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Creating Great Places to Age: Aging-Friendly Land-Use Assessment

FOR THE BOROUGH OF POMPTON LAKES, NEW JERSEY



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Introduction

The demands of an aging population will require New Jersey municipalities to reexamine how they manage and shape their built environments. Those communities that take steps to do this now will be in a better position to support and retain their older residents today and over the long term.

In 2007, the World Health Organization (WHO) published [*Global Age-Friendly Cities: A Guide*](#), which encourages cities to “become more age friendly...optimizing opportunities for health, participation, and security.” The report noted that the world was entering into a phase of rapidly aging human populations and that the proportion of the global population 60 and over, which was 11% in 2006, would double to an estimated 22% by 2050. In response to these projections, the WHO called upon cities to adapt structures and services to be more accessible to and inclusive of older people, who have differing needs and capacities. The guide considers important aging issues, including transportation, housing, outdoor spaces, and social inclusion.

The WHO’s findings and guidelines are particularly relevant today to the communities and residents of the United States and especially in New Jersey, where the population aged 55 or older has grown significantly since 2000. About 1.87 million New Jersey residents—22.2% of the state’s population—were at least 55 years old in 2000 with more than half of that total over the age of 65 and 136,000 aged 85 or older. Between 2000 and 2017, the percentage of the state’s population aged 55 and older grew to 29.3 with the number aged 85 or older standing at just under 200,000. In fact, recent [Census Bureau projections](#) indicate that by as soon as 2035, for the first time ever, there will be more people in the U.S. over the age of 65 than under 18.

According to the [2018 Home And Community Preferences Survey](#) conducted nationally by AARP, 77% of individuals age 50 and over would like to stay living in their communities, but only 46% consider that to be a possibility. In New Jersey, four factors related to the built environment create considerable obstacles to realizing this preference:

1. Land-use patterns typical of New Jersey’s communities inhibit accessibility and mobility. According to the report, [Where Are We Growing](#), issued by New Jersey Future in September 2017, “today’s retirees are disproportionately living in places with land-use characteristics that aren’t conducive to getting around without a car, and this situation is likely to be exacerbated as the rest of the Baby Boom ages into retirement.”
2. As of the 2017 American Community Survey, 46% of New Jersey households headed by someone 65 or older are housing cost-burdened, paying at least 30% of their gross income on housing costs. According to a November 2017 [report](#) from the New Jersey Department of Human Services, Division of Aging Services, the statewide Elder Economic Insecurity Rate (EIRR) is 54%, which means that more than half of New Jersey elder-only households lack annual incomes that will insulate them against poverty as they age.
3. More older people than ever are living alone. In Pompton Lakes Borough, 27.5% of the population 65 and older lives alone (see *Appendix: Pompton Lakes Borough Demographic Profile*), nearly identical to the statewide rate of 25.9%. New Jersey elders who live alone are much more likely than elder couples to live in economic insecurity.¹ Taking steps to

¹ Living Below the Line: Measuring Economic Insecurity Among New Jersey’s Retired Seniors, NJDHS Division of Aging Services, November 2017

address this issue is important because [research](#) has shown an adverse relationship between isolation and health and longevity. Findings from [studies](#) on this topic indicate that loneliness can increase the risk of heart disease, arthritis, Type 2 diabetes, dementia, and even suicide attempts.²

4. Although older adults clearly prefer to grow old in their homes, they need effective design solutions and adequate support systems to enable them to do so. According to the 2017 American Community Survey, in Pompton Lakes Borough, 80% of housing units were constructed in or before 1979.³ The vast majority of these structures were likely never designed to be barrier-free to accommodate people with limited mobility.

