed a Municipal Stormwater Management Plan Element in order to properly mitigate impacts on environmentally sensitive lands and streams within Montvale.

Goal 3: Promote Beneficial Economic Growth, Development and Renewal for All Residents of New Jersey.

The Master Plan recognizes the importance of preserving existing historic resources, open spaces and community amenities in order to enhance quality of life in the Borough, in Bergen County and other areas throughout the Region.

Goal 4: Protect the Environment, Prevent and Clean Up Pollution.

Similar to Goal 2, the Redevelopment Plan promotes efficient use of land, and the preservation of open space.

Goal 5: Provide Adequate Public Facilities and Services at a Reasonable Cost.

The Master Plan works to enhance community services and facilities throughout the Borough while also improving access to these same amenities.

Goal 6: Provide Affordable Housing at a Reasonable Cost.

The Master Plan Housing Element is drafted in compliance with COAH's most current regulations concerning affordable within the State of New Jersey.

Goal 7: Preserve and Enhance Areas with Historic, Cultural, Scenic, Open Space and Recreational Value.

The Master Plan contains a Historic Preservation element that aims to protect and enhance the historic resources present within the Borough. In addition, the conservation and recreation chapter outlines the current recreational amenities in the Borough and identifies future recreation needs for local residents.

Goal 8: Ensure Sound, Integrated Planning and Implementation Statewide.

The Borough of Montvale Master Plan is consistent with the New Jersey State Development and Redevelopment Plan, and all County plans, as well as the planning efforts of neighboring municipalities in New Jersey.

BERGEN COUNTY MASTER PLAN

Bergen County's last Master Plan was written and formally adopted in 1962, while the most recent Master Plan Land Use Element was adopted in 1973. Bergen County is currently working on the development of a new Master Plan which will pursue intergovernmental coordination among Bergen County municipalities in order to provide a regional framework for local planning issues. The Borough of Montvale Master Plan does not conflict with the current Master Plan or other County plans; the Borough supports the effort of the new County Master Plan to coordinate and regionalize policies that effect intermunicipal relationships, especially with respect to traffic and circulation and transit improvements, but also in regard to fair share housing, utility provision, open space and conservation efforts and land use and economic development.

BERGEN COUNTY SOLID WASTE MANAGEMENT PLAN

The Bergen County Utilities Authority (BCUA) implemented an interim three-year solid waste management strategy in 2002, followed by an Updated Bergen County Solid Waste Management Amendment in December 2006, drafted in accordance with the Solid Waste Management Act (N.J.S.A 13:1E-20). These documents were reviewed and taken into consideration in the preparation of the Borough of Montvale Master Plan. The Borough of Montvale currently contracts all solid waste pickup to a private company, and the Borough's Recycling and Drop/Off Center is in good condition and meets current facility demands as well as Department of Environmental Protection and Department of Energy standards.

RELATIONSHIP TO MASTER PLAN OF ADJACENT COMMUNITIES

The Borough of Montvale shares a border with four Bergen County (New Jersey) municipalities, which are the Borough of Woodcliff Lake, the Township of River Vale and the Borough of Park Ridge and the Borough of Upper Saddle River. The Borough is also bounded on the north by two municipalities within Rockland County, New York, which are the Village of Pearl River within the Town of Orangetown and the Village of Chestnut Ridge within the Town of Ramapo.

Borough of Woodcliff Lake

The Borough of Woodcliff Lake borders the southwestern corner of Montvale adjacent to St. Joseph's Regional High School and other commercial and office land uses along Woodmont Drive and Chestnut Ridge Road. The majority of uses on the Woodcliff Lake side are comprised of single-family residential land uses; however these land uses border the extensive property of the high school. In Woodcliff Lake, only parcels fronting Chestnut Ridge Road and Woodmont Drive are zoned for commercial and office uses. Of particular note is the fact that an age-restricted adult multifamily housing complex is being developed on a parcel straddling both Montvale and Woodcliff Lake (the Rink property). The property (Lots 2 and 3 of Block 3301 in Montvale) was rezoned in 2003 to accommodate this use. The project was approved by a joint meeting of the Montvale and Woodcliff Lake Planning Boards in 2006. As such, these land uses are consistent with land uses across the border in Montvale.

Township of River Vale

The Township of River Vale borders the easternmost portion of Montvale. This section of River Vale is characterized by residential land uses located within the single family residential A zone. These land uses are compatible with single family residential land uses located across the border in Montvale.

Borough of Upper Saddle River

The Borough of Upper Saddle River shares the western border of the Borough of Montvale. All land uses in Upper Saddle River that border Montvale occupy the single-family residential R-1 zone, except for a vacant parcel in the northeast corner of the Borough proposed as an affordable housing multifamily apartment dwelling. The residential land uses present in Upper Saddle River are consistent with the single family R-40 zone across the border in Montvale.

Borough of Park Ridge

The Borough of Park Ridge follows much of the southern boundary of the Borough of Montvale. Office development along Brae Boulevard in Park Ridge is compatible with office land

uses in Montvale along Phillips Parkway, Van Riper Road and BMW Plaza. Northeast of the Park Ridge office and research zone is a multifamily development known as Bears Nest, which also abuts the office zone in Montvale. A small area of low- and medium-density residential land uses located northeast of the Bears Nest development to the intersection of Grand Avenue and Spring Valley Road abuts the remainder of the Borough of Montvale office district. These two areas in Park Ridge represent the only major land use inconsistencies with land uses in the Borough of Montvale.

Low-density single-family residential land uses characterize development in Park Ridge from the intersection of Grand Avenue and Spring Valley Road to the intersection of Mill Road and Grand Avenue. These land uses are compatible with those in Montvale with the exception of a few institutional and civic uses in Montvale along Grand Avenue.

The area east of Mill Road to the railroad tracks within the Borough of Park Ridge is designated as a Business and Professional Office Zone and borders commercial uses along the Kinderkamack Road corridor. These land uses are consistent with office and commercial land uses in the area of the Montvale train station on Kinderkamack Road. The remainder of the Borough of Park Ridge/Borough of Montvale border is occupied by complimentary single-family residential land uses.

Town of Orangetown (Village of Pearl River)

The Village of Pearl River, located within the Town of Orangetown, in Rockland County, New York borders the Borough of Montvale from Spring Valley Road to the easternmost corner of the Borough at Middletown Road. The majority of land uses within the Village of Pearl River that border Montvale are characterized as single-family residential. These land uses complement the residential character of the northern portion of Montvale. The only non-residential land uses in Pearl River that directly border Montvale exist along the Kinderkamack Road corridor in the form of commercial and industrial land uses. These land uses are compatible with commercial and industrial properties that exist on the portion of Kinderkamack Road extending through the Borough of Montvale.

The north Middletown Road Corridor in Pearl River includes office uses. On north Middletown Road, the commercial uses mix with a variety of other land uses, including some multifamily uses. This mixed-use pattern is typical of a suburban automobile-oriented commercial corridor. Single-family residential land uses exist in the portion of the Pearl River-Orangetown/Borough of Montvale border from Spring Valley Road to the Kinderkamack Road corridor. The Kinderkamack Road corridor contains some commercial and industrial land uses along the Pearl River-Orangetown/Borough of Montvale border. Land uses in Montvale east of the Kinderkamack Road corridor are single-family residential.

Town of Ramapo (Village of Chestnut Ridge)

The Village of Chestnut Ridge, located within the Town of Ramapo in Rockland County, New York, borders the Borough of Montvale from approximately Chestnut Ridge Road to Spring Valley Road, and is currently updating its Master Plan. Land uses within Chestnut Ridge are mostly residential in nature. These land uses are a complement to the single-family residential nature of parcels within the Borough of Montvale.

CHAPTER 5. CIRCULATION ELEMENT

A. INTRODUCTION

Transportation is a significant part of Montvale's desirability as a place in which to live and work. Montvale benefits from having the Garden State Parkway traversing the western portion of the Borough, as well as having convenient access to New Jersey State Route 17 to the west and the New York Thruway to the north. Montvale also provides convenient transit access for commuters to New York City and some communities in New Jersey through the Pascack Valley line of New Jersey Transit and a number of commuter bus services. However, like most suburban communities, walking and biking do not make important contributions to overall travel in Montvale. Pedestrian walkways are sporadic, and bikeways are nonexistent.

B. VEHICULAR CIRCULATION

The Borough has a hierarchy of roads that serve different functions. The reason for classifying roads in this manner is to establish a system of traffic flows, with primary arterials accommodating major regional flows, secondary arterials handling intermunicipal traffic as well as access to primary arterials, and collectors distributing traffic from local streets to the arterial system. The classifications of streets in Montvale are described below. **Map 5** shows the road classifications in the Borough.

Montvale is served by a single Primary Arterial, the Garden State Parkway. The Garden State Parkway is under the jurisdiction of the New Jersey Turnpike Authority. It is a limited access, four-lane, divided, north-south freeway and carries traffic which is primarily related to the region rather than to Montvale. The exit ramp (northbound only) into Montvale at Exit 172 leads onto Grand Avenue. Access ramps to the Parkway in Montvale are provided at Exit 172 at Grand Avenue (southbound only) and at the Montvale Service Area.

The Montvale Service Area is located in the center median of the Parkway between Exits 171 and 172, and can be accessed from both northbound and southbound lanes. The Service Area provides a large commuter parking lot, which is also accessible from Grand Avenue. The Service area also features shuttle bus services to airports in the New Jersey and New York metropolitan area.

Secondary Arterials carry traffic which is shorter-range than the primary arterials, and can generally be categorized as intermunicipal or subregional. The streets in Montvale which are classified as secondary arterials are as follows:

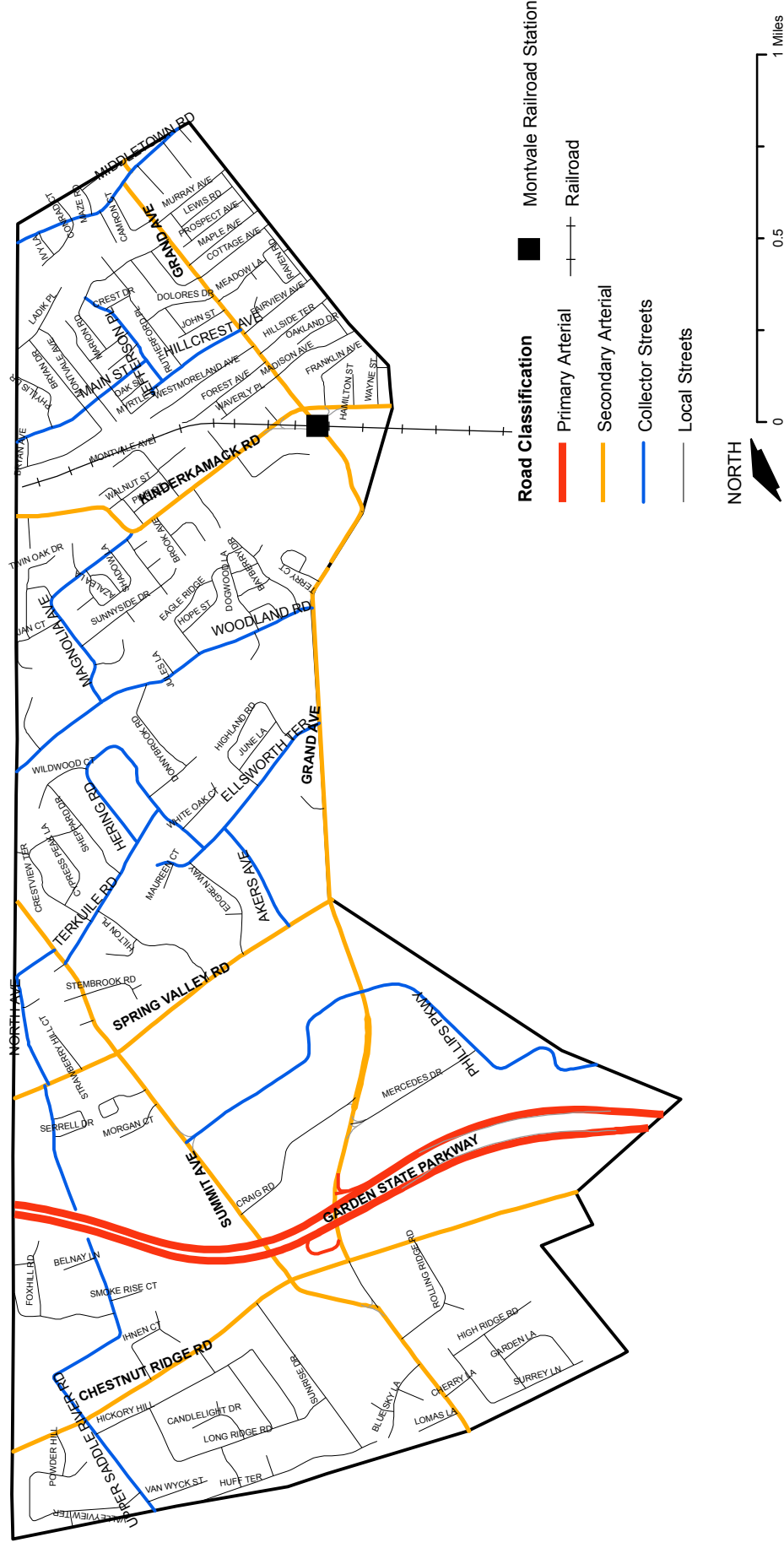
North-South

Chestnut Ridge Road

A four-lane, undivided arterial paralleling the Garden State Parkway on the west side through the Boroughs of Montvale and Woodcliff Lake. It continues into New York State to the north. Land uses

Map 5 Roadway Classifications

Master Plan for the Borough of Montvale, Bergen County, NJ



along the arterial are corporate offices, retail centers, multi-family residential and single family residential homes.

Kinderkamack Road

A two-lane arterial that serves the eastern part of the Borough. Kinderkamack Road crosses the railroad tracts where it intersects with Railroad Avenue. The Montvale train station is located at the northwest corner of Kinderkamack Road and Grand Avenue. Kinderkamack Road carries a high volume of traffic with a number of commercial sites and retail uses as well as multi-family and single-family homes located along the arterial.

Spring Valley Road

A two-lane arterial that runs in a somewhat northwest direction through the Borough from the municipal border with the Borough of Park Ridge in the south to the New York State border. This arterial changes its name to Schoolhouse Road at the New York State border, and provides access to the southbound exit of the New York State Thruway in Ramapo.

East-West

Grand Avenue (East/West Grand Avenue)

Four lanes between Summit Avenue and Spring Valley Road, and two-lanes between Spring Valley Road and Kinderkamack Road, Grand Avenue connects Chestnut Ridge Road located in the westerly portion of the Borough to Middletown Road, located in the easterly portion of the Borough. Grand Avenue is also the only road that runs the entire length from east to west within Montvale.

Summit Avenue

A two-lane arterial on the northern part of the Borough that traverses in a northeasterly direction to the New York State border. Summit Avenue provides access to a number of corporate offices between Grand Avenue and Spring Valley Road.

Collectors distribute traffic from the local streets into the arterial network. While these roads are fairly heavily-traveled roads at times, the traffic they carry is generally oriented to Montvale itself. These streets are as follows:

- Akers Avenue
- Elsworth Terrace Avenue
- Hering Road (portion)
- Hillcrest Avenue
- Jefferson Place (portion)
- Magnolia Avenue
- Middletown Road
- North Avenue
- Phillips Parkway

- Terkuile Road
- Upper Saddle River Road
- Woodland Road

All other public streets are classified Local.

According to the Tri-Borough Traffic Study conducted for the Boroughs of Montvale, Park Ridge and Woodcliff Lake in 2006⁴, the intersection of Grand Avenue and Chestnut Ridge Road during the AM and PM peak hours carried the highest volumes of traffic. The intersections of Chestnut Ridge Road and Summit Avenue, Spring Valley Road and Summit Avenue, and Grand Avenue and Spring Valley Road also carried high volumes of traffic.

One of the major traffic issues in Montvale is the long delays and queuing of traffic on Grand Avenue caused by the railroad preemption at the intersection of Grand Avenue with Kinderkamack Road/ Railroad Avenue. Train arrivals activate the rail crossing gates across Grand Avenue and at Kinderkamack Road, and stops traffic not only while the train is crossing the roadway, but also while the train is stopped at the station loading and unloading passengers. This affects traffic on eastbound and westbound Grand Avenue, as well as southbound traffic on Railroad Avenue and northbound traffic on Kinderkamack Road. Generally, the gates close for approximately two to three minutes at a time during the weekday morning and afternoon peak hours.

In order to improve the traffic congestion, New Jersey Transit has agreed to move the locations where trains stop during rush hours so that the crossing gates will remain open while the trains load and unload passengers.

C. PUBLIC TRANSIT

The Borough of Montvale is connected to New Jersey Transit commuter rail and a private bus service for commuters to travel to and from employment destinations in southern Bergen County, Hudson County and New York City (see **Map 6**).

New Jersey Transit Commuter Rail

The New Jersey Transit rail station is located in downtown Montvale at the intersection of Grand Avenue and Railroad Avenue within the southwestern corner of a municipal park. Commuters travel on the Pascack Valley Line with service to Secaucus Junction and Hoboken. For many years train service on the Pascack Valley Line occurred on a single track with capacity for traffic in only one direction. Hoboken-bound service was only offered during the morning commute hours and Montvale-bound service was only offered during the afternoon and evening commute hours. Now, however,

⁴ Final Report Tri-Borough Traffic Study for the Boroughs of Montvale, Park Ridge and Woodcliff Lake. May 30, 2006.



with track siding additions and improvements, two-way train service is being offered. There is no local bus service at the train stations. The Borough plans on working cooperatively with Bergen County in adding bus service, which would transport employees to and from the Montvale train station to the office complexes located in western Montvale adjacent to the Garden State Parkway.

Transfer to Midtown Manhattan and downtown Newark is possible from Secaucus Junction. Connections at the southern terminus in Hoboken are possible to the Jersey City waterfront by way of PATH service and the Hudson Bergen Light Rail as well as to Manhattan by ferry and PATH service. Connection to Manhattan has been improved by way of the Secaucus Junction transfer terminal, especially since the majority of rail commuters from Montvale serve the Manhattan job market.

Nine southbound trains depart from Montvale during the morning between 5 AM and 9 AM. New Jersey Transit also offers five Hoboken-bound trains between 9 AM and 9:30 PM. Service between Montvale and Hoboken takes approximately one hour, followed by an additional 15 to 20 minutes on the PATH to Manhattan. Service to Manhattan Penn Station via transfer at Secaucus Junction as well as Downtown Newark via transfer at Secaucus Junction takes approximately one hour from Montvale.

New Jersey Transit offers eight afternoon trains from Hoboken to Montvale between 4 PM and 8 PM. Afternoon travel times are similar to the morning peak. New Jersey Transit also offers eight off-peak Montvale-bound trains leaving Hoboken, with four trains leaving prior to 4 PM and four trains leaving after the 8 PM, the last of which departs from Hoboken at 12:43 AM. Train service is also provided on weekends, with 11 trains from Montvale to Hoboken and 12 trains in the opposite direction.

As a result of the increased train traffic through Montvale with the recent installation of sidings and more frequent two-way service, fire and emergency officials in Montvale have expressed concern regarding the effect on emergency response times within the Borough. Considering that train travel occurs at-grade within Montvale, east-west traffic is halted in Montvale Center by passing trains.

There are two commuter parking lots near the train station. The first lot, which is for Montvale residents only (permit-parking), is located on the southbound side of Railroad Avenue, across the street from the rail station. The other commuter parking lot is located on the east side of Kinderkamack Road to the north of the station.

Bus Routes

Coach USA, a private bus company, operates commuter bus service, also known as the Red & Tan Bus Lines, from Montvale to the Port Authority Bus Terminal in Midtown Manhattan and the George Washington Bridge Bus Terminal in upper Manhattan. The service provides express commuter service to New York City and bypasses local stops. Of the six Red & Tan Line routes, one route termi-

nates at the George Washington Bridge Bus Terminal and the other five terminate at the Port Authority Bus Terminal.

Service on the 11C to the George Washington Bridge Bus Terminal occurs from the Montvale Town Center (Kinderkamack Road and Grand Avenue) with a scheduled travel time of approximately 35 minutes. Bus numbers 11A, 14ET, 46 and 47 also stop at the Montvale Town Center, but provide service to the Port Authority Bus Terminal. Scheduled travel time is approximately one hour to one hour and 20 minutes depending upon departure time and potential morning traffic congestion. The number 45 bus leaves from the Montvale Service Area, located between Exits 171 and 172 of the Garden State Parkway, with service to the Port Authority Bus Terminal. Scheduled travel times vary from 30 minutes to 50 minutes depending upon departure time and potential morning traffic congestion.

Bus numbers 11C, 11A, and 45 generally offer one bus per hour from 6 AM to 8 PM, except the number 14ET, 46 and 47 provide only morning service. Although the number 14 ET offers just several morning buses, the number 46 and 47 buses provide several trips per hour between 5:30 AM and 9:30 AM.

Red & Tan Line service for bus routes 11C, 11A, and 45, operating from New York City to Montvale, follows a schedule similar to New York City-bound service. However, the numbers 14ET, 46 and 47 buses provide only afternoon and evening service from Manhattan to Montvale. Montvale-bound service from Manhattan also offers additional evening and late evening buses for return commuters. Although the number 11C and 11A buses provide weekend service, the number 14ET, 45, 46 and 47 do not travel from Montvale on Saturday or Sunday.

D. PEDESTRIAN WALKWAYS AND BIKEWAYS

Pedestrian walkways and bikeways in Montvale leave much to be desired. Some of the major roads in Montvale are provided with pedestrian sidewalks while others are not. The condition of pedestrian sidewalks also varies from place to place. There are no designated bikeways in Montvale.

CHAPTER 6. UTILITY SERVICE ELEMENT

A. WATER SUPPLY

Water supply in the Borough of Montvale is provided by the United Water Company. It maintains a water tank reservoir located to the north of Sunrise Drive, with a capacity of 1.5 million gallons.

The water distribution system consists of a distribution system ranging in size from two to sixteen inches in diameter. There are two major 16 inch water mains in Montvale. One water main extends from the Borough of Upper Saddle River along Saddle River Road to Chestnut Ridge Road. This main extends south along Chestnut Ridge Road to the boundary with the Borough of Woodcliff Lake. The main also extends northward, approximately 250 feet, where it links with the water tank reservoir.

The second 16 inch water main extends northward from the Township of River Vale along Maple Avenue to Grand Avenue East. The two 16 inch water mains are connected to a 12 inch water main which extends from Chestnut Ridge Road, along Grand Avenue, to the boundary shared with River Vale. There are also three other 12 inch water mains; one along Chestnut Ridge Road, north of Sunrise Drive; one along Spring Valley Road, north of Strawberry Hill Road; and one along Summit Avenue.

A majority of the areas west of Spring Valley Road are serviced by 8 inch water mains, while the majority of areas east of Spring Valley Road are serviced by 6 inch water mains.

While several new water mains have been installed since the last master plan was prepared, there are still some areas that are not served by the United Water Company. They are as follows:

- 1,200' along Upper Saddle River Road, west of Chestnut Ridge Road;
- 1,700' along North Avenue;
- 300' along Penn Avenue, west of Locust Street;
- 250' along Montvale Avenue, east of Railroad Avenue;
- 200' along Erie Avenue, east of Railroad Avenue;
- Wren Lane;
- Saddle River Road, east of Smoke Rise Court
- Hartel Lane;
- Grove Street;
- Portions of Pearl Avenue;
- West Drive; and
- Railroad Avenue.