The foregoing factors underscore the fact that municipalities throughout New Jersey must start devising strategies to meet the needs and address the preferences of their growing aging populations. This is particularly true as more older people may opt to remain independent longer, rather than move in with younger relatives or live in institutional living quarters such as nursing homes. Great places to age are designed to be safe, affordable, and comfortable. They offer living arrangements that suit the needs of all older people—regardless of economic, cultural, racial, or any demographic feature; provide centers of social activity that mitigate risk of social isolation; ensure access to transportation and ways to enhance mobility and independence; encourage physical activity and exercise through community interactions; and enable economic opportunity and

livelihood to allow older residents to be financially secure. Communities that can address these challenges will be in a better position to support and retain their older populations than those that fail to act. Readily accessible, center-based locations that offer jobs, housing, entertainment, and amenities characterize those places that are most suited to the needs of older residents.

Fortunately, municipalities have the ability to shape community design and character through their local planning, zoning, subdivision and land development regulations, redevelopment and revitalization plans, and capital improvement plans. Healthy community design—exemplified by places that offer a variety of housing options with convenient access to food services, greenspaces, and employment—leads to improved mental and physical health, stronger economies, and improved safety and mobility. But aging-friendly community design doesn't happen by chance. Local governments need to intervene to change the built environment. Ensuring that a municipality's land-use regulatory controls and public investment strategies are designed to promote aging-friendly characteristics will help to retain and enhance community vitality and economic viability for all residents.

This report summarizes an assessment of the land-use features, plans, and regulations that shape the built environment in the Borough of Pompton Lakes, New Jersey. The report evaluates the extent to which the community's physical form enables older adults to remain active, healthy, engaged, and capable of continuing to live in their communities.

² Acknowledging the seriousness of this issue, the UK recently appointed a [Minister for Loneliness](#)

³ Source: 2017 American Community Survey 5-Year Estimates

Acknowledgements

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Methodology

The analysis that follows builds from New Jersey Future's 2014 guide titled [*Creating Places to Age: A Municipal Guide to Best Land-Use Practices*](#). This report offers a more detailed description of how the aging-friendly criteria can be applied specifically to **Pompton Lakes Borough**. A combination of demographic data, site visits, and interviews, as well as a review of municipal planning and zoning documents, provided the background for the analysis. It should be noted that while the focus of the analysis is on how friendly the borough is to older adults, these same attributes make a community more livable for all age groups. This report evaluates four major categories of the built environment. For each category, the report describes preferred features, assesses whether these features are present in the borough's built environment, and recommends actions to introduce or enhance the attributes.



I. Mixed-Use Centers. Mixed-use centers afford the opportunity for people to live in close proximity to commercial centers, reducing the need to use an automobile to accomplish everyday tasks, while also permitting residents to remain socially connected to their communities. Putting homes, stores, offices, and civic buildings near each other allows for those with limited mobility—or with limited desire to drive—to maximize their trips by minimizing the distances among different types of destinations. This benefits an aging population and also creates a vibrant community for all.



II. Housing. Providing a variety of housing options beyond single-family detached homes helps to accommodate the different preferences, budgets, and access needs of all residents, particularly older adults aiming to downsize their home or remain in a community after retirement reduces their income. Locating new residential development near a mixed-use center goes one step further by offering the additional benefit of pedestrian access to a variety of destinations. Communities may be undersupplied with the types of housing that older residents want or need—for example, homes with smaller yards, fewer bedrooms, or only one story. Some communities may also have high housing prices in general, making them unaffordable for many. Land-use policy that allows for a variety of housing types

benefits older adults in terms of manageability, affordability, accessibility, and safety.



III. Transportation. Interconnected transportation networks give people options; enabling them to get from one place to another without the need for highway driving and allowing them to opt for secondary roads, bicycle lanes, sidewalks, or mass transit. Compact and walkable development patterns also create the opportunity for “unplanned encounters” with neighbors and strangers, the kinds of personal interactions that are important for creating and maintaining social cohesion. For older residents who are no longer interacting with coworkers or immediate family members on a daily basis, these types of interactions are an important safeguard against social isolation. Transportation choices mean residents who do not own a car or who choose not to drive will still be able to maintain their mobility.