B. SANITARY SEWER

Montvale's sewage is collected by a local collection system, and then treated by the Bergen County Utilities Authority, which has a wastewater treatment plant in Little Ferry. This wastewater treatment plant serves a number of municipalities in Bergen County.

There are three pumping stations within the Borough of Montvale. One is located just west of Valley View Terrace, the other is located west of Huff Terrace, and the third one is located in the southwestern part of the Borough near the Township of River Vale.

There are a few areas in Montvale that are still not connected to centralized sewer lines. Some of these lots may be connected to the sewer system in New York State. These areas include the following:

- Block 201, Lot 7
- Block 202, Lots 2 and 3
- Block 301, Lot 2
- Block 802, Lots 14 to 20

C. STORM DRAINAGE

The collection and disposition of stormwater runoff in the Borough of Montvale is provided for through a municipally-owned system of storm sewers. The stormwater system is separate and apart from the sanitary sewer system.

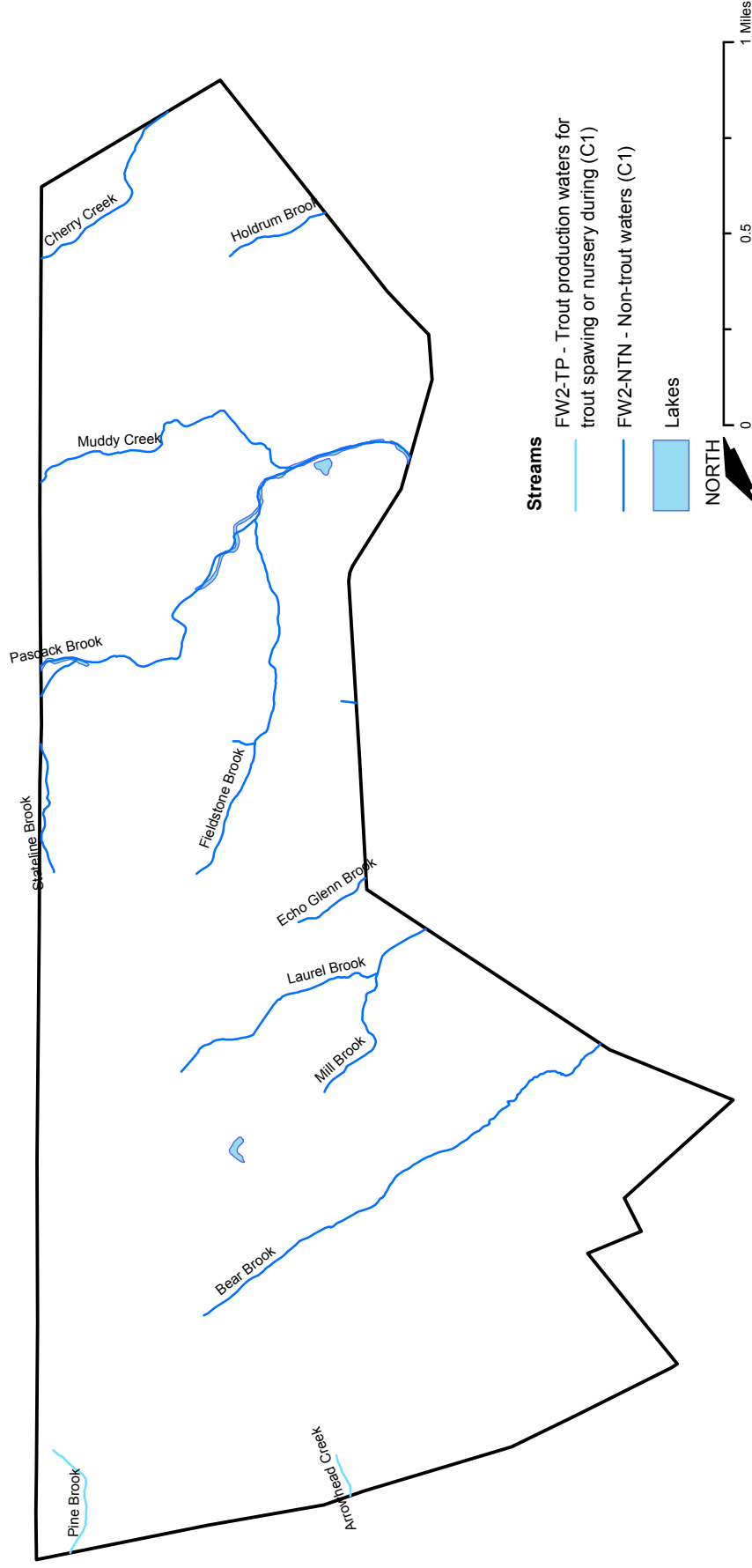
The storm sewer system consists of a series of storm drains, pipes and mains which run predominantly under streets or within the public rights-of-way, with inlets and catch basins provided at various points at the curblines of streets. Precipitation in the form of rain or melted snow runs by sheet-flow into the streets, along the curbs into the inlets and basins, through the underground pipes and mains, and is discharged into streams.

An increasing number of streams in New Jersey are designated as Category-1 (C-1) waterways by the NJDEP, especially those that provide drinking water and important habitat for threatened and endangered species as well as popular recreation fish such as trout. All waterways in Montvale are classified C-1 waterways (see **Map 7**). These include:

- Pine Brook
- Arrowhead Creek
- Bear Brook
- Mill Brook
- Laurel Brook/Lake

Map 7 Waterways

Master Plan for the Borough of Montvale, Bergen County, NJ



- Echo Glenn Brook
- Pascack Brook
- Stateline Brook
- Fieldstone Brook
- Muddy Creek
- Cherry Creek
- Holdrum Brook

Flooding and stream bank erosion problems have been documented at several locations throughout the Borough. The Pascack Brook's water flow is increasing due to development in New York State, which is causing flooding and erosion along the length of the Brook within Montvale. The Borough has completed several bank stabilization projects to alleviate this problem. There are also areas in the eastern portion of the Borough that lack sufficient drainage systems to convey stormwater runoff. At times of heavy precipitation, this area often faces flooding problems especially on driveways and parking lots.

D. ELECTRICITY AND NATURAL GAS

Electrical power is provided to Montvale by Rockland Electric Company, one of the two subsidiaries of Orange & Rockland Utilities Inc., a wholly owned subsidiary of Con Edison.

E. TELEPHONE

Telephone lines in the Borough are owned, operated and maintained by Verizon. Verizon is the largest local telephone service operator in the United States.

F. CABLE TV AND INTERNET ACCESS

Cablevision is the cable television provider of service to the Borough. Cablevision provides cable television service to a number of communities throughout New York and New Jersey. Utilizing their cable infrastructure, Cablevision also provides high-speed cable broadband internet service. Verizon is also a provider of DSL broadband Internet Service. Montvale is one of the communities in Bergen County where Verizon is currently in the process of expanding the fiber-optic high-speed Internet service, FiOS.

CHAPTER 7. COMMUNITY FACILITIES PLAN

A. SCHOOLS

1. Introduction

A school system is one of the cornerstones of any community. Studies have shown that the quality of local schools is the number one consideration influencing where people decide to purchase a home. This holds true even for individuals and couples who are not planning to have children, simply because a quality school system is so closely linked with stable or appreciating property values. This is true of Montvale, where residents are drawn to the Borough because of the reputation of the school system.

The public school system in Montvale is administered by the Montvale Board of Education (grades PreK—8) and the Board of Education of the Pascack Regional School District (grades 9-12.) Students attend Kindergarten through eighth grade within the Montvale Public Schools, which includes Memorial Elementary School on Grand Avenue west of Memorial Drive, and Fieldstone Middle School located at Edgren Way and Spring Valley Road. Students in grades nine through twelve attend Pascack Hills High School, which is administered by the Pascack Valley Regional High School District, located at the intersection of Grand Avenue and Spring Valley Road in Montvale.

Major responsibilities of the Board of Education include the development of educational, fiscal and administrative policy as well as the identification of district-wide needs and curriculum standards. Board duties also include enrollment projections and facilities needs assessments for the physical improvement of school grounds and facilities. Along with policy development, the Board of Education provides the communicative link between itself and Montvale residents concerning school functions and policy. The Montvale Schools are fortunate to have three very active volunteers groups supporting the districts: The Pascack Hills Parent Faculty Association, the Montvale Parent Teacher Organization and Montvale Education Foundation.

2. Overview of Board of Education Facilities

Educational facilities within the Borough of Montvale are up to modern standards and in good condition. Memorial Elementary School, which is located on a property of 10.3 acres, was completed in 1954 and received additions in 1958, 1962, 1983 and 2001 to increase total building square footage to 85,098 square feet. Fieldstone Middle School, constructed between 1966 and 1968, occupies 13 acres and includes 89,640 square feet of building area. An addition to house the elevator was completed in 2001 at Fieldstone. Any future expansion of the Elementary School or Middle School facilities is expected to take place within their existing properties. Due to the small size of the district as well as the availability of space within existing school buildings, the offices for the Board of Education are located within Fieldstone Middle School. Similarly, the Child Study team office is housed

within Memorial School. No other facilities within the Borough are utilized for administration or maintenance. An inventory of Board of Education facilities is provided in **Table 1**.

3. Current and Projected Enrollment

According to the Montvale Board of Education, noticeable enrollment increases emerged in the entire system in 1993 and have continued by way of a 3% annual growth rate. Total enrollment in 1994 for both Memorial Elementary School and Fieldstone Middle School was 725 students, while 1,028 students attended school during the 2005-06 school year. Although some of the increase is attributable to new housing and regeneration of neighborhoods, families with three and four children have also played a role in increased enrollment. It appears new residential housing that received planning board approval within the past several years has impacted enrollment as the number of students increased from 997 students in 2003-2004 to 1,035 students during the 2004-2005 school year. Enrollment stabilized for the 2005-2006 and 2006-2007 school years. However a 2% to 3% annual increase is anticipated as a result of multi-family development currently under construction in the Borough.

The enrollment increase at Memorial Elementary School was addressed in 2001 with the addition of six classrooms, an art room, a music room, two small group instruction rooms, a student health (nurse) room, a teachers' room, a full size gymnasium (for school and community use), and handicapped accessible bathrooms. In addition, the teachers' room in the existing building was converted to classroom space, and the nurse's office to other office space. It appears the most evident space issue concerns classroom space for special education instruction. Students are currently pulled out of various classes during the day to participate in the program. As a result of this system, a large classroom is necessary to accommodate the special education students. However, the current availability of extra classroom space allows only six students to be pulled at a time.

Additional playground apparatus was provided at Memorial School. The Montvale Athletic League (MAL), a private recreation league that services the Borough, funded playing field improvements for shared school/MAL fields, which included sprinklers.

Fieldstone Middle School was developed and occupied when the district had very high enrollment. Therefore, the building has accommodated recent enrollment increases. As larger class sections age into the building, there will be more shared use of classrooms. **Table 2** includes the previously noted enrollment trends for both schools from 1994 to 2006.

The Board of Education has developed a maximum functional capacity for each school based on the number of students that can be effectively accommodated by available classroom space. The maximum functional capacities of each school are summarized in **Table 3**.

Table 1
Inventory of Board of Education Facilities

School Name	Grade Level	Address	Year Built	Most Recent Addition	Portable Buildings	Portable Classrooms	Gross Square Footage
<i>Montvale School Buildings</i>							
Memorial Elementary	K – 4	Memorial Drive	1954	2001	—	—	85,098
Fieldstone Middle	5 – 8	274 Boyden Avenue	1966	—	—	—	89,640

Source: Borough of Montvale Board of Education

Table 2
Ten Year Enrollment Profile

Year	K – 4		5 – 8		K – 8	
	Number	% Change	Number	% Change	Number	% Change
1994 – 5	411	—	314	—	725	—
1995 – 6	415	1%	339	8.0%	754	4%
1996 – 7	426	2.7%	351	3.5%	777	3.1%
1997 – 8	434	1.9%	342	-2.6%	776	-0.1%
1998 – 9	478	10.1%	380	11.1%	858	10.6%
1999 – 0	499	4.4%	367	-3.4%	866	0.9%
2000 – 1	525	5.2%	365	-0.5%	890	2.8%
2001 – 2	558	6.3%	374	-2.5%	932	4.7%
2002 – 3	543	-2.7%	419	12.0%	962	3.2%
2003 – 4	553	1.8%	447	6.7%	1000	4.0%
2004 – 5	570	3.1%	482	7.8%	1052	5.2%
2005 – 6	558	-2.1%	470	-2.5%	1028	-2.3%
2006 – 7	556	-0.4%	459	-2.3%	1015	-1.3%

Source: Borough of Montvale Board of Education

Table 3
School Capacity and Projected 2006 – 2007 Enrollments

School Name	Grade Level	Maximum Functional Capacity	Enrollment 2004 – 2005	Percent of Functional Capacity	Excess Capacity
<i>Montvale School Buildings</i>					
Memorial Elementary	K – 4	609	556	91%	-53
Fieldstone Middle	5 – 8	740	459	62%	-281
TOTAL		1,349	1,015	75%	-335

Source: Borough of Montvale Board of Education

As the table shows, both Memorial Elementary School and Fieldstone Middle School operate within their maximum functional capacities. Although Memorial Elementary School has a maximum functional capacity of 609 students, the 2005-2006 registered enrollment of 558 students is only 92% of this calculation. Enrollment at Fieldstone Middle School is similarly below maximum functional capacity. Enrollment at Fieldstone Middle School during the 2005-2006 school year was 470 students, or 64% of the 735-student maximum functional capacity.

Enrollment at Memorial Elementary and Fieldstone Middle School in 2008 is projected at 567 students and 450 students, respectively. Projected enrollment at Memorial Elementary meets 94% of maximum functional capacity. At Fieldstone Middle School, increased enrollment is to capture only 65% of maximum functional capacity.

System wide enrollment within the Montvale School District during the 2006-2007 school year was 1,015 students, or 329 students below the 1,344 maximum functional capacity level. Therefore, total enrollment within the entire system is 76% of maximum functional capacity. When considering projected enrollments for 2008-2009, the total number of students within the system is anticipated to increase to 1,052 students. Even with this anticipated increase, maximum functional capacity is only at 78%.

Pascack Hills High School, located on Grand Avenue in Montvale, serves Montvale and Woodcliff Lake residents within the Pascack Valley Regional School District. The school was constructed in 1963, with an addition to the facility in 1967. In 2006, an additional gymnasium was constructed. Most recently, a new science wing and new school entrance were completed. Enrollment numbers are indicated within **Table 4**.

4. Future Capital Needs

Large-scale expansion is unnecessary at either Memorial Elementary or Fieldstone Middle School, especially since expansion occurred at Memorial as recently as 2001. Although enrollment increases generally occur in unpredictable spurts, the district should be able to retain the target of approximately 20 students per class. Routine maintenance is currently undertaken every 5 years to complete painting, replace tiles and carpet, and to make other necessary repairs.

At present, Memorial has plans to re-roof the 1985 building addition, which houses the library media center. General maintenance and repairs are up to date. At Fieldstone, a future capital needs plan is currently in the works, as the most recent program of school improvements was completed during the 2006 – 2007 school year.

Table 4

Pascack Hills High School Enrollment Profile and Projection

Year	Grade 9 – 12	
	Number	% Change
2002 – 3	615	–
2003 – 4	621	1%
2004 – 5	659	6.1%
2005 – 6	695	5.5%
2006 – 7	722	3.9%
2007 – 8	767	6.2%
2008 – 9	787	2.6%
2009 – 10	809	2.8%
2010 – 11	837	3.5%

Source: Pascack Hills Regional School District, September 2006 & State of New Jersey Department of Education, 2007

5. Shared Recreation and Community Facilities

The Montvale Schools share both indoor and outdoor recreational facilities with the Montvale Athletic League (MAL) and other organizations within the Borough of Montvale. The field license agreement with the MAL says that the MAL can use any of the facilities any time they are not used for school purposes. As a result of this cooperation between the Montvale Schools and the MAL, the school district is working with the municipality and the Montvale Athletic League on the renovation of the fields at Memorial School. Already, steps have been made by the MAL to install a sprinkler system and lights on the Memorial School fields. These improvements are wonderful for school recreational purposes. The MAL and the Borough of Montvale take care of the Montvale Schools' recreational grounds and in turn are charged no fees by the school district. At Fieldstone Middle School, the Borough and the Board of Education worked cooperatively to enhance athletic fields for school and community use by relocating fields on school property and building additional field space on adjacent Borough property behind the school. In September 2003, artificial turf was installed on the expanded field to allow year round and multi-purpose use of the field.

6. School Transportation/Walking Issues

The district contracts for student busing services. Students who live more than two miles from school are eligible for busing. As a service, the district offers subscription (parent paid) busing. It appears nearly all Memorial Elementary students are bused or driven to school.

Considering Memorial's projected 2008 enrollment of almost 570 students, and the fact that only about 130 of these students are bussed, adequate parking is not available for student pick-up, or school activities such as back-to-school night and concerts.

At issue, especially in the proximity of Fieldstone Middle School, is the safety of walking students who reside within new residential housing on Summit, Craig, Spring Valley, and Grand Avenues.

The east side of Spring Valley Road leading to Fieldstone Middle School contains a paved macadam walkway. However, the walkway does not exist along all sections of the road and portions of the walkway are in poor condition. Sidewalks do not exist along most of Spring Valley Road from Summit Avenue to the New York State border. Concrete sidewalks are not yet available along a portion of the north side of Summit Avenue between Chestnut Ridge and Spring Valley Road where the posted speed limit is 40 miles per hour.

Not only are portions of sidewalk missing as Summit Avenue approaches Spring Valley Road, but large driveway curb cuts related to office properties along Summit Avenue have the potential to create vehicle-pedestrian conflicts. The situation is similar on Grand Avenue where dead-end portions of sidewalk force pedestrians to cross Grand Avenue in order to walk on sidewalks. Sidewalk condi-

tions in proximity of Fieldstone Middle School also make it difficult for children who wish to walk to this school.

7. Pascack Hills High School

Pascack Hills High School, located on Grand Avenue in Montvale, serves Montvale and Woodcliff Lake residents within the Pascack Valley Regional School District (a district separate from the above-mentioned Montvale District). The school was constructed in 1962, with an addition to the facility in 1967. The district's 2005-2006 enrollment was 693 students, an increase of 80 students from enrollment levels calculated during the 2002-2003 school year. Adjusted enrollment projections by the district that consider pending or potential development applications within Montvale and Woodcliff Lake, estimate an additional enrollment increase at Pascack Hills by the 2010-2011 school year of approximately 143 students, or an overall enrollment of 837 students. A summary of enrollment from 2002-2003 to 2010- 2011 is provided within Table 4.

At Pascack Hills High School, in addition to normal maintenance, building and classroom improvements (roof replacement, window replacement, installation of a video surveillance system, classroom/auditorium renovations), the district constructed an auxiliary gymnasium in 2006 and most recently developed a new science wing and new school entrance. The district has set aside funding for additional improvements through 2010. These improvements most notably include sports facilities upgrades, such as the installation of a synthetic turf football field in 2007, a resurfaced track in 2009, and new soccer field, baseball/softball fields, and tennis courts in 2010.

B. POLICE

The Montvale Police Department is located within the new Borough of Montvale Municipal Building on Mercedes Drive (see Map 7). The department occupies 11,000 square feet within portions of the first floor and second floor. The main entrance to the department is located on the first floor. Of note on the first floor is the booking/processing room, two holding cells, one juvenile holding cell, one observation room, one interrogation room, one squad room and offices for the patrol captain and sergeant. The second floor of the department includes additional office space for the chief, the captain of operations, the detective bureau, and the traffic division as well as a break room, police conference room and locker rooms.

Plans for upgrading department facilities were realized upon completion of the new police headquarters within the Municipal Building. The new facility has made daily operation of the police department much easier. Future facilities' planning concerns the development of an archival storage facility for both the police department and the Borough. One option is to develop an offsite facility within the old police headquarters of the former Borough Hall. The second option is to construct an archival storage facility adjacent to the new municipal building for shared use between the police department, the Borough and the library.

Currently, the department includes 22 full time paid police officers, 6 part time special officers, 6 volunteers in the office of emergency management, and 2 full time civilian secretaries. The department owns 5 marked patrol units, 2 marked Ford Expedition sport utility vehicles, one unmarked Chevy Impala, one Dodge Durango for the police chief, 3 cars utilized for road work construction zones, one special operations trailer to carry equipment, one variable message sign unit to monitor and display vehicle speed to motorists, and one mobile communications trailer for emergency management. Information regarding Borough of Montvale Police Department equipment is also provided within **Table 5**.

The department's general responsibilities include community policing for the general safety/security; crime prevention; investigation, enforcement of laws, including motor vehicle laws; licensing; traffic patrol; and record dissemination. The Montvale police department is in regular contact with area police departments, the Montvale Fire Department and the TriBoro Volunteer Ambulance Corps. Much of the crime in Montvale is transient in nature due to the Borough's proximity to the Garden State Parkway and New Jersey Route 17, as well as the presence of major Bergen County arterials that bisect the Borough, such as Grand Avenue and Kinderkamack Road. Other issues concern traffic congestion and accidents resulting from the many corporate offices located within the Borough.

In the future, the department would like to add additional personnel to better handle the traffic pressure from office developments and to provide additional residential patrols. Although the Borough is not opposed to hiring additional police personnel, budgetary constraints have hindered the ability to expand personnel within the police department.

C. FIRE

The headquarters of the Montvale Fire Department are located at the intersection of Grand Avenue and Memorial Drive near the former location of Montvale Borough Hall (see **Map 8**). The Fire Department handles emergency fire protection, heavy and light rescue, and fire education for the community. The firehouse is a 6 bay facility that includes one drive through bay. The original three bays were constructed in 1955, 2 additional bays were constructed in 1967 and the drive through bay was added in 1984. An additional garage is located behind the firehouse, also utilized for storage.

Table 6 includes a full listing of all the firefighting apparatus in the department.

The Department includes 40 volunteer personnel and 2 junior personnel that are eligible to become regular members at age 18. Ongoing Department training occurs in the form of bi-monthly fire drills and required training at the Bergen County Fire Academy in Mahwah NJ. One of the biggest deficiencies of the Department is declining membership. Most new members join the Department through the connection of a family member already in the Department, however many others



Table 5
Inventory of Police Department Equipment

Type of Vehicle	Number
Marked patrol units	5
Marked SUVs	2
Unmarked car	1
Chief's SUV	1
Road construction patrol cars	3
Special operations trailer	1
Variable Message Sign unit	1
Mobile communications trailer (office of emergency mgmt.)	1

Source: Borough of Montvale Police Department, August 2007

Table 6

Firefighting Apparatus in Montvale

	Headquarters	Year/Description	Total
Pumper Engines	2	1983/Crown 1,500 GPM 2001/Pierce 2,000 GPM	2
Tower Platform/Pumper Combo	1	2006/Pierce 100ft. Tower/2000 GPM	1
Rescue Truck/Pumper Combo	1	1995 Custom 2,000 GPM	1
Chief Vehicle	1	1999 Ford Expedition	1
Asst. Chief Vehicle	1	1996 Chevy Suburban	1
Total	6	—	6

Source: Borough of Montvale Fire Department, August 2007

interested in joining the Department do not follow through when confronted with the training requirements necessary to become a member.

Day response is also an issue considering the volunteer membership of the Department. In the past, several members of the daytime response crew were employed by the Department of Public Works. However, no current members are now employed by the DPW. During daytime calls, department members now respond from several different work locations and their homes.

The Montvale Fire Department has a mutual aid agreement with the Borough of Woodcliff Lake and the Borough of Park Ridge. Mutual aid is requested when increased manpower and equipment is needed at a fire scene or any emergency. The Montvale Fire Department and the Pearl River Fire Department in Rockland County New York, also provide occasional mutual aid assistance with each other when requested.

Fire department members are dispatched 24/7 through audible alerting sirens throughout the borough and through a personal fire pager that acts as a secondary home alerting device.

To date, the fire department gets dispatched for all emergencies from a centrally located dispatch center in Park Ridge known as Tri-Boro Radio Dispatch Center. However as of October 2007, all dispatching for the Tri-Boro will be handled out of the Northwest Regional Dispatch Center in Ridgewood NJ. This change was made to improve radio and alerting capabilities and to take advantage of 21st century technology.

New Jersey Transit has proposed the construction of several rail sidings along its corridor in order to increase rail traffic on the Pascack Valley Line that travels at grade through the center of the Borough. Considering the location of the fire house on the west side of the Borough, increased rail crossings have the potential to adversely impact emergency response times from the west side to the east side of the Borough.

The Fire Department is also concerned with residential developments engineered with a single 500-foot to 1,000-foot water line for connection to fire hydrants. When the water lines are not linked to a grid system, the individual line may not provide sufficient water pressure to handle a fire emergency.

D. FIRST AID SQUAD/EMERGENCY

Emergency Services within the Borough of Montvale, Borough of Park Ridge and Borough of Woodcliff Lake are provided by the TriBoro Volunteer Ambulance Corp (TBVAC). TBVAC works closely with, but not limited to, the Mayor and Council, Public Safety Committee and Office of Emergency Management of each of the municipalities. TBVAC also works to keep an open line of communication between all local hospitals. TBVAC depends solely on volunteers who live and/or work within the service area and currently has an active roster of 19 members. In addition to emergency ser-

vices, TBVAC offers CPR training with certification to members of the public as well as police and fire departments.

The TBVAC facility, built in 1985, is located on Mill Road in Park Ridge. The building includes a three bay garage as well as a meeting room, recreation room and training room. The facility is currently in need of a new roof and a number of essential repairs and upgrades. Initial estimates place this figure at approximately \$134,000.

The TBVAC fleet includes two aging ambulances. Although fundraising efforts will allow for the replacement of one of the rigs (manufactured in 1983), the remaining vehicle will need to be replaced in the near future.

Short-term and ongoing goals of the TBVAC concern increasing membership. The TBVAC has recently experienced a decrease in the amount of available volunteers. Stable or increased membership is necessary to effectively run the TBVAC and provide necessary services.

In general, increased vehicular traffic within the TBVAC service area is of particular concern when considering the importance of efficient emergency response times. New Jersey Transit has constructed rail sidings along the Pascack Valley line (not in Montvale) which allow two-way traffic on the Line, as well as an increase in rail traffic. Since all rail traffic travels at grade through the center of the Borough, such increased rail traffic has the potential to adversely impact emergency response times from the west side to the east side of the Borough.

E. LIBRARY

The Montvale Free Public Library moved to its current location on the first level of the newly renovated Borough of Montvale Municipal complex in late 2003 after 28 years on 11 East Grand Avenue (see Map 7). The library shares the municipal parking lot for employee and library user parking.

The new 15,000 square-foot library includes adult reference, a children's section, a young adult section, an audio/visual section, reading and study areas, two quiet study rooms, and staff areas. Library employees consist of two full-time and sixteen part-time staff, as well as a variety of volunteers that administer the English as a Second Language (ESL) program.

Considering the dramatic change from the old 4,300 square-foot facility to a new 15,000 square-foot facility, demands have been made from library patrons to increase children's programming as well as the amount and variety of materials offered at the library. In the future, the Library Board of Trustees will meet the demands of the expanded library by increasing personnel and collections (as usage demands) and by being prepared for new technologies. The capacity of the new library facility is based upon 2020 population projections. The Board of Trustees will revisit all future projections as necessary.

F. DEPARTMENT OF PUBLIC WORKS

The responsibilities of the Borough of Montvale Department of Public Works (DPW) include road repair and maintenance, snow removal/de-icing, sewers, parks and playgrounds, storm line and culvert maintenance, tree care, building maintenance, drainage clearing, recycling (DPW staffs the recycling center), vehicle maintenance, storm clean up, event preparation (parades/celebrations), and infrastructure repair and maintenance. The road department contains 6 personnel and 1 mechanic, while a group of 4 part time plow personnel provide service during winter storm events.

In the past several years Montvale has experienced enough residential development that 2 additional staff members are needed to keep up with the growth in the community. Existing storage facilities, which are at capacity, not only limit the future growth of the department, but also create vehicle storage problems, shortening the life of expensive vehicles and machinery continually stored outside. Furthermore, the Borough salt storage facility is undersized and has the capacity to handle only one large winter storm. In the event that the Borough experiences successive winter storms, the capacity of the current salt storage facility is not enough to properly salt the Borough road network. As a result of all these factors, the DPW would consider privatization of some activities, especially snow plow operations.

The Borough of Montvale DPW, along with other nearby municipalities, has reduced equipment costs by way of regional cooperation. The Montvale DPW is involved in the joint-purchase of a blacktop roller with the Borough of Woodcliff Lake, and the cost of a storm basin vacuum was shared by 6 municipalities.

An inventory of DPW equipment listed in **Table 7**.

G. OTHER COMMUNITY FACILITIES

1. Montvale Borough Hall

The Borough of Montvale unveiled a new municipal building in late 2003 to collectively house the Borough Municipal Court and Municipal Offices as well as the Montvale Police Department and Free Library (see Map 7). The 41,000 square foot building was converted from its former use as a corporate office building to include the 2,000-square foot Municipal Court, the 6,000-square foot Borough of Montvale Municipal Offices, the 10,000-square foot Montvale Police Department and the 15,000-square foot Montvale Public Library. Among these facilities is a 100-seat court/council assembly room to be used as a Library meeting room, a Municipal Courtroom, and a Council Room. The Montvale Free Library is located solely on the first floor of the building while the Police Department

Table 7
Inventory of DPW Equipment

Type of Vehicle	Number
6-yard dump	1
6-yard rack	1
Mid size dump	3
Mid size rack	1
Mason dump	1
Pick-up	1
Utility truck	1
Van	1
Toro mowers	3
Toro blower	1
Turf sweeper	1
Sewer jet	1
Storm Basin vacuum	1 (Shared w/ 6 towns)
Power equipment (turf maintenance)	Assorted
Roller	1
Infield groomer	2
Mechanical equipment (vehicle maintenance)	Assorted
Pumps	Assorted
Hand tools (road maintenance)	Assorted
Backhoe	1
Wheel loader	1
Salt spreader	6

Source: Borough of Montvale, Department of Public Works

occupies space on both the first floor and second floor of the building. Borough Municipal Offices and the court/council assembly room are located on the second floor.

The second floor is bisected by a sky-lit public gallery that offers access to all Municipal Offices, Montvale Access TV, the court/council assembly room and public service windows for court violations. In total, the Montvale Municipal Offices include 14 private offices, 3 conference rooms, and 3 large areas for administrative assistants. The municipal archives are located within the Municipal Offices as well as several storage/supply rooms and a mechanical room. Alongside the court/council meeting room is space for the Borough Building Department, Construction Official and Court Administration.

H. SENIOR SERVICES

The Borough of Montvale has remodeled the former Borough Hall on Memorial Drive for use as a Senior Citizens Center (see Map 8). Previously, the Montvale Senior Club hosted its meetings and social gatherings at the Park Ridge Elk's Club. The new Senior Citizen's Center is an asset for Borough seniors and allows senior groups to hold meetings and events in Montvale. Enhancements to the building included renovation of the meeting room, a kitchen addition, roof replacement, addition of a unisex accessible bathroom, a sprinkler system, and the replacement of heating and air conditioning systems.

CHAPTER 8. CONSERVATION, RECREATION AND OPEN SPACE

A. NATURAL CONDITIONS IN THE BOROUGH OF MONTVALE

Natural conditions and physical characteristics play an important role in shaping the development of the Borough of Montvale. However, to the extent that the community is almost completely built up, few areas remain in their natural state, or close to their original form. Nevertheless, the overall topography of the community, the soil type and depth, drainage and flooding characteristics and wetlands will continue to have an effect on the location and form of development in the Borough.

1. Geology, Soils and Drainage

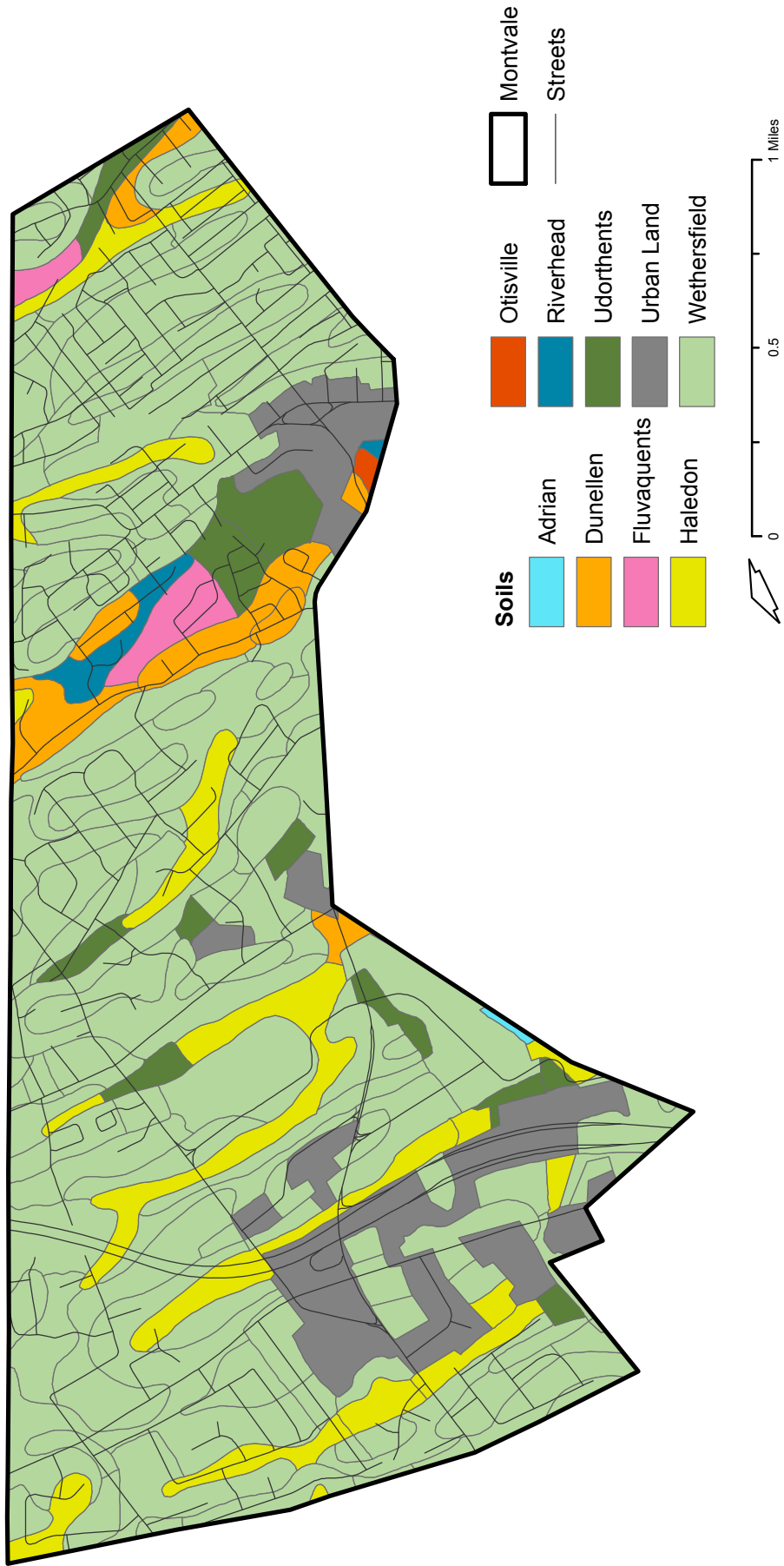
National Resource Conservation Service (NRCS) soil maps classify the majority of Montvale as disturbed urban land (see **Maps 9 and 10**). The second most prominent soil type within the Borough are Wethersfield series soils, found mainly in the western portion of Montvale to the vicinity of Woodland Road, but also in portions east of Kinderkamack Road. The Wethersfield series is also mixed with portions of Haledon series soils in both the eastern and western sections of the Borough. The Wethersfield series is a well drained loamy soil with potential for surface runoff from negligible to high. Conversely, the Haledon series is a somewhat poorly drained soil with potential for surface runoff from medium to very high.

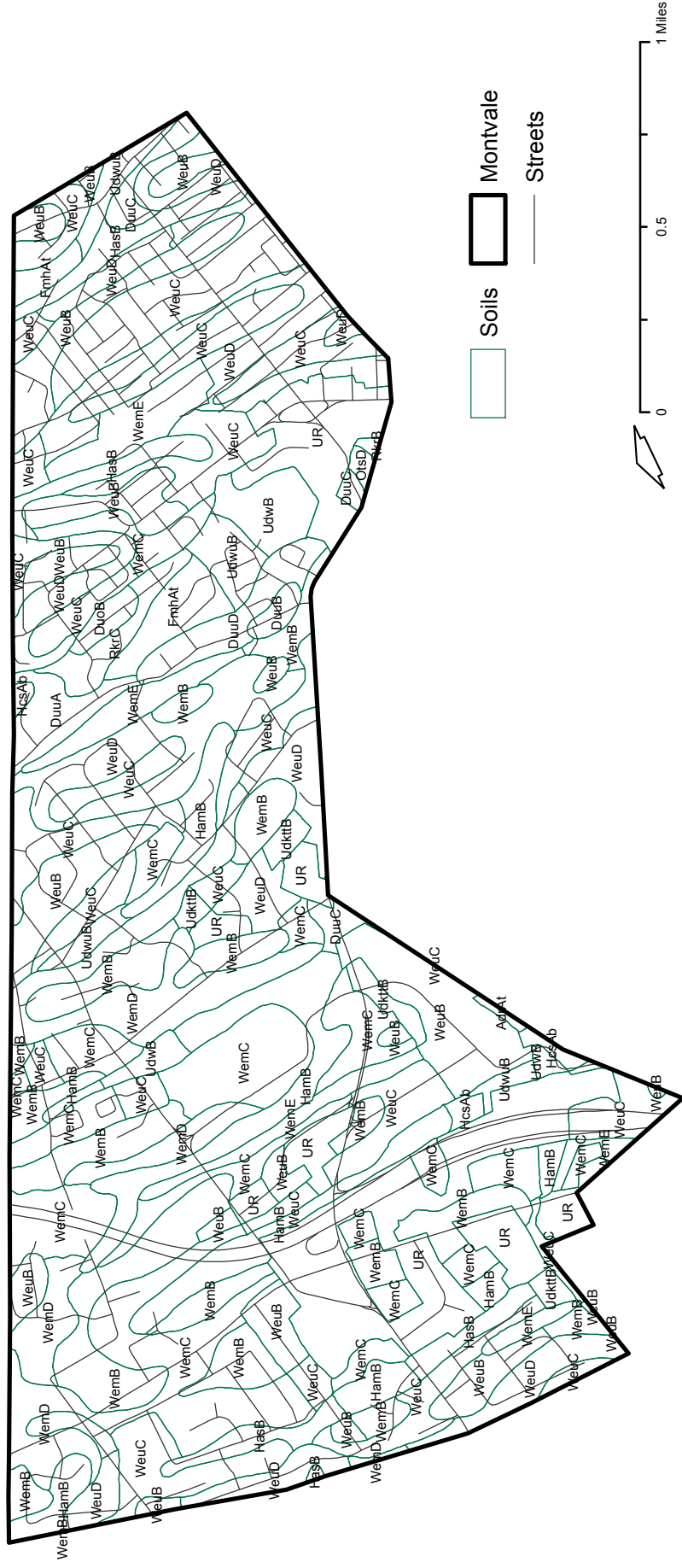
Soil composition throughout the remainder of the Borough varies in areas surrounding the Pascack Brook and Cherry Brook. The Pascack Brook area, framed by Woodland Road and Kinderkamack Road, is composed of Dunellen, Riverhead, Udorthent and Fluvaquent series soils. The area of the Cherry Brook near the River Vale border in the vicinity of Middletown Road is composed of Haledon, Dunellen, Udorthent and Fluvaquent soils.

The Dunellen series consists of very deep, well-drained soils with negligible to high potential surface run off. Riverhead soils are also deep and well drained, however potential runoff is low to medium. The Fluvaquent soil series consists of young sediments deposited by flooding within a floodplain area. Finally, the Udorthent soil series is composed of soils altered by excavating, cutting and filling activities associated with construction.

According to the New Jersey Geological Survey, the most prevalent underlying geology within the Borough of Montvale, consists of Netcong Till. Almost the entire western portion of the Borough to the vicinity of Woodland Road is consistent with this deposit except for small portions of related Rahway Till. Reaching depths of as much as 120 feet in the region, till is generally defined as poorly sorted unstratified soil consisting of mixed sand, clay, gravel and boulders. These sediments were likely deposited by glacial ice or by sedimentary flows from glacial ice during the late Wisconsinian Ice Age from the Wallkill and Hudson Valleys and from the Hudson Highlands. The eastern portion

Map 9
Soil Series
Master Plan for the Borough of Montvale, Bergen County, NJ





Map 10 Soil Types

Master Plan for the Borough of Montvale, Bergen County, NJ

of the Borough from the vicinity of Madison Avenue and Grand Avenue to the Borough of River Vale border is also primarily composed area of Netcong Till.

The area framed by Woodland Road and Kinderkamack Road, identified by the Kinderkamack Road corridor and Pascack Brook, is the most diverse geologic portion of the Borough. Pascack Brook consists of Post-Glacial Alluvial and Stream Terrace deposits of sand, silt, gravel and other typical stream bed properties. Alluvial deposits are generally less than 10 feet thick, while Stream Terrace deposits can be as great as 15 feet thick.

Geologic classifications on either side of the Pascack Brook contain Glacial-Stream and Glacial-Lake deposits. Anywhere from 20 feet to 50 feet thick, Glacial-Stream Deposits consist of glaciofluvial sand and gravel deposited in the Pascack Valley during the late Wisconsinian Ice Age.

Ice Contact Deposits, the result of late Wisconsinian ice walled glacial ponds, consist of well stratified sand, gravel, clay and silt. As much as 100 feet thick, these deposits exist in the northern portion of the Borough near the Rockland County border.

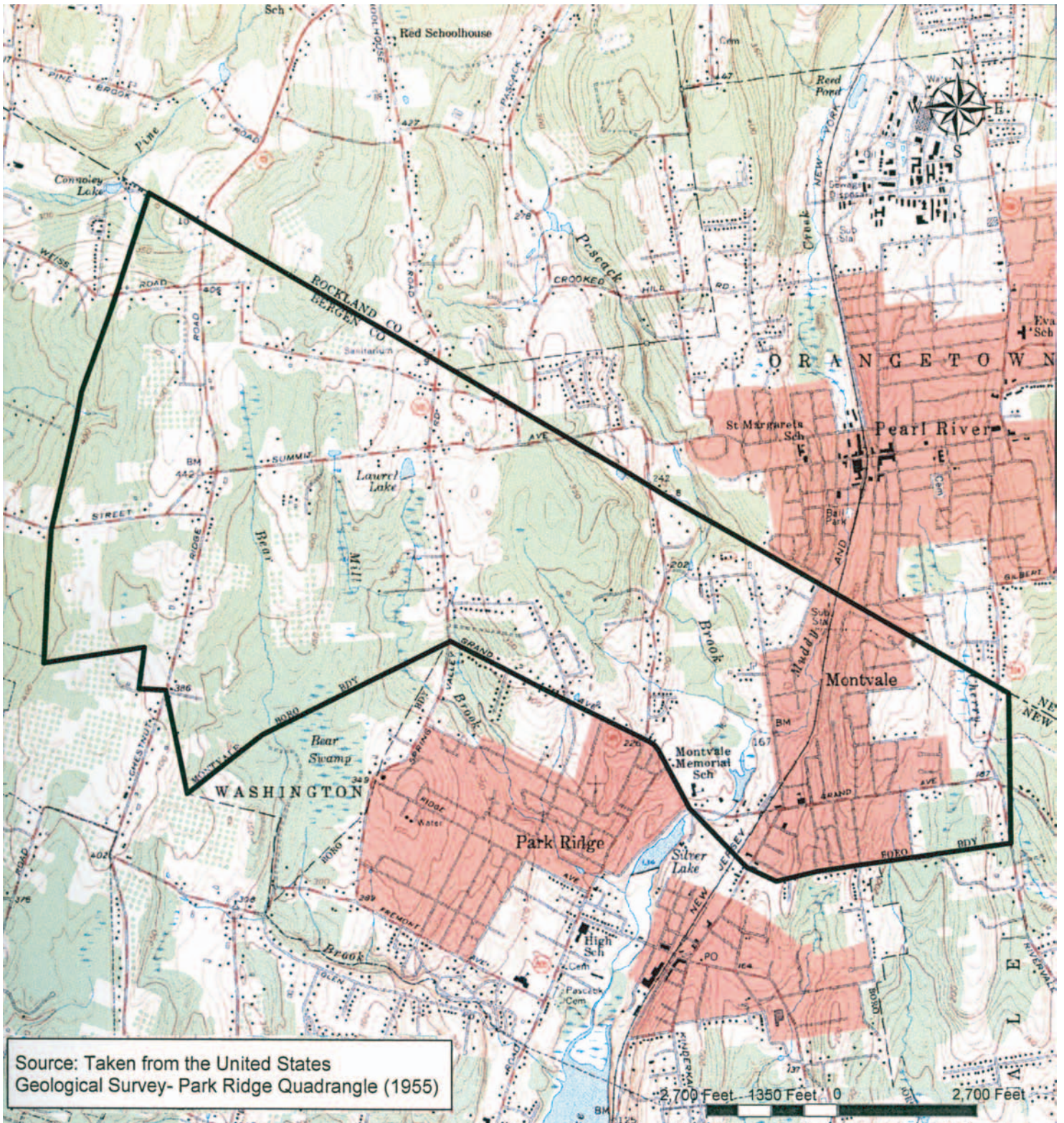
In terms of drainage, the composition of Netcong Till allows sufficient water permeability. However, as a result of the mixed consistency of till, portions of the deposit are more permeable than others. Sand and gravel deposits referred to in the vicinity of the Pascack Brook are highly permeable soils conducive to drainage.

2. Topography

The Borough of Montvale's topography generally consists of a series of undulating ridges and valleys oriented in a north-south direction (see **Map 11**). Elevations range from 150 feet above sea level in the southeast corner of the Borough, to approximately 490 feet above sea level in the northwest corner of the Borough near the New Jersey/New York State border.