IV. Public Spaces and Amenities. Public spaces such as parks, plazas, and trails help to hold a community together. They provide opportunities for exercise and a place for social interaction, help to maintain neighborhood stability, and even improve psychological health. They can also provide environmental services, including stormwater runoff controls and remediation of the effects heat and air pollution through the installation of

trees and vegetation. Amenities such as community centers or libraries also help meet the needs of residents, particularly older adults, by offering programming to address such needs as nutrition, entertainment, and intellectual enrichment.

Smart Growth Metrics

As noted in the introduction to this report, great places to age will need to be safe, affordable and comfortable, offer living arrangements that suit the needs of older people, provide centers of social activity, enhance access to transportation and mobility, enable economic opportunity, and allow older residents to be financially secure. Compact, walkable, mixed-use communities are best suited to meeting these objectives, enabling all residents to continue to live independently as they age. To evaluate the extent to which a community has these characteristics, New Jersey Future developed three municipal-level metrics of compactness and walkability: net activity density (NAD) (population + jobs per developed square mile), presence of a mixed-use center, and street network density (SND) (as measured by route-miles of local road per square mile). The community profile in Pompton Lakes Borough in the appendix presents the borough's ranking in relation to these three smart growth metrics and describes how the borough compares in these measures and others to the state as a whole.

Recommendations

Each of the four built environment categories evaluated in the following sections of this report include descriptions of several category features, a brief discussion of whether the features are present in Pompton Lakes Borough, and recommendations for steps the municipality can consider to introduce or enhance the features. All of the recommendations are then combined in a summary listing, from which action objectives are formulated to initiate an implementation program.



Land-Use Analysis Overview for the Borough of Pompton Lakes

In August 2019, Pompton Lakes Borough executed an agreement with New Jersey Future to designate a project committee that would play an integral role in the development of this aging-friendly land-use analysis conducted by New Jersey Future with funding from The Henry and Marilyn Taub Foundation. In February 2020, the designated project committee was invited to attend a meeting and conduct a site visit in the borough with the New Jersey Future project team to discuss the existing features of the borough and consider opportunities to enhance the community's aging-friendly characteristics. The February meeting was the first step in the assessment process. Meeting participants were asked their opinions about Pompton Lakes' strengths, weaknesses, opportunities, and constraints as they related to the borough's population of older adults.



Colfax Avenue redevelopment

The project committee identified the following as features they think makes it easier or more desirable for people to age in the community:

- Aside from the current lack of a grocery store, residents can “meet their needs” in the downtown area. There is a hardware store, bank, florist, barber shop, animal hospital, salons, several restaurants, and recreational businesses such as pottery painting or karate, as well as services and retail. The Planning Board recently approved a site plan that would develop a portion of the former A&P grocery store into a Lidl, which is a discount supermarket chain and may provide some of the grocery needs of the community.
- The dense development pattern of Pompton Lakes makes it a fairly walkable or pedestrian-oriented town overall.
- The Pompton Lakes Business Improvement District (BID) is “doing great things” to help local businesses. For example, it replaced LED lights in the streetlamps and administers a BID bucks program.
- There are several mixed-use housing redevelopment plans actively being considered, planned, or implemented in the borough.
- The borough is in the process of implementing its Complete Streets program, with a pedestrian and bicycle improvement project underway.
- There is good local bus service along a downtown area route, with access to New York City, although wheelchair accessible buses circulate on a random schedule and must be called in advance to schedule a pick-up at a bus stop.
- Most neighborhoods have access to parks and hiking trails.

- Downtown area amenities include the library, municipal building, teen center, civic center, and Windsor Art Center theatre.