The lowest elevation at 150 feet above sea level appears along the Pascack Brook near the Park Ridge border in the vicinity of Grand Avenue. Elevations begin to reach 400 feet above sea level west of Spring Valley Road, approximately three quarters of a mile from the low point. The terrain exceeds 400 feet above sea level west of Chestnut Ridge Road. Most notable is the ridgeline directly west of Chestnut Ridge Road that reaches an elevation of 450 feet above sea level nearly one half mile from Spring Valley Road.

Three distinct stream drainage patterns in the Pascack Brook, Mill Brook and Bear Brook are separated by four major ridgelines. The Pascack Brook is located west of the railroad, the Mill Brook is located west of Spring Valley Road, and the Bear Brook is located adjacent to the Garden State Parkway. The streams flow into the Saddle River to the west and the Cherry Brook to the east.



Map 11

Topography

Master Plan for the Borough of Montvale, Bergen County, NJ

The Borough contains only limited critical steep slope areas of 15% or greater. See Map 10, Borough of Montvale Topographic Map, for a detailed review of the Borough's physical characteristics.

3. Wetlands and Floodplains

Wetland areas within the Borough of Montvale occupy approximately 300 acres, or 12% of overall land area within the community (see **Map 12**). The majority of these wetland areas appear to be associated with the five major watercourses of the Borough: Bear Brook, Mill Brook, Pascack Brook, Muddy Creek and Cherry Brook. However, New Jersey Department of Environmental Protection wetlands maps also highlight three additional wetland areas in the far southwestern corner of the Borough near St. Joseph's Regional High School, within the southern tip of Montvale adjacent to the Garden State Parkway, and north of Grand Avenue along the eastern edge of Chestnut Ridge Road just west of the Garden State Parkway.

Other critical environmental areas within the Borough are delineated on Federal Emergency Management Agency (FEMA) maps. Floodplains are identified within **Map 13**, Borough of Montvale Flood Areas (see also Map 6, Waterways). These flood areas generally represent the 100 year flood plain limits of Bear Brook, Mill Brook, Pascack Brook, Muddy Creek and Cherry Brook. Certain stream areas and small water bodies do not have their flood hazard areas determined. In these undetermined areas, development may be limited due to potential flooding.

Bear Brook runs from north to south, just east of the Garden State Parkway. According to FEMA maps, the most notable flood hazard area lies north of the curve at Phillips Parkway. For approximately 900 feet north to south, the width of the flood plain varies from approximately 200 feet to 550 feet. Considering, the presence of the Garden State Parkway to the west, and office land uses to the east, flood impacts can be controlled.

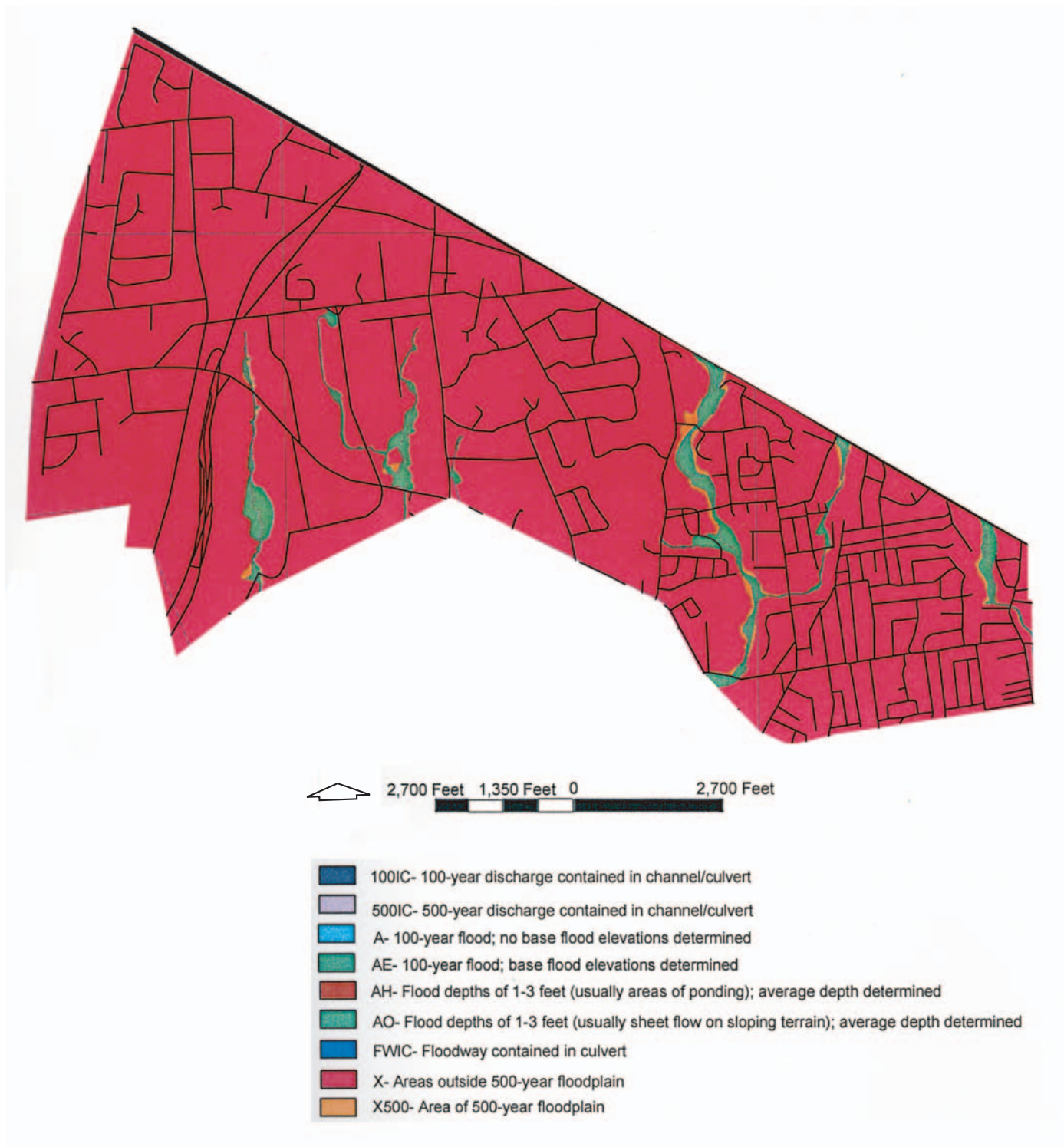
The FEMA maps exhibit areas subject to flooding along Mill Brook between Craig Road and Paragon Drive and along Laurel Brook between Spring Valley Road and Paragon Drive. The most notable flood plain exists in the area north of Grand Avenue where Mill Brook and Laurel Brook form a confluence. The flood hazard area extends approximately 1,900 feet north from Grand Avenue along Laurel Brook behind residential properties fronting Spring Valley Road to an area near the intersection of Spring Valley Road and Edgren Way. The flood hazard area varies in width from approximately 400 feet near Grand Avenue to a width of approximately 200 feet opposite Edgren Way. The FEMA maps exhibit an elevated portion of land just north of the confluence of Mill Brook and Laurel Brook that rises above the 100 year flood plain but is contained within the 500 year flood plain. The flood hazard area encompasses an area built up with office land uses. Therefore, flood hazard danger is minimized and can be more easily controlled.

The Pascack Brook travels in a north-south direction bisecting residential subdivisions east of Woodland Road, then follows the rear of the Borough of Montvale recreational complex before exiting into



Map 12 Wetlands

Master Plan for the Borough of Montvale, Bergen County, NJ



Map 13

Floodplain

Master Plan for the Borough of Montvale, Bergen County, NJ

Park Ridge. According to FEMA maps, the flood hazard area along the Pascack Brook varies in width, however, portions both north and south of Magnolia Road reach approximately 200 feet in width. A large flood hazard area also exists in the vicinity of Dogwood Lane which appears to cover portions of June Lane and Highland Road. The flood hazard area ranges in length from approximately 700 feet to 900 feet, and varies in width from approximately, 200 feet to 500 feet.

Two remaining watercourses of note, Muddy Creek and Cherry Brook are located in the eastern portion of the Borough. Areas subject to flooding exist along the banks of Muddy Creek just east of Kinderkamack Road, and Cherry Brook, located in the far northeastern corner of the Borough near Middletown Road. While flood hazard areas appear to be minor along the banks of Muddy Creek, a portion of the Cherry Brook flood hazard area extending approximately 1,600 feet north to south, varies in width from approximately 150 feet to 300 feet.

It should be noted that each of the streams within the limits of Montvale have been classified by the New Jersey Department of Environmental Protection (NJ DEP) as Category 1 (C1) Waterbodies and are referred to as Special Water Resource Protection Areas (SWRPA). In order to protect these resources, NJ DEP has instated a 300-foot buffer for C1 streams. Thus, while existing development may be present within the 300-foot buffer, any future development must meet the stream buffer requirements.

In accordance with N.J.A.C. 7:14A-25A Municipal Stormwater Regulations, and in effort to properly mitigate impacts on environmentally sensitive lands and streams within Montvale, the Borough completed a Municipal Stormwater Management Plan in March 2005. (That Plan is incorporated by reference into this Master Plan.) The Plan specifically addresses “groundwater recharge, stormwater quantity and stormwater quality impacts by incorporating stormwater design and performance standards for new major developments, defined as projects that disturb one or more acres of land or increasing impervious surface by one-quarter acre”.

B. BOROUGH RECREATION AND OPEN SPACE

The Borough of Montvale’s current open space inventory includes 53.62 acres of active and passive recreation space maintained by the Borough Department of Public Works (DPW). Based on Montvale’s current estimated population of 7,306 persons, this equates to 7.34 acres of open space per 1,000 residents. The National Recreation and Park Association (NRPA) has established standards and guidelines by which to evaluate the quality and adequacy of parkland available to residents within a municipality. In general, the NRPA recommends that communities provide between 6.25 to 10.5 acres of open space per 1,000 persons. Thus, the amount of open space in Montvale falls in the lower to middle range recommended by the NRPA for local communities.

Following is a list of the existing land owned by the Borough and utilized for open space recreation in Montvale. These areas also indicated within Table 8, Inventory of Existing Open Space and Recreation Facilities and **Map 14**, Borough of Montvale Open Space and Recreation Facilities.

(A1) Memorial Park Recreation Complex

- 18.61 acres (within the 24.71-acre municipal complex)
- Active facilities: several ballfields, a playground, three tennis courts, and two outdoor swimming pools.
- Passive facilities: picnic area adjacent to the Pascack Brook and several maintained open spaces along the Brook.
- Other: Two-story concession stand and offices of the Montvale Athletic League (MAL), and a small clubhouse and changing room located near the swimming pools.

(A2) Chestnut Ridge Recreation Complex

- 12.15 acres (located east of Chestnut Ridge Road and north of the Garden State Parkway)
- Active facilities: three tennis courts and two athletic fields
- Passive facilities: a field house containing restrooms, storage and a small gathering area.
- Other: parking lot for between 100 and 110 cars

(A3) Downtown decorative parks

- 1.92 acres (consists of two downtown parcels along Kinderkamack Road and the New Jersey-New York Consolidated Railroad right-of-way, bisected by East Grand Avenue)
- Passive facilities: provides an open space amenity and enhances the visual quality of the intersection of three major transportation corridors.

(A4) Fieldstone Middle School

- 10 acres (adjacent to the north property line of Fieldstone Middle School, located between Hilton Place, Spring Valley Road, Edgren Way and Terkule Road. The site is encumbered with an electric and gas easement to Rockland Electric Company and the Tennessee Gas Transmission Company)
- Active facilities: artificial turf baseball field, softball field and two soccer fields.
- Other: 50 spaces of off-street parking supplement the existing Middle School parking lot.

(A5) Undeveloped parcel fronting on Wildwood Court

- 4.1 acres (Wildwood Court adjacent to the Rockland County, New York border).
- Passive facilities: a large pond could serve as a passive feature

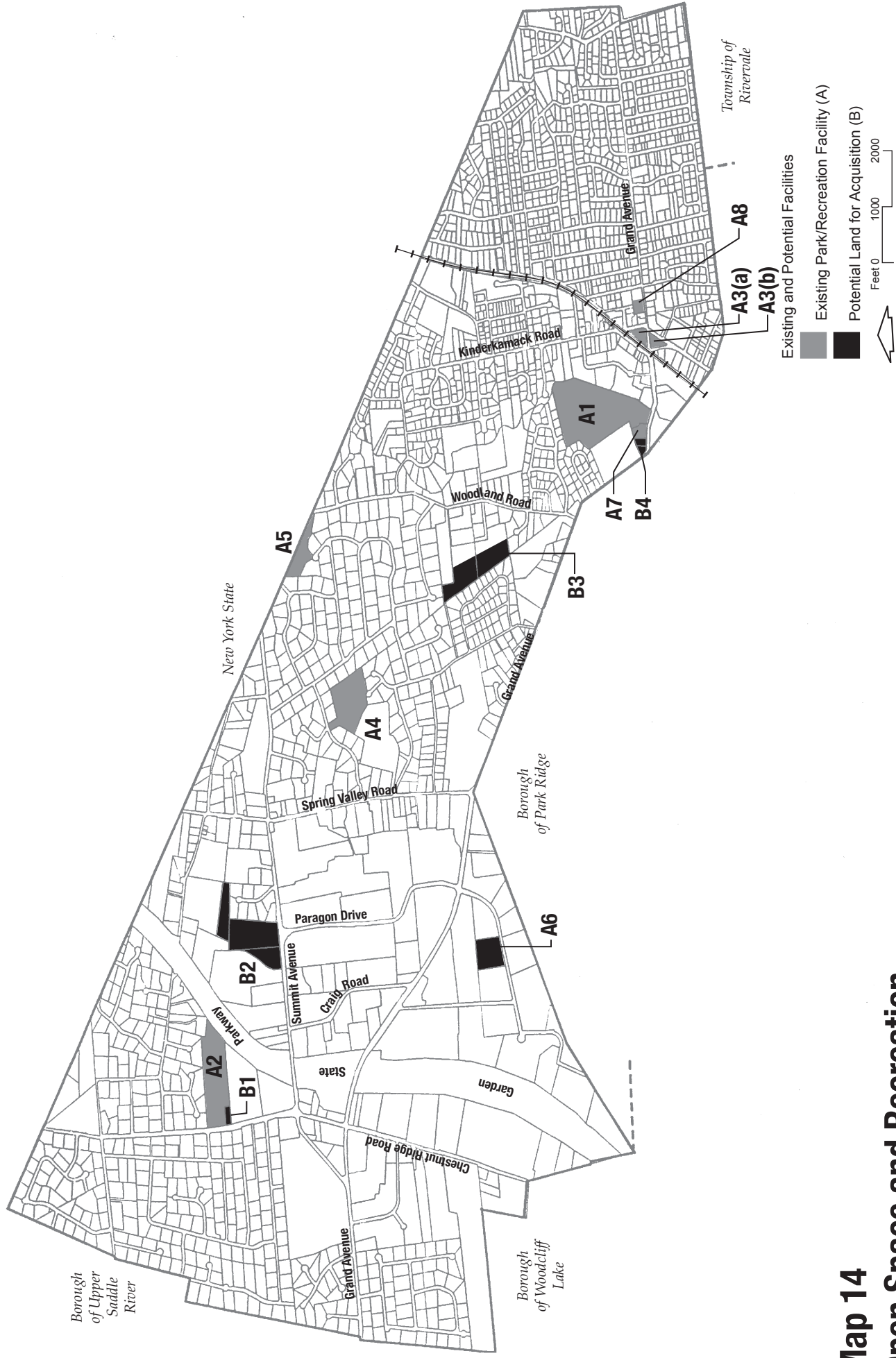
Table 8

**INVENTORY OF EXISTING OPEN SPACE AND RECREATION FACILITIES
BOROUGH OF MONTVALE, NEW JERSEY**

<u>Map No.*</u>	<u>Name</u>	<u>Type</u>	<u>Location</u>	<u>Block</u>	<u>Lot</u>	<u>Land Area (Acres)</u>	<u>Description</u>	<u>Building Floor Area</u>	<u>Condition</u>	<u>Ownership</u>
A1	Memorial Recreation Complex	Active & Passive	Near former Borough Hall, north of Grand Avenue	2305	13, 14	19.82	ballfields, picnic area, playground, swim club, tennis courts	2 small bldgs., each less than 1,000 sf	good	Borough
A2	Chestnut Ridge Road Recreation Complex	Active & Passive	Chestnut Ridge Road	1001	4	12.15	3 tennis courts, storage/bathroom, 40+ car parking lot, 2 ballfields	2,000 s.f.(±)	good	Borough
A3-a	Park near train station (Parcel "A")	Passive	(north of Grand Avenue	1605	2	1.15	Decorative	N/A	good	Borough
A3-b	Park near train station (Parcel "B")	Passive	(south of Grand	2403	1	0.77	Decorative	N/A	good	Borough
A4	Expansion north of Fieldstone Middle School	Active	Along Hilton Place	1201	10	10.00	Baseball/softball and 2 soccer fields, incl. wetlands & elec./gas ROW	N/A	good	Borough
A5	Wildwood Court parcel	Passive	Terminus of Wildwood Court	504	5	4.10	Undeveloped lot with flood retention area	N/A	Undeveloped	Borough
A6	Datascope parcel	Passive	Philips Parkway (adjacent Borough Hall)	2802	5	4.41	Wooded, passive open space, with elevated boardwalk	N/A	good	Borough
A7	Former Flohr property	Active	Adjacent to Memorial Park	2305	15	0.56	Single-family home, potential addition to active facilities	1,000 s.f.	good	Borough
A8	Old Schoolhouse #2 Playground	Active	Grand Avenue, just north of Kinderkamack Road	1606	6	0.66	Former schoolhouse playground		fair	Borough
						Total existing acreage:	53.62			

Source: Phillips Preiss Shapiro Associates, Inc., August 2007

* Refer to Map 1 for location of facility.



(A6) Undeveloped “Datascope” parcel

- 4.41 acres (located on Philips Parkway adjacent to Borough Hall).
- Passive facilities: Due to isolated wetlands, the park includes an elevated wooden boardwalk that allows pedestrian access. The walk includes educational markers that highlight onsite vegetation and natural conditions.
- Other: Parking and access are available via the parking lot adjacent to Borough Hall.

(A7) Flohr property

- 0.56 acres (located on West Grand Avenue adjacent to the Memorial Park Recreation Complex)
- Active facilities: The parcel currently contains a single-family home. When the adjacent Wright property (B-5) can be acquired, the Memorial Park Recreation Complex is to be increased in size, re-graded and reconfigured to include these properties.

(A8) Old Schoolhouse Property

- 1.6 acres (located on East Grand Avenue near the Town Center Park that contains an old schoolhouse and a playground)
- Active facilities: 0.66-acre playground to be retained for active recreation.
- Other: The schoolhouse is proposed for development as senior housing.

C. BOROUGH RECREATIONAL NEEDS

In addition to the fact that the Borough contains only slightly more than the minimum amount of open space recommended by the NRPA, there are several issues related to the present provision of parks and recreation space in the Borough that should be recognized.

- Lack of passive open space in the community accessible to residential areas.
- Absence of small neighborhood parks or recreation facilities that are within walking distance of residents and employees.
- Inaccessibility of the two municipal recreational complexes to many residents in the community, except by vehicle.
- Lack of a community center/indoor recreation facility for the Recreation Department. As a result, indoor programming depends on available indoor recreation space at each of the Borough’s schools. Thus, school activities have preference over independent leagues or adult classes, and it is impossible for each group to share the available recreational facilities. A community recreation facility would not only provide more recreational space and allow a greater diversity of recreational offerings, but it would also offer a great alternative meeting area for the youth of the Borough.

In order to meet the present and future open space and recreational needs of the community, the following five properties or areas of the Borough were identified for possible acquisition and development. They are also listed in Table 9 and shown in Map 12.

- (B1) A privately-owned, 0.61 acre residential parcel (Block 1001, Lot 3), located immediately south of the existing 12.15 acre Chestnut Ridge Recreational Complex, is being considered for the expansion of the Complex. There is an existing house, approximately 1,000 square feet in size, located on the property, which could be utilized as a field house. The 1997 Master Plan recommended that this property be acquired “if and when the property becomes available.”
- (B2) A portion of a privately-owned undeveloped open space consisting of 13.19 acres on 2 parcels known as the Del Ben property (Block 1002, Lot 7 and a portion of Block 302, Lot 4) is located on Summit Avenue on the west and north sides of the existing Morgan Court residential development and is being considered for acquisition for open space conservation purposes. The property contains a pond, adjoining wetlands and wetland buffer areas and was recommended for acquisition in the 1997 Master Plan, as well as the 1993 Fair Share Housing Plan.
- (B3) As part of its Plan for meeting its second-round fair share obligation, adopted in August 2004, the Borough rezoned a large property on the west side of Woodland Road for 20 clustered single-family homes. In exchange, the owner, Henry Bonnabel, agreed to deed the western-most portion encumbered by wetlands and wetlands buffers, comprising ± 8 acres to the Borough for passive recreation, including where possible, public pedestrian access and nature trails.
- (B4) There are two single-family homes on separate lots located on properties of approximately a half-acre each on West Grand Avenue adjacent to the Memorial recreational complex. The Borough acquired one in 2003 and hopes to acquire the second (Lot 16, Block 2305) when it becomes available. If and when it is acquired, it would allow for re-grading and expanding the active fields at this recreation complex.

Other

There are several streams and brooks that run through the Borough, including Pascack Brook, Muddy Brook, Cherry Brook, Mill Brook and Bear Brook. Both the New Jersey State Development and Redevelopment Plan and the 1997 Master Plan recommend that an open space buffer or corridor be established for these brooks, as well as other unnamed streams and brooks in the Borough. The Borough reserved a limited number of conservation easements along some of these areas, but the majority of the property adjacent to these waterways is privately owned.

The total area of all properties identified as having the potential for acquisition for open space and recreation purposes (excluding the conservation easements along the stream and brook corridors) amounts to 22.33 acres. This would increase the amount of open space and recreational land in the

Table 9

**INVENTORY OF VACANT LAND WHICH IS SUITABLE FOR OPEN SPACE OR RECREATIONAL FACILITIES
BOROUGH OF MONTVALE, NEW JERSEY**

<u>Map No.*</u>	<u>Name</u>	<u>Type</u>	<u>Location</u>	<u>Block</u>	<u>Lot</u>	<u>Land Area (Acres)</u>	<u>Description</u>	<u>Building Floor Area</u>	<u>Condition</u>	<u>Ownership</u>
B-1	Recommended Addition to Chestnut Ridge	Active	Adj. to Complex, south adjoining lot	1001	3	0.61	Recomm. for add'n to complex in 1997	1,000 sf (±)	Single-family residence, wooded in rear of lot	Richard & Ann Bernstein
B-2	Summit Ave. area open space	Passive	Summit Avenue, west and north of Morgan Court development	1002	7	13.19	Wetlands/buffer incl. pond n. of Paragon Dr.; recomm for open space, 1993 & 1997	N/A	Vacant land, undeveloped	Reno A. Del Ben
B-3	Woodland Road Park Site (parcel 1)	Active & Passive	West of Woodland Rd., south of Donnybrook Rd.	1301	portion	±8.0	Wetlands, wetland buffer, 15% slopes; sugg. trails and walkways in 1993 and 1997	N/A	Vacant land, undeveloped	Henry & Erna Bonnabel
B-4	Wright property (parcel 2)	Active	Adjacent Memorial Recreation Complex	2305	16	0.60	Addition to Memorial Recreation Complex	N/A	Single-Family Home	Keith & Anne Wright
Other	Stream Buffers/Corridor	Passive	Pascack Brook, Muddy Brook, Cherry Brook, Mill Brook, Bear Brook	--	--	--	NJSDRP & 1997 Master Plan recomm. resource conservation for all streams & brooks	N/A	Undeveloped	Various

Potential Acquisition Acreage: 22.33

Borough from 7.34 acres per 1,000 persons to 10.39 acres per 1,000 persons, exceeding the uppermost open space-to-resident ratio recommended by the NRPA.

According to the Bergen County Office of Planning and Economic Development, Montvale is projected to attain a population of 9,184 by the year 2020. The ratio of acres of open space would fall to 8.27 acres per 1,000 persons based upon the full acquisition of all identified parcels. This is not a significant diminution in the ratio of acres of open space per 1,000 persons of population.

CHAPTER 9. ECONOMIC PLAN

A. OFFICE AND RESEARCH CAMPUSES

1. Introduction

Montvale has always prided itself on providing a healthy environment for businesses, which, in turn, provide significant contributions to the tax base and overall well-being of the Borough. Indeed, Montvale's motto is "Community and corporations working together." The continued strong presence of corporate offices in the Borough, as well as other types of offices and research facilities, is a testament to the farsighted planning of the 1960s and 1970s, when it became obvious that Montvale would be a desirable location for office development owing its plentiful supply of developable land adjacent to the Garden State Parkway.

But in recent years, problems with Montvale's office and research campuses have become apparent. These campuses are aging and, increasingly, no longer suit the needs of modern businesses. This section of the Economic Plan Element provides an overview of Montvale's office and research campus development over the last 30 years, discusses recent problems with the campuses, and recommends changes to the zoning and land use regulations to help retain and attract firms in order to ensure that Montvale's economy remains as healthy in the future as it has been in the past.

2. Office Campus Development in Montvale

Historical Overview

The construction of the Garden State Parkway, coupled with an explosion in automobile ownership and regional population growth, dramatically transformed Montvale's economy from the late 1950s through the 1970s. Before this period, the Borough was predominately agricultural, with a small population of commuters attracted by the train station. After the parkway was built, almost all of the farm fields were replaced by residential subdivisions and campus-style office and research development.

Unlike many other communities located along the Parkway's route, the lands nearest the highway in Montvale were not extensively developed with housing during the 1950s and 1960s. As a result, a plentiful supply of land was still available in Montvale when economic conditions favored the construction of large, suburban office and research campuses in the 1970s and 1980s. When it became obvious that the Borough would be an attractive location for offices and research laboratories, civic leaders responded with a planning initiative designed to ensure that the new development would have a distinct character and would retain its value over the years. The Borough instituted zoning requirements that incorporated the highest standards of the day for such development. These requirements included a low floor area ratio, low building heights, and strict limits on impervious cov-

erage. The intent was to create a low-impact environment of corporate campuses that blended into the rural landscape. The buildings were low-slung, set well back from public rights of way, and constructed in the modernist architectural tradition of the era, which drew heavily on the International Style that became popular after World War II.

The planning initiative was successful, and much of the southwestern section of the Borough was developed with campus-style office and research laboratory development during the 1970s and 1980s. Many of these buildings were occupied by prominent corporate tenants such as Mercedes-Benz USA and Toys 'R' Us, which established their corporate headquarters in Montvale. Other buildings were constructed for multiple tenants or as branch offices, laboratories or factories. The quality of Montvale's built environment, coupled with its location in a desirable area of Bergen County and its convenient access to the regional highway system, continued to attract tenants for over two decades.

Existing Zoning Standards

There are four districts within the office/research campus area of Montvale. These districts include three office and research districts (OR-1, OR-2 and OR-3) and one Specialized Economic Development District (SED). The OR-1 District is located on the north side of Summit Avenue between Grand Street and the Garden State Parkway, while the OR-2 District is located along Chestnut Ridge Road south of Summit Avenue. The OR-3 District is located generally in the area bounded by Summit Avenue, Grand Avenue, the Garden State Parkway and Valley Road. Finally, the SED District is located south of Grand Avenue and east of the Garden State Parkway. All the districts have similar permitted uses, but the SED District allows some limited manufacturing in addition to the office, research, and service establishments allowed in the OR districts. At the same time, the OR districts permit commercial recreation facilities, which are not allowed in the SED District.

The following principal uses are permitted in the OR-1, OR-2 and OR-3 districts:

- Office buildings, including buildings housing professional offices.
- Scientific or research laboratories, testing, experimental or computation centers.
- Medical center buildings, hospitals, medical and dental offices, clinics and offices for the practice of veterinary medicine.
- Public and private schools.
- Banks and financial institutions and other service establishments.
- Heliports.
- Public utility building or structure other than an electricity-generating plant, gas-manufacturing plant or gasometer.
- Commercial recreation complex, including at least two of the following uses: Roller or ice skating rink; golf driving range; indoor tennis club; indoor health club.

The following principal uses are permitted in the SED District:

- Any use permitted in the OR districts except commercial recreation.
- Municipal buildings, libraries, playgrounds, parks, recreation and essential municipal uses.
- General light manufacturing plant or establishment for general processing and fabricating.
- Public utility building or structure other than an electricity-generating plant, gas-manufacturing plant or gasometer.
- Heliports.

Bulk requirements in the OR-1, OR-2, OR-3 and SED districts are shown in the following table:

Table 1: Zoning Requirements in the OR and SED districts

District	OR-1	OR-2	OR-3	SED
Max. height (stories / ft.)	2 / 35	2 / 35	2 / 35	2 / 35
Min. lot size (acres)	5	3.5	3	3
Min. lot width (ft.)	300	300	300	200
Max. floor area ratio	0.25	0.25	0.25	0.25
Max. lot coverage	40%	40%	40%	40%
Min. front yard (ft.)	235	210	160	160
Min. side yard (both) (ft.)	150	130	130	80
Min. side yard (one) (ft.)	75	65	65	40
Min. rear yard (ft.)	150	125	75	50

Note: Additional setback requirements apply for properties which adjoin residential districts.

The minimum required number of parking spaces in all four districts is one parking space for every 300 square feet of building floor area. The maximum allowable number of spaces is one space for every 200 square feet of building floor area, excluding any visitor parking. The maximum amount of visitor parking is 1 space per 5,000 square feet of building floor area, excluding areas devoted to mechanical equipment. Parking is not permitted in the front yard, except visitor parking. A maximum of 15% of the front yard may be occupied by parking and access driveways.

Recent Developments in the Office/Research Campus Area

Starting in the late 1990s, several problems with the corporate campus area became apparent. The buildings, many of which were approaching 25 years in age, were beginning to appear dated, both in their style of construction and in their functionality. They were becoming less adaptable to the changing technology and spatial needs of modern businesses, and their mechanical systems were beginning to fail. Overall, many buildings that had been constructed as Class A space, commanding corresponding rents and prestige, were becoming Class C space, sitting vacant more of the time and attracting marginal tenants.

The realities of the business world were also changing, as competition became more cutthroat and the economy became more globalized. New technologies enabled firms to become much more efficient, tactical and aggressive. Businesses had to become much more agile and be willing and able to expand, contract and move their operations quickly as conditions warranted in order to maintain an edge over their competitors and maintain or expand their profit margins. For Montvale's economy, these changes meant that the long-term stability and security of the tenants at its office campuses was no longer as assured as it had been, and turnover increased. At the same time, globalization significantly expanded the range of business locations with which Montvale and other American towns and cities competed. Many of the kinds of operations that had traditionally located in suburban business parks began to evaluate locations all over the world, not just in North America, for alternative sites. For many types of operations, costs are inherently much lower in newly industrializing countries than in the northeastern United States, and locations such as Montvale are simply not attractive for as wide a range of operations as they once were.

Even faced with these realities, many businesses have remained in Montvale or relocated to Montvale to replace those firms that have left. Increasingly, however, it appears that the desire of some firms to locate in Montvale is being thwarted by difficulties relating to the Borough's zoning regulations. It is currently difficult, under the existing zoning, to expand many of the buildings to meet modern technology, spatial configuration and parking needs because the strict impervious coverage and height requirements prevent developers from achieving the full permitted floor area ratio. Partly as a result, several high-profile tenants have left spaces in the Borough, including Toys 'R' Us, Volvo and Medco.

An examination of the existing conditions within the OR and SED districts reveals the nature of the problem. Using aerial photographs, site inspections and plans on file with the Building Department, the Borough's planning consultants surveyed the existing floor area ratios and lot coverages of buildings within the districts. They then evaluated those figures against the maximum floor area ratios and lot coverages allowable in the districts according to current zoning.⁵ Out of 52 buildings identified, fully 71.2%, or 37 buildings, had a floor area ratio (FAR) less than 80% of the maximum of 0.25, suggesting that these buildings have room to expand within the zoning framework. But at the same time, 73.1%, or 38 buildings, had lot coverage exceeding 90% of the maximum (40% of the lot). These findings suggest that developers have been unable to achieve the permitted floor area ratios because the lot coverage needed for buildings of the size and height envisioned for the area is greater than what is allowed. Thus, at the maximum FAR of 0.25, the amount of land needed for a typical two-story building and for accessory paved surfaces such as parking lots and driveways generally exceeds the maximum lot coverage of 40%, so developers are unable to reach the maximum FAR unless they can obtain a variance for the lot coverage requirement.

⁵ Floor area ratio refers to the quotient of the total enclosed building area on all floors divided by the total area of the lot on which the building is located. Lot coverage, sometimes known as impervious coverage, refers to the percentage of the lot that is occupied by hard surfaces such as buildings, parking lots and walkways.

In 2001, the Borough attempted to revise its land use regulations to permit an expansion of the buildings, but the community was unable to arrive at a solution that was mutually agreeable to residents and businesses. However, there is still a need to revise the regulations in order to ensure that businesses can be attracted and retained to the Borough. Based on the analysis of the existing buildings within the OR and SED districts, it appears that a slight relaxation of the height restrictions to allow three-story buildings, as well as some relaxation of the setback and lot coverage requirements, may be needed to allow the expansion of office buildings to meet the FAR standard that was originally envisioned for the area. Another method for allowing the office campuses to achieve the full 0.25 FAR without increasing impervious coverage is to allow for parking garages. A separate study of this possible change to Montvale's land use regulations will be undertaken shortly. It is not recommended that the maximum FAR be increased.

Survey of Businesses

In response to fears that worsening conditions could lead to an exodus of tenants, the Borough in 2003 conducted a survey of businesses, the results of which were presented at a Planning Board meeting before an audience that included members of the business community and residents. The survey asked for a variety of information, including the number of employees and office locations, characteristics of employees' commutes to work, as well as opinions about building conditions and Montvale in general. Out of 300 businesses in Montvale, many of which are located in the SED and OR districts, 93 returned surveys.

The survey results showed that a majority of firms were located in old buildings, and that the highest levels of dissatisfaction with the buildings were reserved for mechanical systems, technology and aesthetics—all of which are directly related to the age of the buildings. (The full results of the survey are presented in Chapter 2 of this Master Plan.) In this section, the results that are relevant to the specific problems of the office campus area will be examined.

A majority of firms that returned surveys—56 in all—were located in buildings more than 20 years old. The oldest buildings also tended to be occupied by the smallest firms, indicating that as the buildings have aged, they have been abandoned by the larger, corporate tenants. Tenants were asked to rate the condition of their buildings according to eight criteria, ranging from quiet and privacy to interior aesthetics to mechanical equipment. The survey found that the three items rated lowest were mechanical equipment, provision of technology and interior aesthetics. The items rating highest were privacy and quiet, parking availability and landscaping. These results suggest that, even after three decades, the zoning regulations for the OR and SED districts have continued to be successful in creating a rural/suburban environment of lasting quality. However, they also suggest that the buildings constructed within that environment have not aged well and have not been updated with the times.

Businesses were also asked to rate their opinions of conditions in Montvale according to nine criteria. The biggest complaints with respect to conditions in Montvale itself were taxes, land use and building regulations and traffic. However, emergency services, the quality of the built environment, and the cooperation of Borough officials were rated highly. These results suggest that, except for traffic conditions, businesses like the general atmosphere in Montvale, but they are dissatisfied with certain aspects of Town government.

Overall, the picture of business concerns that emerges from the survey reflects two sets of problems for businesses in Montvale: the buildings are outdated, and the Borough's regulations are cumbersome. These results suggest that if the regulations were improved, owners and tenants might be able to overcome the poor building conditions by making improvements to their buildings which they are currently restricted from making. While it is possible that businesses could make substantial improvements without actually expanding their buildings or increasing the amount of impervious coverage, experience suggests that this is not perceived as cost-effective. Rather, an expansion of floor area is generally needed to justify the substantial investment in rehabilitating aging structures and replacing the mechanical equipment. As discussed, many buildings do not currently approach the maximum floor area in the district, so an increase in permissible floor area is not warranted at this time. However, changes to other zoning limitations such as height, maximum lot coverage and setbacks could allow businesses to expand without exceeding the maximum floor area ratio, thereby providing an incentive for rehabilitation.

B. THE BOROUGH'S RETAIL AREAS

1. Kinderkamack Road Corridor

Overview

The Kinderkamack Road corridor is underperforming in its historic role (with Grand Avenue) as one of Montvale's central avenues. The corridor has several attractive stretches of old-growth trees and residences. It offers a variety of services including, in addition to retail, the Borough's commuter rail station. Yet it also has stretches of unattractive or only moderately successful retail stores. The train station area is not pedestrian-friendly, and fails to convey the image of a "village center." The retail and commercial uses do not appear to be on par with the Borough's relative affluence.

Two overall challenges emerge, both of which pose significant economic development opportunities for the Borough. First, how to upgrade the visual image and pedestrian qualities of the Kinderkamack Road corridor without diminishing its capacity to absorb its presently high volume of traffic. Second, how to promote redevelopment (including infill development).

Successfully addressing these two challenges would have a number of economic development benefits. First, new development (so long as it is not family housing) would increase the Borough's

tax ratable development—i.e., development that generates more tax revenues than tax expenditures on schooling and municipal services. Second, promoting more pedestrian-friendly areas would make it more possible for the stores and services to enjoy more synergy, hence patronage. Third, creating a more attractive corridor will make it more likely that local and neighboring residents will take an interest in the specialty stores and services provided there, consistent with the more discriminating tastes of the well-educated and affluent population. Finally, creating a more successful and attractive corridor will bolster residential property values.

2. Study Sub-Areas and Issues

The challenge of revitalization is common to the entire corridor. However, the corridor has a number of distinct sub-areas in which these challenges play out in different ways. The two key sub-areas and their key issues are as follows.

- *Park Ridge boundary north to the Borough Center*: This area has a number of small-scale, auto-oriented commercial uses. Some are high-value (e.g., the banks); others are clearly underutilized. Redevelopment on the western side has the advantage of backing onto the railroad right-of-way, therefore posing minimal problems in terms of impact on adjoining residences. The frequent curb cuts, lack of street trees and mixed quality of commercial architecture detract from the visual and pedestrian ambiance. Zoning could enforce better design standards. Redevelopment incentives could be tied to on- and off-site improvements in these conditions.
- *The Downtown (Borough Center)*: This area is the heart of the Montvale community—taking in Railroad Avenue, a village park, portions of Grand Avenue, the train station, and the “100 percent corner” of Kinderkamack Road and Grand Avenue. It is presently disjointed in every respect: vehicular circulation, retail development, pedestrian circulation, and visual impact. Pulling it together would involve traffic circulation improvements, infill development, pedestrian enhancements, and streetscape and signage improvements. This area, more so than the others, might involve and deserve financial inducements and fund raising. This could be coupled with design standards to promote a traditional village center.

In addition, the following three areas also present planning issues and challenges:

- *Railroad Avenue north to Magnolia Avenue*: This is a pleasant stretch of old-growth trees and handsome houses. Preservation of these uses and protection of this environment are in order, and could involve, for instance, a tree preservation ordinance (which might have applicability to other areas of the Borough too, or mandate setbacks).
- *Magnolia Avenue to Walnut Street*: The bend in the road at Magnolia Avenue and again at Walnut Street demarcates a small, high-image area. The gas station at Magnolia Avenue, for instance, is one of the most visible properties in the Borough (unfortunately). The row of houses on the south side of Kinderkamack Avenue are attractive and perhaps even historic.

Future commercial and multi-family conversions of above-ground space could be conditioned on shared parking, shared access/egress, landscape improvement and historic preservation.

- Walnut Street north to the New York State border. The traditional Appletree shopping center at this location has declined, as a likely consequence of the large amount of new commercial development in and near Montvale. At roughly four acres, it presents a suitable site for mixed-use retail redevelopment, combined with above-ground apartments or higher-density housing alone. If marketed to seniors and households without children (e.g., a senior citizen project), it would likely have a positive tax revenue/expenditure impact for the municipality and school district. Overlay zoning could provide the incentive for redevelopment without making the present use nonconforming.

A number of more detailed analyses and changes to the Borough's land use regulations along the corridor could create a more favorable physical and market environment incrementally, over time, mainly through private investment. Both regulatory improvements and incentives would be needed. This will require amendment to the Borough's use, bulk and design requirements in order to lay out the appropriate regulatory and development context.

Land use, general design and regulatory amendments could be drafted which would be highly specific, both in terms of the general regulations and design guidelines to be considered, and how these would vary by sub-area. A differentiation in the various areas zoned B-1 presently, to differentiate pedestrian-scale, downtown environments from more automobile-oriented retail areas (e.g., north Kinderkamack Road) would be considered. Allowing zero-lot-line development in the downtown and prohibiting drive-through uses and gas stations would also be considered. Finally, more permissive regulations regarding residential uses in the downtown above the ground floor would also be examined.

The Downtown Renaissance Committee has provided some recommended detailed design requirements for downtown uses that need to be evaluated, refined and considered for inclusion in the Borough's land use regulations. Particular emphasis needs to be placed upon building/façade/sign design guidelines, especially for storefront design. In addition, more specific landscape concepts and design guidelines for the corridor, especially within the downtown, are required.

There are a number of marginal or abandoned uses in the downtown which should be encouraged to be redeveloped with more productive uses, preferably those which draw more customers into the downtown. Finally, parking standards need to be reexamined since many of the uses benefit from shared parking, on-street parking and transit availability where suburban-oriented standards may not be warranted or desirable.

3. Chestnut Ridge Road

The retail areas along this corridor are located at the intersection of Summit Avenue and Chestnut Ridge Road, and at the southern end at the Woodcliff Lake border. Generally, those located at Summit Avenue are productive and some have undergone renovation in recent years. No major changes are needed in this area. At the southern end, the Chestnut Ridge Shopping Center is a somewhat outdated shopping center, lacking a true anchor, and providing an overly large and unattractive parking lot in the front. Clearly the shopping center could benefit from updating and being allowed more intensive retail uses. Redevelopment/renovation options, incorporating better standards of building, site and landscaping design, could make this use more productive and in keeping with the upscale character of recent retail redevelopment in Woodcliff Lake along Chestnut Ridge Road to the south.

CHAPTER 10. HISTORIC PRESERVATION PLAN ELEMENT

A. INTRODUCTION

The origin of organized municipal efforts to preserve historic buildings and sites within the Borough of Montvale began with two significant steps in 1997. First, in July 1997, the Planning Board adopted a new Master Plan in which an historic preservation element was included for the first time. The same year, the governing body adopted an historic preservation ordinance (Chapter 50 of the Municipal Code), which amongst other things created the legal framework for the appointment of an Historic Preservation Commission, vesting them with the necessary powers and duties to designate historic landmarks and districts, and requiring that alterations of the exteriors of buildings so designated must obtain certificates of appropriateness.

Only one site in Montvale was designated as an historic landmark in 1997; five additional sites have since been added. In this Historic Preservation Plan Element, ten further sites have been identified as being worthy of landmark designation. This is just the first step in the designation process, however, as well be set forth in greater detail in this element. Further actions on the part of the Historic Preservation Commission, the Planning Board and the Borough Council are required. This includes notification of the owners of such sites, and the holding of a public hearing by the Planning Board, before such sites can be designated.

A brief history of growth and development in the Borough is set forth in Chapter 1 of this Master Plan. This Element sets forth the goals and purposes of historic preservation, describes the historic designation process, describes how designated sites are protected, and concludes with a description of which sites are already designated as well as those worthy of designation.

B. GOALS AND OBJECTIVES OF HISTORIC PRESERVATION IN MONTVALE

The overall goal of the Historic Preservation Plan Element of the Montvale Master Plan is to provide the basis for the Historic Preservation Ordinance of the Borough (Chapter 50 of the Montvale Code), and for identifying additional sites deemed worthy of historic landmark designation. Through the implementation of the Ordinance and this Plan Element, additional historic resources in Montvale will be identified, protected and enhanced, and Borough officials, staff and the public at large will become more knowledgeable and sensitive to issues related to the preservation of Montvale's heritage.

Section 1 of Montvale's Historic Preservation Ordinance sets forth the purposes and objectives of historic preservation in Montvale, as follows:

- A. Encourage the continued use of historic resources and facilitate their appropriate reuse.

- B. Maintain and develop an appropriate and harmonious setting for the historically and architecturally significant buildings, structures, sites, objects or districts within the Borough of Montvale.
- C. Stabilize and improve property values and discourage the unnecessary demolition of historic resources.
- D. Foster and enhance civic beauty and neighborhood pride.
- E. Promote appreciation of the designated historic districts within the Borough of Montvale for the education, pleasure and general welfare of the citizens of the borough and its visitors.
- F. Encourage private reinvestment in existing or new structures in a manner that preserves, restores, repairs or is compatible with the original architectural style which is characteristic of the designated historic districts in which the structure is located.
- G. Manage change by preventing alteration or new construction not in keeping with the historic landmark or the historic district.
- H. Recognize the importance of all buildings in historic districts and of individual historic landmarks located outside of a district by urging property owners and tenants to maintain their properties in keeping with the requirements and standards of this chapter.
- I. Encourage the proper maintenance and preservation of historic settings and landscapes.
- J. Encourage appropriate alterations of historic landmarks and buildings in historic districts.
- K. Promote the conservation of historic sites and districts and invite voluntary compliance.

C. HISTORIC PRESERVATION COMMISSION

The Historic Preservation Commission, established by the Historic Preservation Ordinance, consists of 3 regular members, a Class A member who must be an architect, a Class B member who must be an historian, and 2 alternates, appointed by the Mayor. The Commission is composed of persons who are knowledgeable in building design and construction, in architectural history and local history. Meetings are scheduled as often as is necessary to fulfill the Commission's obligation to advise the Planning Board and Board of Adjustment on permits wherein historic sites or buildings are located.