Members of the group also identified challenges:

- A significant portion of the borough is in the FEMA flood zone, and recent FEMA flood map changes have increased the borough's land in the flood zone.
- Redevelopment along Wanaque Avenue, the main street downtown, is challenged by parking ratios and proximity to the flood hazard area.
- Many older residents no longer want to deal with the costs and challenges of a flood-prone home as they age, or likewise, with a property that may be in the DuPont chemical contamination zone.
- Along with availability of housing stock, affordability of taxes is the biggest concern for older residents in Pompton Lakes.
- The lack of a major grocery store is a big issue for the community.
- Many downtown businesses are owner-operated, with few or no employees, which limits the hours of service for much of the downtown and gives an appearance of being “dark and not safe.”
- Curbside parking is limited, and parking is perceived as a major issue in the town.
- There is no borough shuttle service to circulate residents around town.



Looking south on Wanaque Avenue

Pompton Lakes Borough is located in the northeast region of the state, forming the central “bottle-neck” area of Passaic County and is within a 30-mile drive of New York City. The borough is bordered by Riverdale Borough in Morris County and Bloomingdale Borough to the west, Wanaque Borough to the north, Oakland Borough in Bergen County and Wayne Township to the east and Pequannock Township in Morris County to the south. The borough sits between Interstate 287, which runs north-south to the west of the borough and intersects the borough briefly in the northwestern corner of the town, and US Route 202, which runs along the Ramapo River outside the eastern border of the borough. Pompton Lake comprises the northeastern border of the borough and Twin Lake is situated in the northwestern portion of the borough; Both lakes support residential lake communities. Pompton Lakes Borough is a “waterway community” that is surrounded on nearly three sides by water, with the Ramapo River to the east, the Pequannock River to the west, the Pompton River to the south and southwest

and the Wanaque River running through the town center (see Figure 1. Pompton Lakes Borough Basemap).

As of 2019, the Census Bureau estimates Pompton Lakes' total population at 10,986. According to the 2017 American Community Survey, 13.7% of the borough's population (1,533 people) was 65 years of age or more compared to the state's 15.1%. National and state trends indicate that this population segment is expected to continue to grow considerably.

Pompton Lakes has a land area of 1,870 acres, or about 2.9 square miles. As noted in Pompton Lakes' Municipal Profile (see Appendix 1), the borough is 67.5% developed, with another 27.6% that cannot be built on due to environmental constraints, leaving 4.9% still developable. The borough is thus 93.2% built out (the percent of its developable land that has already been developed), meaning that most new development that happens is going to be redevelopment. While Pompton Lakes is considerably more developed than the state as a whole, its land development profile is not atypical for a North Jersey municipality.

Pompton Lakes has a "small town" charm and several historic sites. The project committee recognized that "downtowns are a dying breed," but also that Pompton Lakes aims to "do it right" to maintain the town's character and history, while meeting the needs of its older population as well as younger generations living in or moving into the borough. The downtown core is a compact, pedestrian-oriented, and walkable area along Wanaque Avenue that transitions north and south into secondary non-core commercial and business areas. The steering committee described the downtown as being attractive to developers because of its relatively flat terrain and walkability, although

some older residents have concerns about navigating inclines at specific parking or community locations.

Most of the properties located in Pompton Lakes' core downtown business district (DBD-1) along Wanaque Avenue and east of the Wanaque River, along with select properties in the north-adjacent secondary downtown business district (DBD-2), have been rezoned as downtown redevelopment areas (DRA-1 and DRA-2, respectively) as implementation of the 2009 Pompton Lakes Redevelopment Plan. New Jersey's *Local Redevelopment and Housing Law*, N.J.S.A. 40A:12A-1 *et seq.* (the Redevelopment Law) grants municipalities fairly wide latitude, and a broad set of economic development resources, to encourage development in designated areas in need of redevelopment. The redevelopment areas in Pompton Lakes allow for planned commercial developments with mixed residential and commercial uses in an effort to provide "a provision in Downtown Pompton Lakes for capital investment in quality mixed-use properties, including the provision of quality retail and residential opportunities, as well as quality community facilities developed in concert with the preexisting service businesses."⁴ This land-use assessment report will use the phrase "downtown area" to refer comprehensively to the DBD-1, DBD-2, DRA-1, and DRA-2 zones and the phrase "downtown" to refer to DBD-1, DRA-1, and DRA-2 zones collectively.