The powers and duties of the Commission are stated fully in Section 9 of the Historic Preservation Ordinance, and include:

- A. Preparing a survey of historic sites of the borough.
- B. Making recommendations to the Planning Board and Board of Adjustment on the historic preservation plan element of the Master Plan and on the implications for preservation of historic sites of any other Master Plan elements.
- C. Reviewing all actions, including those involving building permit applications which affect the exterior of historic landmarks or improvements within an historic district, and advising the Planning Board and Board of Adjustment on the approval of appropriateness certification.
- D. Reviewing all applications for actions affecting the exterior of an historic landmark of an improvement within an historic district and making recommendations to the Planning Board and Board of Adjustment on certificates of appropriateness.
- E. Advising the Borough Council on the relative merits of proposals involving public lands to restore, preserve and protect historical buildings, places and structures, including the preparation of a long-range plan, thereby securing state, federal and other grants and aid to assist therein and monitoring such projects once underway.
- F. Cooperating with local, county, state or national historical societies, governmental bodies and organizations to maximize their contributions to the intent and purposes of this ordinance.
- G. Preparing and distributing an historic district guidelines handbook to be utilized for application reviews and foster appropriate rehabilitation within the historic district.

In addition to advising the Planning Board and Zoning Board of Adjustment on Certificates of Appropriateness, the Historic Preservation Commission is also required to undertake a comprehensive survey of the Borough and identify sites which are deemed worthy of protection and preservation via designation as an historic landmark. Its recommendations are then forwarded to the Planning Board, and following notification and hearings in accordance with procedures set forth in Section 11 of the Historic Preservation Ordinance, makes its recommendations to the Borough Council, who then make the final decision.

The criteria that the Commission must utilize with respect to identifying sites deemed worthy of historic landmark designation are as follows, as set forth in Section 12 of the Ordinance:

- (1) That it is associated with events that have made a significant contribution to the broad patterns of Montvale's history;
- (2) That it is associated with the lives of persons significant in Montvale's past;
- (3) That it embodies the distinctive characteristics of a type, period or method of construction or that it represents the work of a master or that it possesses high artistic values or that it repre-

sents a significant and distinguishable entity whose components may lack individual distinction; and/or

- (4) That it has yielded, or may be likely to yield, information important in prehistory or history.

D. IMPLEMENTATION: CERTIFICATES OF APPROPRIATENESS AND PREVENTIVE MAINTENANCE

1. Certificates of Appropriateness

Once a site has been designated an historic landmark, it is protected through a requirement for the owner to obtain a “certificate of appropriateness” before a permit is issued or any work or activity is commenced on the property of an historic landmark. This includes: the demolition or relocation of any landmark; change in the exterior appearance; new construction on the property; site plan, subdivision and zoning variance applications; and changes to or additions of signs for properties so designated.

Essentially, the application for such a certificate is made directly to the Commission, who, following notification of property owners within 200 feet and publication in the official newspaper, render a decision on whether to issue or disapprove the request for the certification. The approval of the certification request is deemed to be a positive recommendation of the Commission in any permit application to the Planning Board or Board of Adjustment. Decisions of the Commission may also be appealed to the Borough Council.

2. Preventive Maintenance

In addition to certificates of appropriateness, implementation of historic preservation is also carried out through code enforcement; the Construction Code Official is empowered to serve a notice of violation where an historic landmark is not being properly maintained, and where code violations exist.

E. HISTORIC LANDMARK DESIGNATION

To date, the Borough of Montvale has designated **9** sites as historic landmarks. The characteristics of the nine properties are provided in **Table 10**; their locations are shown in **Map 15**. A more detailed description of each of these landmarks is provided below.

1. Eckerson House

There is some question as to when the Eckerson House was built. It is known that in 1787 Jacob Eckerson purchased 119 acres of a 397-acre parcel that he and his two brothers were occupying as tenant farmers for about twenty years, and it is assumed that the main section and the east wing were built circa 1790.

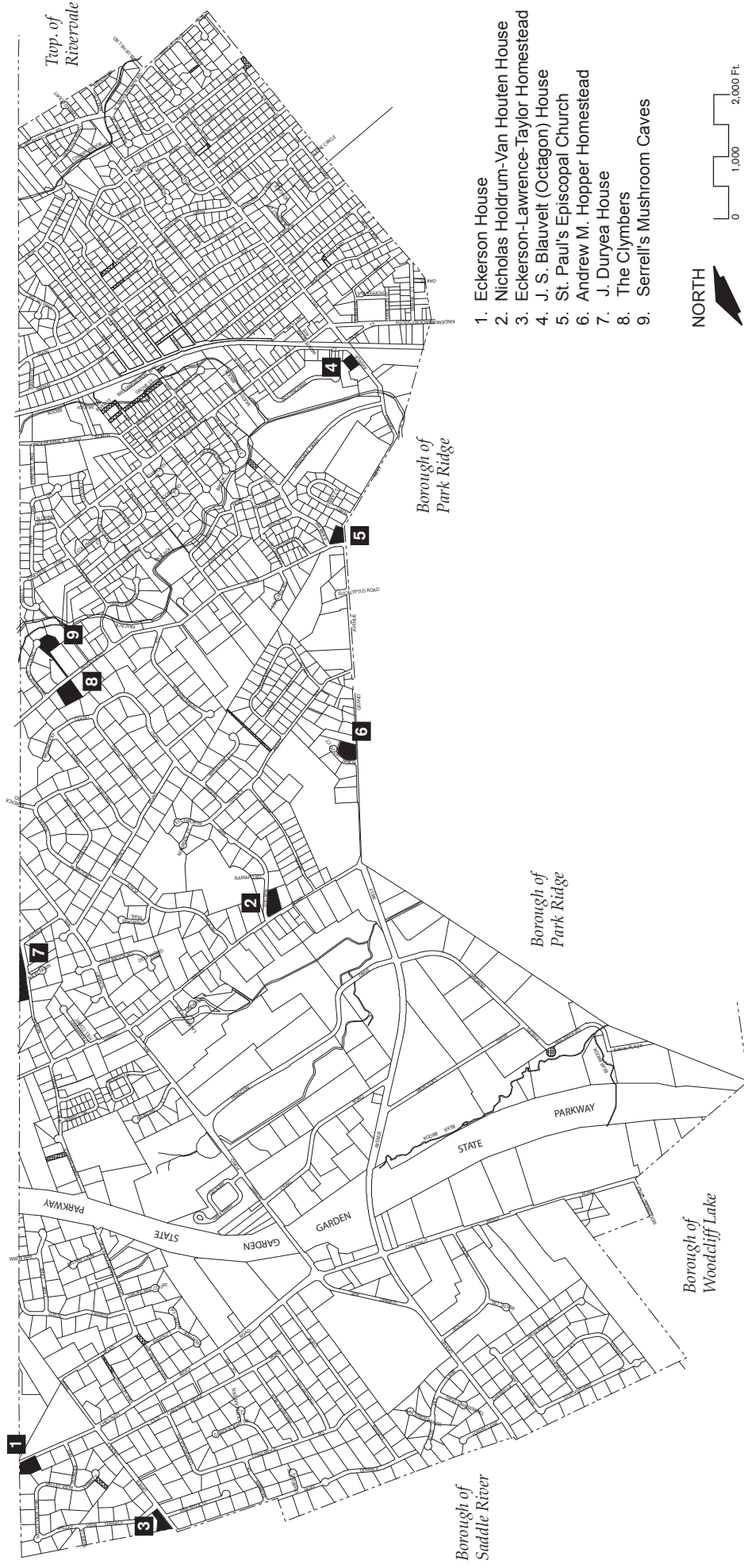
Table 10

Designated Historic Landmarks in the Borough of Montvale

	<u>Historic Name</u>	<u>Street Address</u>	<u>Block/Lot</u>	<u>Historic Designation*</u>	<u>BCHSS No. Survey/Inv.</u>
1.	Eckerson House	280 Chestnut Ridge Road	101/15	NJHSI 2045-1 NABS NJ-175 BCSHS #101 SR 10/3/80 NR 1/10/83 BCHS Marker HL 11/24/98	0236-3
2.	Nicholas Holdrum- Van Houten House	43 Spring Valley Road	2101/3	BCSHS #101 SR 10/3/80 NR 1/9/83 HL 11/9/01	0236-4
3.	Eckerson-Lawrence Taylor Homestead	205 Upper Saddle River Road	103/1.01	HL 4/27/99	0236-6
4.	J.J. Blauvelt (Octagon) House	13 West Grand Avenue	1601/22	NJHSI 2045-2 BCHS Marker HL 7/29/97	0236-7
5.	St. Paul's Episcopal Church	95 West Grand Avenue	2305/1	HL 11/24/98	0236-8
6.	Andrew M. Hopper Homestead	175 West Grand Avenue	2201/23	HL 11/24/98	0236-9
7.	J. Duryea House	33 North Avenue	401/8	N/A	0236-15
8.	The Clymbers	118 Woodland Road	602/10	N/A	--
9.	Serrell's Mushroom Caves	7 Westminster Court	603/16	N/A	--

* Designations:

NJHSI	—	New Jersey Historic Sites Inventory
HABS	—	Historic American Building Survey
BCSHS	—	Bergen County Stone House Survey
SR	—	New Jersey Register of Historic Places
NR	—	National Register of Historic Places
HL	—	Montvale Historic Landmark
BCHSS	—	Bergen County Historic Sites Survey
BCHS	—	Bergen County Historical Society



Map 15

Designated Historic Landmarks

Master Plan for the Borough of Montvale, Bergen County, NJ

The Eckerson House is thought to have originally been a one- or one-and-a-half story, side-gambreled Dutch Colonial home of rural tradition. However, a fire in 1897 destroyed the roof, and the house was transformed into one of two stories, side-gabled, having a low-pitched roof that is not distinctly traditional.

As is usually the case with this architectural style, the front and the side facing the street are of “dressed” or smooth finished sandstone, with irregularly-laid rough cut stone on the north and west sides. A full-width, five-bay front porch or veranda was added to the main section sometime during the 19th Century. A second story was built over the wing in 1890, and a frame wing built to the rear.

There were many Dutch Colonial homesteads built in Bergen County and surrounding environs, but the Eckerson House possesses a rather unique variation of that architectural style which is found in the “Upper Pascack” locality of northern Bergen County and southern Rockland County. It is the revival of a style found in smaller sandstone homesteads of a century earlier, and there are seven known extant examples within a radius of less than two miles.

The main feature of this variation was the elimination of a central hallway and prominent staircase, substituting instead two main front rooms, each with an exterior door. These rooms were sometimes separated by a wall or by a simple enclosed staircase to an unfinished attic. Although this eliminated a central hall, other embellishments in some houses included carved fireplace mantels and woodwork, as well as lights or carved panels over doors. These were prominent in the post-war Adams/Federal period.

The Eckerson House has been listed in the *New Jersey Register of Historic Places* since October 3, 1980 and in the *National Register of Historic Places* since January 10, 1983. The house and a sandstone well enclosure were designated as local Historic Landmarks on November 24, 1998.

2. Nicholas Holdrum-Van Houten House

William Holdrum purchased the land on which this house is located for “the sum of sixty pounds lawful money.” The transaction was “dated the Eighteenth Day of December in the Thirty Fourth Year of His Majesties Reign Anno Domini 1760.” The property contained 258 acres and was bounded on the south of what is now West Grand Avenue and on the west by the present Spring Valley Road.

William’s son, Nicholas, built the house circa 1778 (which date is said to be cut in an attic beam). The plan of the house is the classic type of local Dutch architecture, having a broad façade aligned to catch the sun, topped with a gambrel roof and featuring a central hall flanked on both sides with living rooms in the front and bedrooms in the rear.

The house has a smooth cut sandstone wall on the south façade and rough cut sandstone on the other three sides, with cut quoins on all corners. A frame kitchen wing at the west and one step lower, has its front wall flush with that of the main house.

The Nicholas Holdrum-Van Houten House has been listed on the *New Jersey Register of Historic Places* since October 3, 1980 and on the *National Register of Historic Places* since January 9, 1983. The house was designated a local Historic Landmark on November 9, 2001.

3. Eckerson-Lawrence-Taylor Homestead

This house was constructed circa 1795 on a 34-acre portion of the 397-acre tract purchased by David Eckerson and his two brothers in 1787. It was built by or for Paul Eckerson, son of David, who had married circa 1793.

The house is a little-altered example of a popular regional house type, the late-18th-to-early-19th century vernacular frame 1½ story house of three bays with eyebrow windows and a side wing. This type is represented in several extant Montvale residences; however, of all these houses, the Eckerson-Lawrence-Taylor House's south façade retains the greatest integrity of this vernacular house type in Montvale.

The old farmhouse, of modest size when built, was never enlarged or improved to any great extent until recent years. However, in 1978 a 20 by 20 foot wing was added at the rear. It was attached at the kitchen and extended several feet to the west of the dwelling. It should be noted that every effort was made to maintain the architectural integrity of the house, in that the addition is barely visible when viewing the house from the front, and it blends in with the then-existing structure on the east and west sides.

Also on the site is a very rare Dutch barn, which was constructed about the same time the house was built. What may have originally amounted to over 500 Dutch barns on existing Dutch homesteads circa 1825 now amounts to about one dozen. This total includes only five true form or original condition three-aisle configuration barns. The other remaining barns were altered in the 1830 to 1875 time frame and resulted in the Dutch/Anglo form, one example of which is the one on this site.

The Eckerson-Lawrence-Taylor Homestead, consisting of the house, the barn and a tool shed, was designated a local Historic Landmark on April 27, 1999.

4. J.J. Blauvelt (Octagon) House

The Octagon House is the only building in Montvale that has substantial architectural and historical significance. Sometime during the late 1850s, John J. Blauvelt, Jr. decided to replace an existing Dutch Colonial sandstone farmhouse on his property with a new home of contemporary design. He was reportedly a friend of Orson S. Fowler, a self-styled architect who had written *A Home for All, or The Gravel Wall and Octagon Mode of Building* (1848, revised first edition in 1853). Mr. Fowler supposedly persuaded Mr. Blauvelt to build an octagonal house and designed this modest two-story Italianate-style house with belvedere for him.

Fowler believed that the Gothic, Italianate and Greek Revival houses being built were for the wealthy and privileged, but hardly suited to the average man. He offered the octagon-shaped house as the scientific answer to America's housing needs.

With the same square footage of walls, his octagon plan enclosed 20% more space than the conventional rectangular building. Not only that, it provided more light and air from every direction, and its central core utilities could be clustered efficiently. Far ahead of his time, Fowler advocated indoor plumbing, central heating and dumbwaiters as essential equipment for the ordinary home. His floor plans did not call for pie-shaped rooms but dedicated the odd angles created by the octagon shape to closets and other ancillary uses.

Additionally, the gravel wall construction that he advocated provided a fire-proofing not available with wood frame construction, and it also created a heat sink, which moderated the indoor ambient temperatures during the winter and summer seasons.

"Gravel wall construction" is a mixture of gravel, straw, lime, sand and rubble, which Mr. Fowler referred to as "nature's building material" and proclaimed it "better than brick or wood and not as expensive."

Local tradition says that the Blauvelt family helped in the construction of the thick building walls. Blauvelt's son-in-law, Garret F. Hering, assisted in construction the house prior to marrying Blauvelt's daughter, Jane Amelia, in 1859. Upon the demise of John J. Blauvelt, Jr. in 1882, Hering moved into the Octagon House with his wife and three children which she inherited the following year.

Garret F. Hering was the driving force among those residents of old Mont Vale who petitioned for the creation of the Borough of Montvale. The *Hackensack Republican* of August 16, 1894 reported: "MONT VALE—Garret F. Hering, chief citizen of this community, has secured an order for an election on August 30 to determine whether a borough shall be formed." The citizens of Mont Vale voted 49-0 in favor, and when the County Clerk certified the election results on August 31, 1894, the Borough of Montvale was officially formed.

The J.J. Blauvelt (Octagon) House was designated a local Historic Landmark on July 29, 1997.

5. St. Paul's Episcopal (Old Stone) Church

The origin of St. Paul's Episcopal Church is closely entwined with the origin of the Borough of Montvale itself. In fact, according to the calendar of Bishop Thomas A. Starkey of the Episcopal Diocese of Newark, he "received a request from Mr. Francis Wheaton of Park Ridge, New Jersey, asking for an establishment of a mission there, on Friday, August 31, 1894," which is the exact date on which the Borough of Montvale was officially established.

The land on which the church is situated was donated by Jacob TerKuile, first Mayor of the Borough of Montvale. Plans for the church building were prepared by Samuel Burrage Reed, a well known architect from, and first Mayor of the Borough of Woodcliff (later Woodcliff Lake).

Archdeacon Jenvy was quoted in a diocesan report in 1895 that “in Montvale a most picturesque chapel is in the process of erection. The walls are of stone taken from the adjoining fields. The roof and gables are of frame with a rustic finish. It is a marvel of cheapness.” In a later publication, Archdeacon Jenvy reported “last year I laid the corner stone of the Mission Church of St. Paul, Montvale. I described this unique and very attractive little church in my report a year ago. There is nothing like it in the Diocese.”

The original church building is roughly 25 feet by 42 feet in size, with 14-inch-thick walls faced with smooth fieldstones. Two bays are marked by three projecting and flaring rough fieldstone buttresses on both sides. All windows have stone sills and wood lintels. The original wood shingles on the face of the steeple and the surface of the roof have been replaced by vinyl siding and asphalt shingles, respectively. A Parish Hall was added in 1925.

Both the Church and the Parish Hall were designated as local Historic Landmarks on November 24, 1998.

6. Andrew M. Hopper Homestead

The Andrew M. Hopper House is thought to have been built circa 1835. As such, its architecture appears to have been influenced by two major building styles. The Adam or Federal Style was at its most popular from 1780 to 1820, but it persisted locally until circa 1840. The Greek Revival Style was at its height from 1830 until 1860.

Many of the architectural elements of the Hopper house are Adam Style. The side-gabled roof, the addition of projecting wings, the bracketed cornice on the south façade of the main structure with the brackets extending into the east and west cornice returns, the double hung windows with thin muntins aligned horizontally and vertically and the clapboard siding with narrow corner boards are all features of the Andrew M. Hopper House and are typical Adam.

On the other hand, the wide, unadorned frieze on the front façade of the main structure is more closely related to the Greek Revival Style. Additionally, earliest pictures of the Hopper house show a first-story three-bay veranda on the south side of the main structure that extends across the south side of the east and west wings and includes tapered square columns with Doric capitals, a common feature in Vernacular Greek Revival homes.

The Andrew M. Hopper Homestead is significant in the early agricultural settlement of Montvale. It is a unique house in the Borough's history, as it is the only one still remaining that was owned and occupied by one family for over 160 years. Four generations of the Hopper-Dickson family have lived in the old farmhouse. The added-to appearance of the Hopper Homestead reflects the continu-

ing occupancy through the 19th and 20th centuries by descendants of one family, often, as in this case, occupied by several generations of a family at the same time.

The large two-level barn also reflects the added-on appearance of an agricultural homestead, which gradually expended over the years. Together with the other outbuildings—a garage, a well enclosure and a two-seater privy—the property represents the best example of a 19th century homestead still existing in the Borough of Montvale.

The Andrew M. Hopper Homestead was designated as a local Historic Landmark on November 24, 1998.

7. J. Duryea House

This house is significant in the early settlement and agricultural/architectural history of Montvale. The J. Duryea House appears on the 1840 map, and its current appearance is mid-to-late 19th century due to the second story wall dormers, 2/2 windows and louvered shutters. The house is very long from east to west, and neither its roofline nor its south façade reflect alterations to the house's length.

The first story of the south façade (front) is five bays wide, and the second story is three bays wide. The entire front façade is adorned with 2/2 glazing framed with louvered shutters. The south façade is graced with a seven-bay veranda with post supports and arched spandrel trim. The veranda was probably constructed in the late 19th to early 20th century period. There are also three second story gable wall dormers with gable roofs and patterned shingles in the gables in the south façade. There is a one story addition with a catslide roof and 2/2 windows on the west side attached to the north end. All windows in the west façade are 2/2 with louvered shutters.

There are brick interior chimneys with corbelled caps at the east and west ends. Overhanging eaves appear at the east and west second story sides.

The J. Duryea House was designated as a local Historic Landmark on December 22, 2007.

8. The Clymbers

During the late 19th and early 20th centuries, many people came to the Northern Pascack Valley and Rockland County seeking relief from the city heat. The introduction of railroad transportation into this area in 1871 made that possible, and Montvale was one of the favorite destinations. Literally hundreds of people stayed in Montvale at country retreats/summer resorts bearing such names as Puel's Cottage and Sunny Terrace. However, the only two resort sites that can be identified as being in existence today are the Octagon Cottage, known historically as the J.J. Blauvelt (Octagon) House, and The Clymbers.

The Clymbers is an eclectic style, drawing on the full spectrum of architectural tradition. The building is of two stories and surfaced with cedar clapboard siding. It appears that additions were made to the main body.

The house has a dual-pitched mansard roof, which is French Eclectic and/or Chateausque. The high roof is nearly flat-topped. An arc-shaped clerestory eyebrow window in the roof is a Richardson Romanesque detail. The heads of the upper-story windows are above the gutter line (i.e., through the cornice).

The wraparound porch, which was replaced in the latter half of the 20th century, is Victorian (sub-style—Queen Anne).

The Clymbers, which includes a well house, a carriage house and other outbuildings, is in an excellent state of repair. It is significant in that it represents a period and a tradition in the Borough's history (that of the turn-of-the-century country retreat/summer resort) better than any other extant site in Montvale.

The Clymbers, including the main structure, the carriage house and the well enclosure, was designated a local Historic Landmark on December 22, 2007.

9. Serrell's Mushroom Caves

Edward Paul Serrell and J. Frederick Hahn, two young men from New York City doing business as the Specialty Products Company purchased the land on which the mushroom caves were built in 1896 for \$700, the caves being built in that same year.

The caves are barrel vault brick structures built into the earth for the purpose of growing mushrooms. Although these structures are not significant of a particular architectural period, they represent the ingenuity that is typically found in farm-structure architecture.

Farm-structure architecture usually results in a structure that fits a need and is adapted to a particular environment. For instance, a barn built in the south may vary from one built in the north because of the climate. A southern barn often has a lower pitched roof, because there is little concern over heavy snow loads sitting on the roof. A northern barn typically has a steeply pitched roof to shed the snow, but lighter timbers are used.

In the case of the mushroom caves, the farmers needed to emulate the dark, damp caves, which occur in nature. The barrel vault was selected as the type of structure, since by its very nature it self-supports the earth above. The workmanship for these structures would suggest that they were built by skilled craftsmen intent on creating structures that would pass the test of time.

It is not known how successful Mr. Serrell was in the mushroom business, but it is known that Mr. Serrell and his wife, Otilie, possessed one of the first automobiles in Montvale. It is also known that

E.P. Serrell was very active in municipal government, having served the better part of fifty years as an elected and appointed official in the Borough of Montvale. Between March 1902 and 1948, Mr. Serrell served at various times as Commissioner of Appeals, Borough Clerk, Tax Assessor, Council Member and Mayor (1922-25).

Serrell's Mushroom Caves are significant in the agricultural history of Montvale in that they represent a unique example of farm-structure architecture. Also the fact that one of the original owners of the mushroom caves, Edward Paul Serrell, was one of the longest-serving public servants in Montvale's history adds to the suggested landmark status of the mushroom caves.

The brick barrel vault structures located on Block 603, Lot 16 in Montvale, known as Serrell's Mushroom Caves, were designated a local Historic Landmark on December 22, 2007.

F. SITES DEEMED WORTHY OF DESIGNATION AS HISTORIC LANDMARKS

In addition to the 6 sites already designated as historic landmarks, the Historic Preservation Commission has identified 7 additional sites in the Borough deemed worthy of designation as historic landmarks. **Table 11** provides a listing of their characteristics; **Map 16** indicates their location. A more detailed description of these properties, and the basis upon which the Commission has recommended their designation, is provided below.

Note that such designation must be carried out according to the procedures set forth in Section 11 of the Borough's Historic Preservation Ordinance (§ 50-11), which includes notification of the owners of such sites, and a hearing by the Montvale Planning Board, with final determination resting with the Borough Council.

1. William C. Hering House

The William C. Hering House was built sometime after the map for the 1876 Atlas of Bergen County was drawn and before November 29, 1884, when the house was mentioned in his wife Jane's father's will. It is likely the house was built before the 1880 federal census was taken, when William C. Harin (sic) and his wife Jane and two of their adult children were enumerated next to the family that lived at 24 Spring Valley Road. The house was built on 35 of the 40 acres purchased in 1856 by Jane's father, Andrew M. Hopper.

In 1914, the property was purchased by Edward Zibell, Sr. Mr. Zibell was very fond of horses and bought the property primarily because of the lovely grounds and barns. Within a few years after acquisition, Mr. Zibell had one of the largest stables in the area, known as "Oak Run Stables." The training circle and pastures were to the south of the house, and the barns and other outbuildings were to the west, the property extending all the way to the Craig Road area.

The house's vernacular, simple massing was enlarged around the turn of the century by a large wraparound porch with Colonial Revival Doric posts, plain rail and boxed cornice with molded trim.

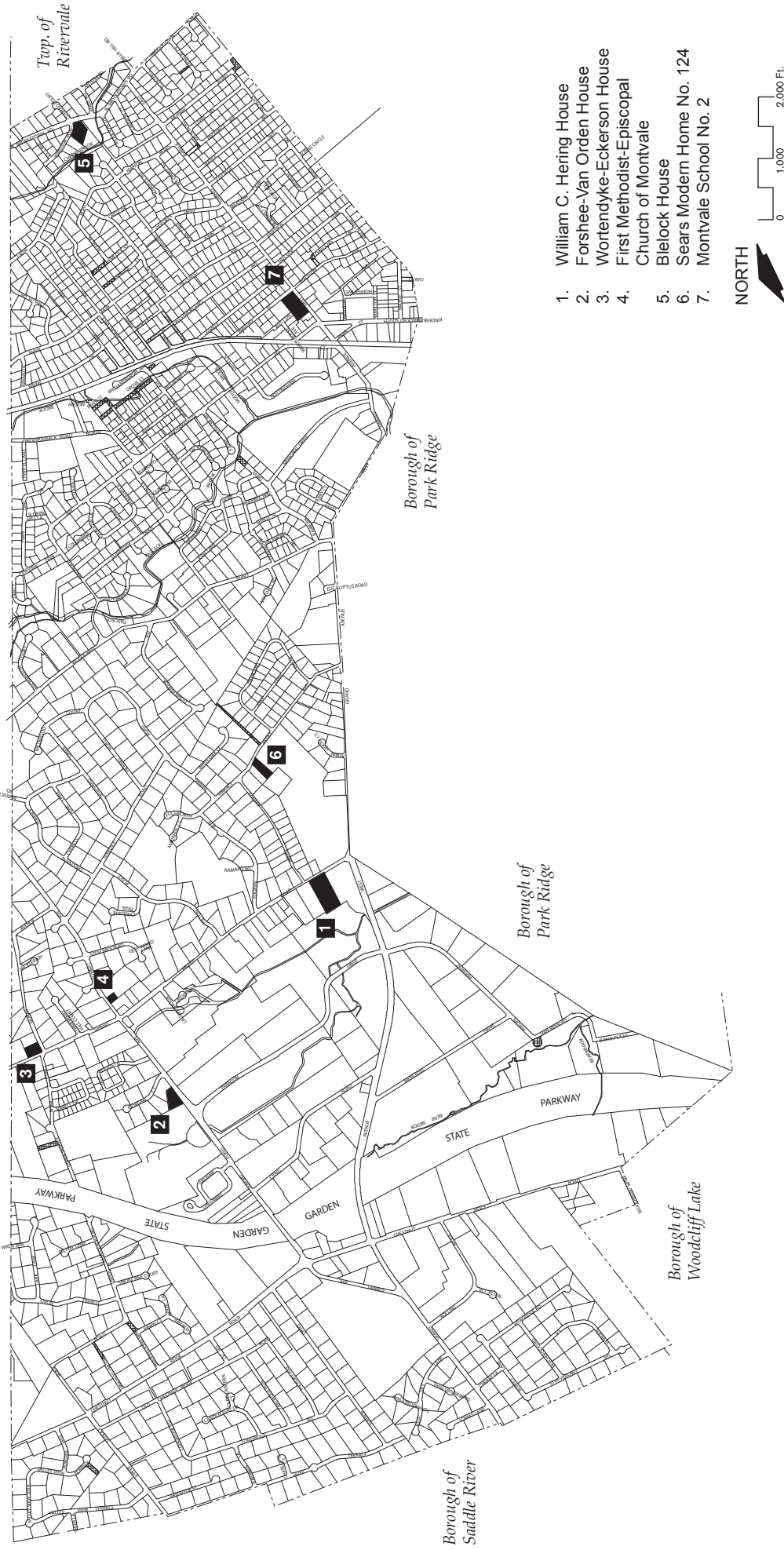
Table 11

**Sites Deemed Worthy of Historic Landmark Designation
In the Borough of Montvale**

	<u>Historic Name</u>	<u>Street Address</u>	<u>Block/Lot</u>	<u>Historic Designation*</u>	<u>BCHSS No. Survey/Inv.</u>
1.	William C. Hering House	20 Spring Valley Road	2002/14	N/A	0236-S1
2.	Forshee-Van Orden House	109 Summit Avenue	1101/1	BCHS #100 SR 10/3/80 NR 7/24/84	0236-5
3.	Wortendyke-Eckerson House	63 North Avenue	401/1	N/A	0236-16
4.	First Methodist-Episcopal Church of Mont Vale	68 Summit Avenue	403/6	N/A	0236-22
5.	Blelock House	2 Windsor Drive	811/13 & 14	N/A	0236-27
6.	Sears Modern Home No. 124	52 Akers Avenue	2101/15	N/A	--
7.	Montvale School No. 2	11 East Grand Avenue	1606/11	N/A	0236-11

* Designation:

NJHSI — New Jersey Historic Sites Inventory
 HABS — Historic American Building Survey
 BCSHS — Bergen County Stone House Survey
 SR — New Jersey Register of Historic Places
 NR — National Register of Historic Places
 HL — Montvale Historic Landmark
 BCHSS — Bergen County Historic Sites Survey
 BCHS — Bergen County Historical Society



Map 16

Sites deemed Worthy of Historic Landmark Designation

Master Plan for the Borough of Montvale, Bergen County, NJ

The house was enlarged further in the 20th century by a two-story west wing (added sympathetically to the original house, with clapboard exterior and 2/2 windows) and by a one-story west garage/utility wing (also with 2/2 windows and concrete walls).

The house retains attractive late 19th century details, such as the south entrance double half-glazed doors, louvered shutters framing the first and second story windows and a peaked east attic window. Corner boards are attached to all wood walls. A rubblestone foundation appears under the main block at the north.

2. Forshee-Van Orden House

John Fersheur (or Forshee) was French and came from Westchester in the mid-18th century. In 1769, John deeded to his son, Barent, the house and forty acres "now in the possession of said Barent" (the south portion of the old tract north of Summit Avenue).

The sandstone portion of the house is believed to have been constructed in the 1780s, and it is an example of a rather unique type of architecture to be found in the "Upper Pascack" locality within a radius of less than two miles. Its main feature was the elimination of a central hallway and prominent staircase, substituting instead two main front rooms, each with an exterior door. These rooms were separated by a wall (subsequently removed in this house) or sometimes by a simple enclosed staircase to an unfinished attic.

Today this house is a survivor of many changes, additions and modern renovations. Its four sections represent different periods of construction, each having lost original details in the long process of change. Construction details remaining and exposed to view are the hand hewn beams in part of the cellar, the fireplace supports and the stone foundation walls. The three remaining fireplaces have been restored and modernized.

The Forshee-Van Orden House has been listed in the *New Jersey Register of Historic Places* since October 3, 1980 and in the *National Register of Historic Places* since July 24, 1984.

3. Wortendyke-Eckerson House

The earliest known occupants of the Wortendyke-Eckerson House were John Peack and his wife, Elizabeth Forshea. They both died in the fall of 1831 and by Elizabeth's will the house passed to her daughter Geasye (Keziah), the wife of Fredrick J. Wortendyke. Early maps indicated the house was built prior to 1840. In 1864 Keziah and her adult children divided the estate with the homestead going to her daughter, Margaret, wife of David D. Eckerson. [The deed stated that the land was purchased by the Peeks in 1802 from Daniel Duryea.] The house remained in the family, passing to their daughter, Martha Eckerson, wife of Jacob Blauvelt, then their granddaughter, Ethel Blauvelt, wife of Philip Candisky, who sold the house in 1940 to Mr. and Mrs. Elmer Stalter.

This is a typical “Salt Box” house with four eyebrow windows across the front, low ceilings and with the roof slanted toward the rear. The chimneys on the east and west are also typical for this design. Hand hewn beams can be seen in the basement as well as in the attic.

The present garage was a blacksmith shop in the late 1800s, and there was an old walnut tree nearby to which the horses were hitched. East of the house on the original property was a large barn, which was taken down in the late 1940s. Some of the wood from the barn can be seen in the present garage.

4. First Methodist-Episcopal Church of Mont Vale

On September 30, 1878, Nicholas T. Peterson and his wife, Julia, conveyed to the “First Methodist-Episcopal Church of Mont Vale,” for \$5.00, a plot of land 89 feet by 154 feet on the south side of Summit Avenue. The congregation met in various homes until about 1886, when a church was built on the Peterson lot. In 1889, a parsonage was erected across the street on land acquired for that purpose.

Local families attended and supported this organization for a number of years, but as many of the country residents sold their farms and moved into town (Montvale, Park Ridge, Pearl River and elsewhere), the church faced an uncertain future. Several attempts were made in following years to revive an interest in supporting the church, but the surrounding area had so changed that the Conference finally decided to close it.

In 1973, the heirs to the Peterson estate (a reversionary clause in the deed caused ownership to revert back to the Petersons), sold the land and building to a builder, Peter N. Montalbano, who converted the ecclesiastical structure into a single family residence and lived there for a number of years.

The building is vernacular Wren-Gibbs plan with Gothic details. It has a front bell tower with choir loft. The building is faced with clapboard and corner boards. It has a rubblestone foundation.

The First Methodist-Episcopal Church of Mont Vale is significant in that it is the oldest ecclesiastical building in the borough, and it is also an outstanding example of an adaptive use historic preservation project, having won an award for same from the Bergen County Historic Sites Advisory Board in 1995.

5. Blelock House

This house is a turn-of-the-century Mediterranean/Stucco with Colonial Revival details. The east façade (front) of this two-story stucco and wood home has a central paneled door with sidelights in a Colonial Revival one-bay entrance hood with a large sculpted shell motif adorned with a pronounced cornice over a narrow frieze and supporting piers. Fluted Ionic pilasters are attached to the wall framing the door, and there are central stairs with low curved rails.

There is a molded belt course between the first and second stories. Paired windows in the center of the second story are set into a double-arch motif.

The east façade wall steps down to meet an attached one-story south wing and porte-cochere.

The Blelock House, which has a tiled roof and a pronounced cornice, is significant in the early 20th century architectural history of Montvale. There are few extant examples of turn-of-the-century Mediterranean/Stucco Style in the Borough, and the Blelock House is certainly one of the largest of the extant Montvale residences that date to this time.

6. Sears Modern Home No. 124

Between 1908 and 1940, 100,000 families in the United States turned to Sears, Roebuck and Company for one of their most important purchases: their homes. Although the idea of using a pattern book to select the style and appearance of one's home was not new, Sears was *the* place during those three decades to find the desired design and the necessary materials to build one's dream home.

A few weeks after an order was placed, two boxcars containing 30,000 components of the house would arrive at the nearest train depot. The kit would include approximately 750 pounds of nails, 22 gallons of paint and varnish and 20,000 shingles for the roof and siding. Masonry and plaster were not included in the kit, but the bill of materials list advised how many cement blocks would be needed for the basement walls and foundation.

Early on, Sears had developed a reputation for quality at a reasonable price, and their houses reflected popular American tastes in architecture. Additionally, Sears houses were relatively easy to construct. They provided precut lumber at a time when power tools were almost unknown, and they also provided a complete set of specifications and a 75-page leather-bound instruction book to aid in construction.

Sears assigned numbers only to house models until 1918, when the models were given names. Therefore, this house located at 52 Akers Avenue, Sears Modern Home No. 124, was one of their earliest house models and was, in fact, only offered to the public in their catalogs from 1911 through 1917.

In October 1910, Edmund F. Hallett and his wife, Frances, purchased the property. As there was no mortgage taken out at that time it can be assumed there was no house located on the lot. The following year, Mr. and Mrs. Hallett obtained a \$1,500 mortgage in February and a \$500 mortgage in July. Therefore, it can be assumed that the house was purchased and constructed in 1911, the first year that Sears offered it for sale.

A prominent feature of the house is a large front porch with four columns supporting the roof. A raised plate for the porch roof gives the porch a high ceiling. The moderately sloped gable roof

gives the house a one-and-a half story appearance; yet as viewed from the side elevation, the residence is a full two-story house. A reverse-gable dormer in the front roof elevation is consistent with the “bungalow” style, which this house emulates.

The residence has a rubble stone foundation and a rubble stone chimney. One of the noticeable modifications to the original design is the addition of rubble stone around the roof support columns.

The exterior finish material on the front elevation (under the porch roof) is cedar striated wood shingles, which is probably the original exterior siding finish. The sides and rear of the house have been resided with vinyl composition clapboard.

The Sears Modern Home No. 124 is significant in that it is believed to be the oldest and best example in Montvale of a housing construction method made popular during the earliest decades of the 20th century.

7. Montvale School. No. 2

There are two reasons why the citizens of Mont Vale voted to form an incorporated borough in August 1894, and both had to do with education. First, the Borough of Park Ridge was formed in May 1894 denying Mont Vale’s children future access to the Pascack Schoolhouse in Park Ridge. Secondly, in that same month the State of New Jersey enacted legislation referred to as the “Township School Law,” which mandated that all of the communities in Washington Township (essentially the Pascack Valley) would become part of a consolidated school district unless they, too, formed an incorporated borough, village or town.

Mont Vale became a separate municipality in August 1894, and at the same time, a new school district was created.

Montvale School No. 2’s architecture is vernacular earth 20th century Renaissance Revival. It is faced with light yellow brick on the front and two sides. The rear wall, most of which was removed during the construction of the 1927 addition, is of common red brick. The front or south façade has a central projecting bay with a round-arched central entrance. It has brickwork voussoirs and a sandstone keystone in the arch.

Basement windows have sandstone lintels, and the basement walls are marked by horizontal brick indented bands. A sandstone belt course connects first-story window sills. Sandstone sills and keystones highlight the first- and second-story windows.

There is an overhanging bracketed cornice over the south façade and the east and west sides of the building, with alternating projecting rafters and copper gutters.

Montvale School No. 2, which was constructed in 1908-09, is significant in that it is the oldest school building (and the oldest public building) in Montvale. It stands as a symbol of why the Borough of Montvale was formed.

11. RECYCLING

The primary goal of the Montvale Office of Recycling is to maintain compliance with regulations from the Department of Environmental Protection and Department of Energy pertaining to solid waste collection and recycling, while providing residents of the Borough comprehensive service at a reasonable rate.

The Borough of Montvale comprehensive Solid Waste Collection and Recycling Program is currently incorporated under private contract with Miele Sanitation for curbside collection, solid waste and recycling pickup. Miele Sanitation also collects, grass, brush and leaves under the present contract. The office of recycling oversees the garbage collection and the recycling collection programs, on a day to day basis. Although the Montvale Department of Public Works no longer handles curbside collection of recyclables, the DPW continues to staff the Borough's recycling center on an as needed basis.

Montvale's Comprehensive Residential Solid Waste and Recycling Schedule offers the following services. Twice weekly curbside collection of residential household waste as well as once a week pickup of bulky household waste. Metal appliances may be disposed of weekly by prior arrangement. The recycling program is a twice monthly curbside collection. Residents place commingled cans, bottles and plastic containers at curbside. Bundled newspapers, magazines, junk mail, and corrugated paper are also collected at curbside.

In addition to the curbside collection program, the Borough maintains a Recycling/Drop-Off center for the following items: cans, bottles, plastic containers, newspapers, magazines, corrugated paper and other paper related products. The drop-off center also has facilities for the collection of yard waste, clothing, used motor oil, household batteries, and used auto batteries. Residents may pick up firewood, wood chips and mulch when available. This facility is staffed by the Department of Public Works on Wednesdays and Saturdays on an as needed basis.

As a result of the private recycling contract, personnel and equipment needs were reduced. The Borough's Recycling and Drop/Off Center is in good condition and meets current demands unless new regulations or future mandates from the Department of Environmental Protection or Department of Energy require an upgrade of the present facilities.

Budgeting, grant applications and various State and County reports are the responsibility of this Office. The responsibility of alerting residents of other programs, such as the County Household Hazardous Waste Program, Tire and Computer/Electronics. The dates and locations are included in the Borough Newsletters and in the Borough's recycling handbook.

CHAPTER 12. MASTER PLAN RECOMMENDATIONS

The foregoing chapters have included both analysis and some recommendations within each element of the Master Plan. The recommendations are brought together in one place and are organized in three sections in this chapter:

- **Key Master Plan Recommendations.** These are general recommendations for improving the Borough's quality of life, the retail and office sectors, the provision of public services and facilities and the preservation of the Borough's character.
- **Specific Parcels and Properties.** During the course of preparing this Master Plan, recommendations were identified which affected specific parcels and properties in the Borough.
- **Zoning Recommendations.** The Land Use and Economic Plan Elements, along with input from members of the Planning and Zoning Boards, have identified the need to revise and update the Borough's zoning ordinance and map. Recommendations include making changes to both specific zones as well as to specific principal and accessory uses in the Borough.

A. General Recommendations

1. Downtown: Transform Montvale's downtown into a pedestrian-friendly "main street" environment.

Montvale's downtown has lagged behind other sectors of the community—both the residential and office sectors—in terms of the quality of goods and services offered to the public and with respect to its identity and image in the region. Through zoning changes in particular, the downtown should be transformed from a suburban, vehicular-oriented shopping area into a mixed-use, pedestrian-oriented "main street" environment. This downtown business zoning designation would be applied to the current B-1 zoned areas fronting on Kinderkamack Road and Railroad Avenue, as shown in Map 4, Montvale's Land Use Plan. (The remaining B-1 district would be rezoned to some type of regional business designation and retain the same type of regulations now applied to the B-1 District.)

Continuous pedestrian-friendly, ground floor retail uses should be provided, preferably at the front property line, to engender more of a small downtown "main street" environment. Uses which produce gaps in the retail frontage—such as gas stations, drive-through banks and parking lots at the front property line—should be prohibited in the downtown. Wherever possible, joint access and parking serving multiple properties—such as in the case of Davey's Pub and Restaurant and the adjacent bank—should be encouraged, to reduce gaps in the street frontage, to provide opportunities for shared parking, and to reduce curb cuts and facilitate pedestrian safety. Restaurants and other uses which remain open at night and on the weekends should be encouraged, especially outdoor dining. Design guidelines, such as those developed

by the Renaissance Committee, should be adopted to enhance the visual character of the downtown, and to insure a high level of quality in building design and in the streetscape. Reducing the parking requirements for downtown uses in recognition of factors which reduce need—shared parking opportunities, on-street parking, commuter lots and the presence of the rail station—should be explored, as a way to encourage mixed use and reduce obstacles to obtaining approvals. Better sign regulations, and consistent street lighting and paving requirements should also be explored. The Borough should also work with those property owners that have expressed an interest in redevelopment, to encourage mixed use and the presence of residential uses above the ground floor, as a way to make such redevelopment possible. Mindful of the need to protect residential areas located adjacent to downtown uses, fencing, landscaping and buffering standards should also be put in place as a means of protecting residents from the potential adverse impacts of non-residential development.

2. *Other Retail Areas: Revitalization of other retail areas, particularly the Chestnut Ridge Road corridor.*

Retail areas outside of the downtown, particularly along the northern end of Kinderkamack Road and along the Chestnut Ridge Road corridor, have become stagnant and outdated. Recommendations differ according to the areas concerned. These areas are designated as Business-Regional on Map 4, Montvale's Land Use Plan. The Appletree Shopping Center is in dire need of redevelopment, or at the very least substantial renovation. Since it is located at the northern end of the community on Kinderkamack Road, it is not conducive to the same type of zoning or designs suitable for downtown Montvale. One solution would be to encourage a neo-traditional "village" shopping center, with opportunities for above-ground residential or office uses. Rather than a strip of stores set well back from the road where they are hardly visible, and a large parking area up front, the parcel could be developed as a series of smaller buildings interspersed by smaller, landscaped parking lots, and a central "green" or outdoor open space linked by pedestrian-only walkways throughout the property. More traditional design, with consistent use of signage and streetscape design, would be needed. This use would be able to draw upon its high visibility and accessibility, but complement rather than compete with uses in downtown Montvale. The adjacent Sock Company property could be included in this redevelopment.

Within the Chestnut Ridge Road corridor, attracting higher-quality tenants and engendering a better outdoor environment—landscaped parking lots, signage, etc.—would be the major thrust of change rather than wholesale redevelopment. Many of the individual freestanding retail and smaller office uses are tired and outdated and could be substantially improved by such "makeovers." The high-quality image and status of retail uses in neighboring Woodcliff Lake, such as at the Tice Mall, leads one to believe that higher-quality tenants and shopping are possible along the same shopping corridor in Montvale. Finally, the Borough should make a big effort to retain the DePiero Country Market store, a unique and iconic land use in the Borough.

3. Office Sector: Continuing to encourage the renovation and expansion of Montvale's office sector.

In the past few years, Montvale has been able to encourage many of the higher profile corporate office tenants—KPMG, Mercedes Benz, A&P, Barr Laboratories—and some of the smaller ones too, to significantly upgrade and renovate their complexes, and in some cases their buildings, too. This has been of great value to the community, as the property tax burden in the region as a whole—Montvale included—has shifted from the non-residential to the residential sector, owing to the significant increases in the market value of homes as opposed to offices. By encouraging renovation, this imbalance can begin to be corrected. Because of the restrictive bulk controls which Montvale has in place in the OR and SED districts, such regulations have still had a dampening effect on the trend—especially as it relates to expanding the amount of office space up to the maximum level of 0.25 floor area ratio permissible in these zones. The Borough is currently investigating the possibility of allowing multi-level parking garages—with strict design controls, and mindful of their fiscal, traffic and visual impacts—to determine if this is an appropriate way for the Borough to retain its corporate clientele, and to encourage renovation and renewal. However, irrespective of whether parking garages are permitted or not, changes in the use and bulk regulations, need to be made to encourage this trend. Allowing support facilities—such as hotels, health clubs and restaurants—to be developed in Montvale to support and enhance this sector is also encouraged. Older warehouse and industrial uses which are no longer appropriate should be excluded in these districts, and the SED District should be eliminated with this zone merged with one of the other three OR zoning designations.