The borough's downtown Wanaque Avenue is a prime example of a traditional compact main street, although it is lacking sufficient housing to truly constitute a mixed-use center. Wanaque Avenue is zoned to allow for residential above commercial, however the steering committee expressed a concern about illegal overcrowding in the existing residential units. The residential units are older and outdated, and long-

⁴ § 190-84. Zoning districts and implementation of 2009 Pompton Lakes Redevelopment Plan.

time residents may be exposed to safety and inspection hazards. For new development, the borough intends to implement guidelines about subleasing and the number of people living in apartment units. The steering committee noted that existing zoning in the redevelopment areas is already permissive enough so that the borough does not need to offer density bonuses to developers. A bigger concern is the limited parcel depth available outside the flood zone for redevelopment on the west side of Wanaque Avenue along the Wanaque River.



Wanaque Avenue business

The first floors of buildings in zones DBD-1 and DBD-2 are required to be commercial, although not strictly retail unless there is frontage on Wanaque Avenue in a planned commercial development of the DBD-1 zone. Likewise, the redevelopment area DRA-1 and DRA-2 zones also require a commercial component, although residential can be mixed in. There is no

specification for first floor use within the redevelopment area zones aside from certain lots, which have modified zoning regulations to allow buildings consisting of only residential use and specified bulk requirements in the DRA-1 district.

The height allowance in the core downtown DBD-1 zone is 45' or three floors, but most buildings are not built to that, let alone to the allowable 55' or four floors for planned commercial developments permissible in the zone. The maximum height allowable in the DBD-2 zone is only 35' or two stories, with the intent of the zone being to encourage "a wider variety" of both pedestrian and automobile-oriented shopping opportunities and a "greater mix" of uses on all floors of buildings. Planned commercial developments in the DBD-2 zone are permitted to be a maximum of 45' or three floors.

Although buildings in the DBD-1 zone are permitted to be three floors, the municipal code does not list residential as a permitted use, and the schedule of zone districts only specifies residential to be allowed on the second floor. Although the DRA-1 and DRA-2 zones appear to have been established to replace the "preexisting DBD-1 [or DBD-2] zoning district[s]," the code is written as being "modifications" to the central business district zoning regulations, which makes interpretation of zoning requirements in the downtown area less straightforward.

Second floor residential use is also permitted in Cannonball Road (CBR) district, and buildings can have a maximum height of 25' or two stories. Cannonball Road is the travel route connecting the borough's downtown area to the largely undeveloped northeastern portion of town consisting of open space and the hybrid industrial district, which contains the former DuPont chemical company site. A mix of uses is allowable in the CBR zone with the intent of encouraging revitalization and streetscape improvements along Cannonball Road.

There are several sets of design guidelines or standards referenced in the borough's zoning code, although there is not one definitive design standard to ensure consistency or any specific style for development in the downtown area or other commercial or business districts. The Pompton Lakes Business Improvement District is very active in town and offers some guidance to potential developers and businesses for facades.

The steering committee described Pompton Lakes as a multi-generational, small-town community where families put down roots and pass homes down to their children. Although older residents want to continue living in the borough, many are not able to find housing that meets their changing needs. Indeed, the first several renters of the new Lakeside Commons housing development located in the DRA-1 district were senior residents downsizing within the borough. Environmental factors, including flood risk and chemical contamination, influence housing options in the town. The borough is working to support redevelopment projects that are targeted at the millennial demographic and at enabling Pompton Lakes senior residents to stay in town. For example, 52 units are being built on Lakeside Avenue in the five and six story Lakeside Commons project—a redevelopment area that had been zoned for three stories. The existing county garage site on Ringwood Avenue is being considered for construction of a mixed-use housing complex for veterans and seniors aged 60+, with services on the first floor. Pompton Lakes residents are expected to have priority for the housing units, which will be small units priced on a sliding scale through the Paterson Housing Authority.

An existing senior housing complex is located just north of the downtown area, within easy walking distance of important destinations, including a shopping center with a shuttered grocery store, and many residents of the complex do indeed walk to destinations and have expressed the desire for a walkable grocery store to be reestablished at the shopping center. There

are at least three garden apartment complexes in the borough. Most of the existing rental housing is on the north side of town.

Along with lack of available housing stock, the steering committee expressed affordability of taxes as the biggest concern for older residents in Pompton Lakes. Development of smaller units in the downtown area would help to diversify the housing stock to provide more affordable housing options, while also promoting foottraffic to businesses in the downtown area and providing older residents living in closer proximity to the downtown area greater access to downtown area destinations. The steering committee expressed a concern that any new housing developed would not, however, ultimately be occupied by current Pompton Lakes residents.

The borough's housing stock is more dominated by single-family detached housing than is true statewide, and its rate of households that are housing cost-burdened is also slightly higher than the statewide rate—42.3%, vs. 40.7% statewide. The differential is notably greater for households headed by someone aged 65 and older—54.7% are cost-burdened in Pompton Lakes vs. 46.1% statewide—suggesting that the borough's relative lack of housing diversity means older residents who are seeking to downsize within town are often not able to find suitable housing.

Accessory apartments are permitted for occupancy by a person aged 55 or over as a conditional use in all single-family detached residential zone districts, subject to conditions. Areas outside of the commercial and business districts are largely zoned for single-family residential use and some areas for multifamilies—with the exception of: the northeastern portion of the borough, which comprises the southern extent of the Wanaque Ridge of the Ramapo Mountains and is zoned for open space or planned development of recreational or active adult housing; the eastern

boundary of the borough that includes Pompton Lake and is zoned for open space; the southern portion of the borough zoned for conservation recreation along the Pompton River; and two gateway districts zoned for mixed commercial and residential uses.

Circulation is very good in the town, as the borough has a moderately well-connected local street network, with 11.2 route-miles of local road per square mile. (The median over all 565 municipalities in the state is 9.75.) The steering committee notes that sidewalks are in good condition, and the town is engaged in an effort to improve any outstanding issues regarding handicap accessibility. Sidewalks are the responsibility of property owners, and the steering committee recognized that several sidewalks in town may not be passable due to a condition of disrepair. Winter snow removal on sidewalks can also be problematic, as the inspection crew is part-time and operates by responding to a call that a sidewalk is blocked. Plowing of snow from sidewalks does not always accommodate for wheelchair space.



Looking north on Wanaque Avenue at Lenox Avenue

Although the borough has a good sidewalk network with ADA curb cuts, many older residents prefer to drive to destinations and park directly at a site. On-street parking is limited in the downtown. Municipal parking is conveniently located but may not be well-known or promoted enough by the borough. The lot has ample space, with 200 parking spots, but is described as a “pond hole” due to it being within a land depression and having actually previously been a pond. Older residents have difficulty walking up the hill out of the lot. There is a small lot behind the municipal building where older residents prefer to park, but it has only a few spots, is usually full, and has only one double wide spot for wheelchair access. The borough is trying to address the parking issue through shared parking agreements and a plan to redevelop the existing downtown parking lot so that it is on level ground and will add another level of parking.

There is no commuter train station in Pompton Lakes. Although there is a long-term regional plan to restore the current freight line—that runs north-east/south-west through the borough intersecting Wanaque Avenue at the northern juncture of the DRA-1 and DRA-2 districts—to a commuter line, it is unlikely that will happen in the near future. The present train station in Pompton Lakes is a designated historic site and currently serves as a bus stop and commercial business. The NJ Transit bus routes run mainly in the vicinity of the downtown area along Wanaque Avenue, Ringwood Avenue and Paterson Hamburg Turnpike, as well as along Hamburg Turnpike to Route 202. The bus connects Pompton Lakes to New York City and to nearby transit centers.