4. Circulation: Pursue a ramp to northbound Garden State Parkway, undertake a number of intersection improvements, and institute bus service at the Montvale train station.

(a) Northbound Garden State Parkway Ramp

A ramp linking Summit Avenue or Grand Avenue to the northbound ramps of the Garden State Parkway would have an immediate and substantial impact on traffic flows in the Borough. Those wishing to travel north on the Garden State Parkway are now forced to travel up Spring Valley Road to enter the New York State Thruway or utilize a convoluted travel pattern via the Montvale Service Area for this purpose.

(b) Intersection Improvements—Spring Valley Road and Grand Avenue

This project is currently under design. The project would widen Grand Avenue to five (5) lanes across the Pascack Hills High School (PHHS) frontage and widen Spring Valley Road to a three- (3-) lane approach southbound and two (2) lanes northbound. The traffic signal would be replaced. Parking lost on the PHHS site due to the road widening would be mitigated with additional off-street parking constructed onsite.

(c) Intersection Improvements—Spring Valley Road and Summit Avenue

This project is currently under design. The project would widen Summit Avenue to four (4) lanes on its western approach and add a left-turn bay on its eastbound approach. The southbound approach would be widened to three (3) lanes with an exclusive right-turn lane. The northbound approach would be re-stripped to allow for four (4) lanes. (Presently the width of the cartway is sufficient to do this without widening the road.) The parking lot for the Krauszer's store would be reconfigured and moved to the south side of the building on the adjoining property, which would be acquired via an easement. The existing head-in parking on Spring Valley Road would be eliminated. The traffic signal system would be replaced as part of the project.

(d) Road Realignment—Grand Avenue at Mill Street

This project had been under design in 2000 when work was suspended. This project would realign the curve of Grand Avenue immediately east of the Montvale Elementary School to a 300' radius. The roadway would be widened to forty (40) feet to permit an eastbound left-turn lane into Memorial Drive. An acquisition of the home at the inside of the curve at 47 West Grand Avenue (Block 2305, Lot 16) would need to be made for the project to proceed. The Borough has previously acquired 43 West Grand Avenue (Block 2305, Lot 15). This project would also incorporate improvements contemplated by a developer on the east side of the Grand Avenue Bridge over the Pascack Brook (Block 1601, Lot 1) to create an additional westbound lane between Kinderkamack Road and Memorial Drive.

(e) Intersection Improvements—Summit Avenue and Grand Avenue

The Borough has contemplated a traffic signal at this location in the past during Planning Board hearings for an expansion of the former Toys-R-Us site in 1999. The design was never advanced due to lack of agreement on a design concept. The County of Bergen has indicated it would be willing to revisit the matter if the Pentax property (Block 2904, Lot 3) and the Marriott Hotel (Block 2904, Lot 2) driveways would be relocated to provide for a common driveway opposite Summit Avenue. Initial reviews indicate that this is feasible.

(f) Intersection Improvements—Chestnut Ridge Road and Summit Avenue

The County of Bergen has contemplated upgrading this intersection to replace the existing traffic signal and provide for better phasing and turning lanes. Currently the traffic signal operates on a two-phase timing plan and is not responsive to fluctuations in traffic flow. The traffic signal at this intersection is quite old and should be replaced.

- (g) Intersection Improvements—Chestnut Ridge Road/St. Joseph's High School/KPMG/Winebow

Currently, a traffic signal exists at the intersection of the northern KPMG site driveway and St. Joseph's Regional High School on Chestnut Ridge Road. This signal was installed with the consent of Bergen County knowing that a permanent signal north of this location incorporating the former Benjamin Moore property (now owned by KPMG) would be installed. The goal of this new signal would be to have one signal that could be utilized by KPMG, Winebow, St. Joseph's and the office building at 50 Chestnut Ridge Road. A concept plan has been developed by the traffic engineer for KPMG but has yet to be advanced to a final design by the Borough.

- (h) The Borough should work cooperatively with Bergen County to institute a bus service to and from the Montvale train station that would transport employees working in the Montvale office complexes on the western side of the Borough adjacent to the Garden State Parkway. This would reduce vehicular trips of the peak hour on Montvale's streets, as well as reduce fuel and energy use, by allowing employees to commute to work by train rather than by automobile.

5. *Sidewalks and Bikeways: Develop a comprehensive pedestrian and bikeway system to facilitate walking and biking in Montvale as an alternative means of transportation.*

Montvale has a fragmented, unconnected and underdeveloped sidewalk or walkway system, and no bikeway system to speak of. Montvale has not undertaken a comprehensive review of the system, and as a result, requiring developers to provide sidewalks along certain roads and streets have not been implemented in a systematic or uniform way. The Borough has attempted to obtain grant funding to initiate a program of sidewalk improvements, but has not been successful in obtaining such funds. Of significance is the fact that many of Montvale's residential areas are not connected to community facilities or shopping areas in a way that allows children to walk to school, or encourages travel to such facilities by residents, on foot. For safety as well as convenience reasons, and as a means of encouraging walking—for functional as well as recreational reasons, and for reasons of health and well-being—Montvale should undertake a survey of the present sidewalk and walkway system, and make recommendations to allow additional connections and improvements which facilitate pedestrian travel. Of particular importance are connections between uses in the downtown, between the downtown and adjacent residential developments and neighborhoods, and between residential neighborhoods and the schools, the senior center, the library, recreational facilities and other community facilities.

While a fully integrated bikeway system is not a reasonable goal in the short term, in the future, where opportunities exist, a bike route system marked by signage and shown on maps should be developed to provide linkages within Montvale—mirroring that described above for the sidewalk/walkway system—and to destinations outside of the community. Consideration

should also be given to placing bike racks at the train station, at community facilities and places of employment to encourage bike travel.

6. *Environment: Integrate areas of environmental constraint where no development or disturbance is permitted into Montvale's open space plan.*

The State of New Jersey has adopted a series of environmental laws which have severely restricted development and disturbance in areas of environmental sensitivity—floodplains, wetlands and stream corridors. In the future, whether such areas are located on privately- or publicly-owned property, no development and limited disturbance of these areas will be possible. While this has and will continue to have a dampening impact on future development and redevelopment of lands in Montvale, such restrictions can be utilized to the community's advantage. Consistent with the State's requirements, preservation of these areas of environmental constraint should be pursued. However, such areas also provide the community with an opportunity to preserve green areas within the community, to provide a contrast or relief from the areas of the Borough where vegetation has been replaced with buildings or blacktop. Further, these areas of environmental sensitivity can and should be utilized as passive open space. Examples include the Borough's recent purchase and development of a passive nature park on the Datascope property adjacent to Borough Hall, and the expected deeding of a significant portion of the Bonnabel/Woodland Road parcel to the Borough for this purpose. While it may not always be possible to provide public access to such spaces, or the development of passive nature or walking trails for the community, such trails should be encouraged even on private property for residents or employees who live or work on the properties which have such resources.

Montvale should also continue to implement other measures to protect the environment—such as implementing the new stormwater management regulations—and be sensitive to development on steep slopes and areas where substantial re-grading and vegetation removal is necessitated. Of particular importance would be the adoption of a tree removal ordinance.

7. *Recreation: Continue to implement the adoption of the Open Space and Recreation Plan*

Montvale has adopted an Open Space and Recreation Plan which has guided both acquisition of open space and led to substantial improvements in the recreational facilities offered to residents and schoolchildren in the community. Montvale should continue to implement the plan's recommendations, which include: acquisition of property to expand the Memorial and Chestnut Ridge recreational complexes, acquisition of a 13-acre passive park adjacent to Morgan Court, on the north side of Summit Avenue (on the Del Ben property); and acquisition via dedication of the 8-acre portion of the Bonnabel/Woodland Road parcel for passive recreational purposes.

8. *Housing: Utilize opportunities for infill and redevelopment to diversify housing stock, increase the tax base, and engender higher-quality development.*

All of the large vacant tracts of land zoned or appropriate for residential subdivision or residential projects are either developed, under construction, or committed to projects resulting from Montvale's certified fair share plan. As such, aside from small, minor subdivision and infill development and redevelopment, no additional opportunities exist within Montvale for new housing. However, given Montvale's attractiveness as a residential community—with good schools, good highway access, a train station, a diversity of shopping opportunities, a good housing stock, excellent schools and community facilities—demand for new housing remains strong despite a downturn in the housing market. Montvale could utilize this demand as a means whereby the downtown's revitalization could be aided, and large sites which are marginally developed or poorly maintained could be redeveloped. In the downtown, allowing residential apartments above ground-floor uses (now allowed, but under strict conditions), could motivate landowners to redevelop their retail properties, creating better ground-floor retail uses with the types of retail tenants demanded by residents and employees, and befitting Montvale's "small town" character. Larger, marginally-utilized properties could be redeveloped as mixed uses, where the opportunity to create residential units would be the catalyst and economic engine of redevelopment. Moreover, since residential units in these types of developments are typically inhabited by empty-nesters—young professionals mostly—this generates greater revenues than they cost to serve—shoring up the community's tax base. Moreover, the diversity of Montvale's housing stock increases its overall value, and provides starter homes for those who might later move up in the market to single-family homes when these empty-nesters begin to have children of school age.

In addition, such redevelopment also allows Montvale to create opportunities for affordable housing units to be integrated into the community and satisfy its fair share obligation, which might otherwise have to be satisfied by larger-scale, standalone affordable housing projects in town. Finally, Montvale should continue to move forward with the senior housing project behind Eleni's Diner and with the renovation and expansion of the former library, both of which would provide much-needed housing for seniors who would like to downsize and remain in the community.

9. *Preserving Agricultural Past: Determine ways in which the remnants of Montvale's agricultural past could be preserved.*

Long-time residents of Montvale bemoan the complete transformation of the community from its agricultural past into a fully-developed community. Given the community's location and the economics of the real estate market in this part of the New York metropolitan region, such a transformation was perhaps inevitable. Yet Montvale does retain some remnants of its agricultural past. This is comprised of the DePiero's Country Farm store, the open fields adjacent to the store along Grand Avenue, and an open nursery and fields at the corner of Summit Avenue and Craig Road. While the DePiero property was rezoned in 1994 as part of the first fair

share cycle for inclusionary affordable housing, it has remained a farm field. While the Borough is committed to allowing this parcel to be utilized for inclusionary housing, it may be possible to devise a way in which a portion of the property could be retained as a farm field—supporting the adjacent Country Farm store—and retaining its agricultural productivity—as part of the overall development scheme. The Country Farm store itself should be protected by changing the underlying zoning so that it is no longer a nonconforming use. Mechanisms such as entering a farmland preservation program, or utilization of other funding sources to purchase the development rights of the farm property so that it remains agriculturally productive, should be explored. Such a strategy may entail adding a Farmland Preservation Element to the Montvale Master Plan.

10. *Residential Character: Adopt zoning regulations to limit the impact of knockdowns and McMansions*

Increasing values in the housing market can be utilized as a positive force for transforming and redeveloping Montvale into a more diversified community, to engender a better image with higher-quality development, and to shore up the community's tax base. At the same time, this same pressure has given rise to an increasing trend in the region, and now beginning to be felt in Montvale—in which housing is either knocked down and replaced with huge McMansions or substantially renovated and expanded to a size and design that overwhelm the scale and character of other existing homes in the neighborhood. A variety of zoning- and design-related techniques have been developed to curtail this trend—allowing for reasonable expansions and renovation in the housing stock, but balanced against the desire of the community to preserve the existing residential character. Montvale could explore such mechanisms and enact the regulations to prevent this trend from becoming widespread in the areas where the single-family character of the community has been established.

11. *Utilities: Pursue the following utility improvements.*

(a) Elimination of Middletown Road Sanitary Sewer Pump Station

The Borough would be interested in entering into an interlocal agreement with the Borough of River Vale to accept sanitary sewer flow presently entering the Middletown Road Sewer Pumping Station. This would allow the Borough of Montvale to eliminate the pump station and save money on maintenance and operating costs. Currently an emergency overflow connection to the Borough of River Vale exists which allows the station to be shut down for maintenance or when the station is not operational. It would be advantageous for the Borough to cease operation of this station and pay the Borough of River Vale for Montvale sewer flow that enters the Borough of River Vale.

(b) Inflow/Infiltration Elimination—Valley View Terrace/Huff Terrace Area

The Borough currently experiences heavy wet weather inflows into its sanitary sewer system due to high groundwater levels. This condition allows groundwater to enter the sanitary sewer system that results in higher costs for the Borough because it is then considered sewage that needs to be treated. The Borough should develop a long-term strategic plan to line the existing sewers in this portion of the Borough to eliminate joints where groundwater could enter the sewer system. In addition, sanitary sewer manholes in this portion of the Borough should be lined to prevent groundwater from entering the system at these locations. These improvements will lighten the burden on the Huff Terrace pump station as well as result in reduced treatment costs and less risk of sewer backups due to insufficient capacity.

(c) Reconstruction of DPW Facility

The Borough's DPW yard is in need of reconfiguration to accommodate additional equipment and meet ever-increasing regulatory requirements. The salt shed building has had ongoing structural problems and is undersized to meet the Borough's needs. The requirements set forth by the NJDEP as part of its Municipal Stormwater Permitting Program also sets requirements for salt storage, vehicle washing and storage of waste oil and other potential pollutants.

12. Other Recommendations

While not meriting the same priority and a full discussion, nevertheless the following additional actions are recommended for Montvale:

- 1) Continue to expand the availability of public water and sewer services to those residents not currently connected to such services, to the extent it is feasible.
- 2) Continue to provide the Borough with excellent community facilities and services, with special consideration given to road maintenance, areas of localized flooding, park maintenance, and recreation programs.
- 3) Work with organizations such as the newly-formed Chamber of Commerce and the Downtown Renaissance Committee to strengthen the image and identity of Montvale's business sector—the downtown in particular—and to beautify the environment.
- 4) Strengthen the buffering and separation of residential properties where they are located adjacent to nonresidential land uses, with specific emphasis on the downtown.
- 5) Continue to pursue opportunities to implement Montvale's historic preservation plan, by working with the owners of the properties identified as having the potential to be so des-

ignated, including the possible inclusion of Old School No. 2 as a property worthy of historic designation.

- 6) Strengthen Montvale's environmental protection regulations and incorporate sustainable development and "green" building/design requirements, such as:
 - Incentives for developers to feature low-impact development (LID), including green roofs, porous pavement, and recycled materials
 - Require Borough projects and public utilities to promote LID
 - Begin to replace the Borough's fleet of vehicles (police, fire, DPW, etc.) with energy-efficient, alternative fuel and hybrid vehicles
 - Mandate or provide incentives for development to build high-performance/energy-efficient buildings and utilize Energy Star® building systems and appliances.
 - Promote the use of low-flow water fixtures, and the use of low-irrigation native plantings in landscaping plans
 - Increase and broaden the Borough's recycling efforts, such as reusing or recycling concrete and asphalt
 - Street tree planting and reforestation.

B. Specific Parcels and Properties

Most of the Master Plan recommendations are at a policy level rather than site-specific. However, during the course of the Master Plan preparation process, several recommendations affecting either specific lots or existing property assemblages were identified. These recommendations are as follows:

1. Rezone three townhouse projects to make them conforming.

Three townhouse projects built in the late 1970s or '80s in Montvale are located in zoning districts where they are nonconforming; the Katy and Alayna townhouse projects located on Kinderkamack Road are in zones (B-1 and R-15) in which townhouses are not permitted, as is the Williamsburgh townhouse project, which is located in the R-15 District. Consideration should be given to changing the zoning of the 3 parcels to make them conforming, and to allow renovation in the future as conforming uses, as the need arises.

2. DePiero's Farm

To the extent that funding or other mechanisms could be utilized to preserve the agricultural activities on the DePiero-owned parcels—the nursery and the Country Farm store in particular—a new zoning designation, "Farmland Preservation," could be applied. Absent this, at least the farm store could be rezoned to retail to make it conforming with the underlying zoning. Presently it is in the SED District, where such a use is not permitted.

3. Appletree Shopping Center and Sock Company

The Borough should explore the rezoning of the two properties to allow for more of a neo-traditional, village-scale, mixed-use development, with smaller buildings, smaller parking lot pods and a focus on a pedestrian-friendly, human-scaled development, with ground-floor retail uses and upper-floor residential or office uses. By working with the property owners, a more productive and economically viable use than the present uses could be attained.

4. Austral Property and Single-Family Homes Adjacent to It

The Austral property, located on Kinderkamack Road at the north end of the downtown, consists of an outdated two-story brick building which is neither attractive nor economically productive, and does not contribute to the retail mix or activity in downtown Montvale. One of the major impediments to redevelopment is the absence of space on-site for parking. The Borough should work with the property owner to find a way to alleviate this obstacle, including the possibility of rezoning the adjacent single-family home property (to the north), as B-1 (or business-downtown, as shown on Map 6), to allow it to be utilized for parking.

5. Former Library, Old School #2

The renovation and expansion of the building to permit a 13-unit senior project should be facilitated by rezoning the property to allow such a use. Presently the property is in the R-10 District. This property is designated as Apartment—Low-Density on Map 4, Montvale's Land Use Plan. Since it will include 4 affordable housing units, some affordable housing zone designation is appropriate.

6. Akers Avenue Area

The area east of Akers Avenue and to the north of Grand Avenue West, as well as the subdivided lots north of Akers Avenue fronting on Highland Road and June Lane, and designated as "Single-Family Residential (½-Acre)" on Map 4 of this Master Plan (Montvale's Land Use Plan), should be placed in a new R-20 District designation, allowing single-family homes on lots of minimum of 20,000 square foot in size. This is because the predominant lot size in this area is a half-acre, not 40,000 square feet as required in the current R-40 zoning designation. The retention of these lots within the R-40 zone has led to a substantial number of unnecessary and cumbersome variance applications for renovations and additions. The same designation should be applied to the series of single-family lots located on both sides of Akers Avenue extending westward from Spring Valley Road, also designated "Single-Family Residential (½-Acre)" on Map 4.

7. Area East and South of Kinderkamack Road, West of Williamsburgh Townhouses, North of Montvale Avenue

This area, now located in the R-15 Single-Family Residence Zone, and shown as “Single-Family Residential (¼-Acre)” on Map 4, Montvale’s Land Use Plan, should be rezoned to R-10 Single-Family Residence District in recognition of the predominance of lots of a quarter-acre or smaller in this area. Similar problems relating to variances are present because of the location of these lots in a district which requires lots to be a minimum of 15,000 square foot in size.

C. Zoning Recommendations

Implementation of the recommendations of this Master Plan may take many forms: some involve the institution of special programs or services, require further study or pursuing funding from outside sources or reallocating and providing funding from the Borough itself. However, the primary means of implementing the Master Plan is in the form of amendments to the zoning map and zoning code.

Many of the recommendations for zoning changes have already been discussed in the two prior sections in this chapter, which include a substantial overhaul of the zoning regulations for the downtown, possible rezoning of the Appletree Shopping Center and Sock Company properties, possibly amending the bulk regulations and permitting multi-level parking garages in the OR and SED districts, adopting regulations to deal with the potential harmful impacts of knockdowns and McMansions, and changing the zoning to preserve some remnants of Montvale’s agricultural past.

Aside from these fairly sizable undertakings are three additional categories of zone changes that should be considered. The first is a general updating and supplementation of the current zoning ordinance. The second is to adopt more targeted amendments to solve problems that often confront either the zoning officer or the Zoning Board of Adjustment because of absent or ambiguous or vague regulations, or definitions, or because current regulations are either too restrictive or too permissive. The third is adopting roadway-related ordinance amendments.

1. Updating and Supplementing the Zoning Ordinance

It has been many years since the zoning ordinance of the Borough of Montvale was comprehensively evaluated and reviewed to reflect changes in State and case law, to regulate new uses, designs and forms of land use, and to supplement the current ordinance with missing definitions, regulations and standards that are helpful in implementing and designing well-engineered and -designed site plans and subdivisions.

2. Smaller, Specific Amendments and Changes

Most of the following smaller, specific amendments and changes were derived with input from Montvale’s Zoning Board of Adjustment, and with input from the zoning officer and other land use boards and agencies in Montvale. This list is by no means complete. To the extent that a

comprehensive review and supplementation are undertaken, many additional specific items may arise that are worthy of consideration and adoption.

- (a) Development of more clearly-worded definitions of “family,” single-family and two-family dwelling units, and accessory dwelling units, so as to prevent the unwarranted conversion of single-family homes into two-family homes, or the addition of an accessory apartment within a dwelling unit.
- (b) A simpler and more workable definition of height, such that the calculation of roof height is less complicated, and so that aberrations or loopholes resulting from the application of the current definition can be eliminated.
- (c) Reduction of the color standards for commercial signage so as to allow businesses to use corporate or trademark colors or corporate names and their logos on signage. (This would be part of an overhaul of Montvale’s current sign regulations, which is sorely needed.)
- (d) A comprehensive review of the zoning regulations as they related to automotive uses—gas stations in particular. How convenience stores and/or carwashes as accessory or additional principal uses would be treated, as well as whether to permit automobile repair in the absence of fuel-dispensing operations would need to be considered, and also in which districts such uses would be appropriate or specifically prohibited.
- (e) Provide for more logical and comprehensive regulations for accessory uses and structures associated with single-family residential uses—including driveways, decks, patios, porches, fences, sheds, etc. Regulations relating to permissible heights and coverage, and restrictions relating to setbacks and screening should be included.
- (f) Differentiation and controls related to home occupations (that is, allowing homeowners only to utilize their residences as a place of business but where no outward change in appearance or operation of the home would be permitted) as well as home professional offices (where a portion of the home may be used for a professional and/or a business with limited outside employees, and parking and signage appropriate to such a use).
- (g) Elimination of warehouses and industrial uses in the SED district. Given the established character of the SED district in Montvale today—almost completely developed with high-quality office developments—prohibiting warehouses and industrial uses would eliminate the possibility of the potential nuisance-inducing uses from being developed in this area. The elimination of the SED district altogether, and the conversion of this district to an appropriate OR district designation, should be considered.

3. Miscellaneous Roadway-related Ordinance Recommendations

The following recommendations are made with regard to streets and driveways.

- (a) An ordinance setting a maximum driveway width should be adopted. Currently there is no regulation on driveway width. This regulation will help control coverage while still providing for a two-car-wide driveway.
- (b) Limiting the amount of impervious coverage in the front yard on lots of less than one acre in size should be instituted. This would ensure that an appropriate portion of the front yard would remain vegetated and green.
- (c) Regulations on driveway pillars should be adopted. Currently there are no standards on the height, length or width of pillars. An ordinance with design standards and a requirement that they be located outside of the Borough's right-of-way would be desirable.
- (d) All driveways should have drop curbs at their intersection with the public road. There are numerous locations in the Borough where driveways have been resurfaced with the driveway pavement extending into the gutter of the public street. This makes snow plowing more difficult and obstructs drainage flow in the gutter of the roadway. In addition, complaints are received from residents when a Borough snowplow damages an encroaching driveway pavement.
- (e) Parking stall size requirements should be reduced to spaces of a minimum of nine (9) feet in width and a depth of eighteen (18) feet. Currently required stall sizes are large, and invariably, variances are required in virtually all applications with off-street parking lots.