Amenities in Pompton Lakes include a library, teen center, and civic center that is also referred to as a “senior center” because meetings of senior groups are held there. These facilities are all located in the downtown. The civic center is a small structure

adjacent to the municipal building that has a meeting room and storage for police and public works equipment. Parking for the civic center was expressed as a major issue by the steering committee because the most convenient parking is at the municipal building lot, but that lot is typically full and does not have enough handicap parking. The larger public municipal lot is only a few hundred feet from the site, but it is necessary to traverse an incline to get from the lot to the civic center, which is problematic for older or mobility-impaired residents. St. Mary's church is across the street from the municipal building and also hosts a senior group and meetings for other community groups. The church has sufficient parking, but it is not a public lot. There are several different senior groups in Pompton Lakes, with diverse perspectives and different meeting locations.

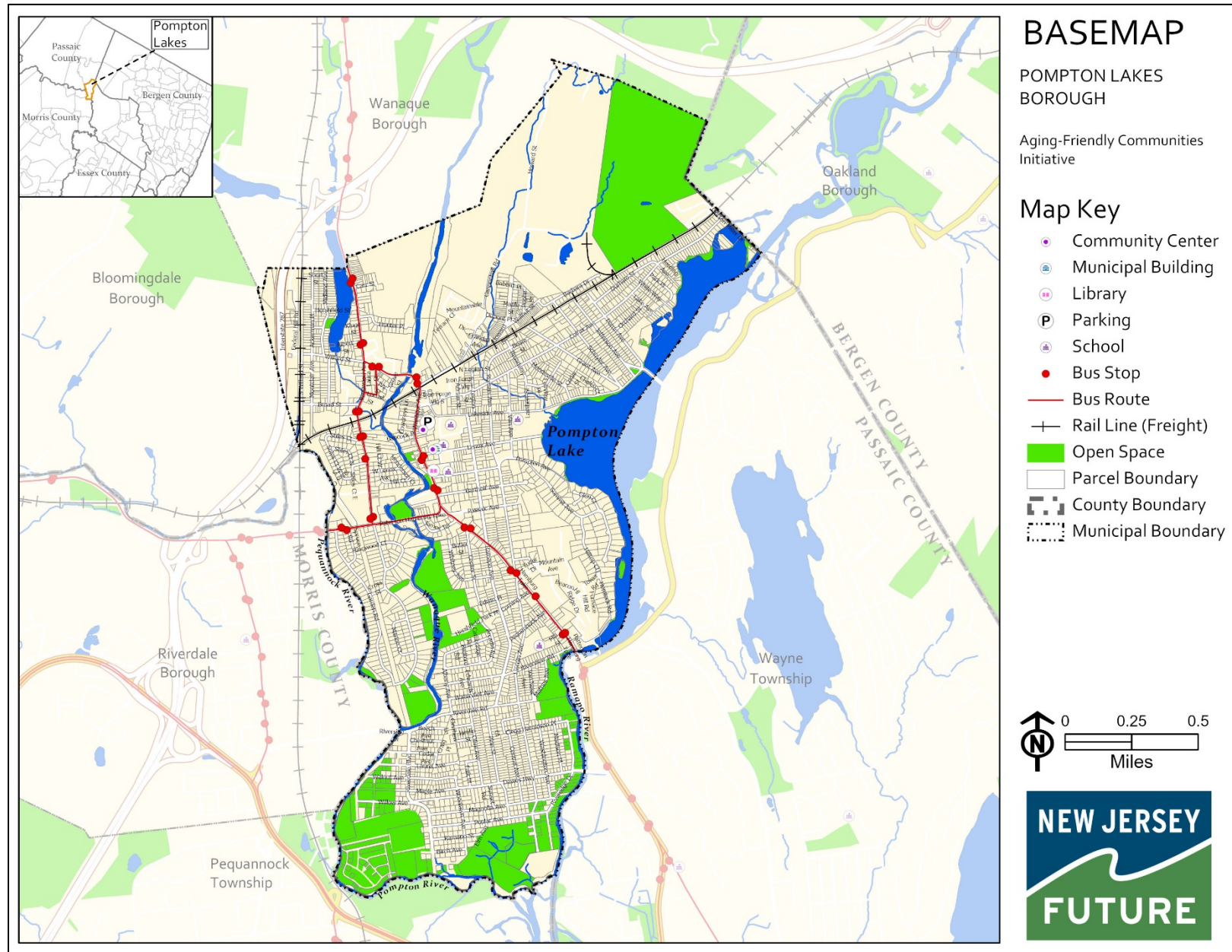
Community gatherings happen at parks and at the library, which has some senior programming and hosts summer concerts on the lawn. There is also an Elks club, a mosque, and several denominations of churches in town. There are neighborhood parks, with active recreation primarily located in the south and passive recreation sites, including more than 125 acres of Ramapo State Park, in the north. There are trails in town that connect with the State Park trail system in the north, and in the southeast of town, the borough trail system extends within the County Pompton Aquatic Park near the Pequannock River. A greenway trail system along the Ramapo River in the southeast of town that is maintained by the borough was built partially on formerly repetitive flood loss properties that were acquired for open space through the FEMA mitigation and NJ Blue Acres programs. That trail, referred to as the Morris Canal Greenway, is about 2.5 miles of gravel with installed benches. The goal is to continue the trail to connect it with the existing Morris Canal Greenway trail system through connectors in Wayne Township. The Rivercrest Trail extends along the Pompton River southern border of town for about three miles from the Pompton Aquatic

Park, then heads north along the Pequannock River for approximately a quarter mile.



View of Pompton Lakes from Vista Terrace (condominium development on ridge south of Pompton Lake)

Figure 1. Pompton Lakes Borough Basemap





I. Mixed-Use Center

Is there currently a mixed-use center in Pompton Lakes and/or are the necessary policies in place to foster development of that center or create a new one in the future?

PRESENCE OF A CENTER

Is there a central business district or other community center that includes a mix of uses?

Mixed-use centers afford the opportunity for people to live within close proximity to commercial and business areas, reducing the need for an automobile to accomplish everyday tasks, while also permitting residents to remain socially connected to their communities.



Looking for: A center or centers with homes, stores, offices, and civic buildings in close proximity

Pompton Lakes is fortunate to have a compact, pedestrian-oriented, traditional mixed-use downtown, with a variety of shops and restaurants. Much of the commercial activity is concentrated within four blocks along Wanaque Avenue generally between the freight rail line to the north and Pompton Avenue to the south. The broader downtown area includes this “core” Downtown Business District (DBD-1) and a less dense, secondary Downtown Business District (DBD-2), which is located north of the rail line. Much of the DBD-1 and some adjacent portions of the DBD-2 district have been zoned as redevelopment areas (DRA-1 and DRA-2, respectively). A portion of Hamburg Turnpike located to the south of the downtown and zoned for business, as well as the Cannonball Road District (CBR) located to the east of the DBD-2 district, also allow for commercial and/or mixed-use, but they are not redevelopment areas. This assessment report will use the phrase “downtown area” to refer comprehensively to the DBD-1, DBD-2, DRA-1, and DRA-2 zones and the phrase “downtown” to refer to DBD-1, DRA-1, and DRA-2 zones collectively. (See Figure 2. Map of Pompton Lakes Downtown Area.)

The borough’s downtown largely exhibits the built form of a town center and allows for a mix of uses that includes commercial and residential. The Borough recognizes the need to attract capital investment to stimulate the downtown economy and spur the development of enhanced retail, residential, and public assets. Building facades and residential units existing above retail in the downtown are aged and not of a consistent design. There is limited foot traffic or visitors to the downtown businesses, although there are a variety of restaurants on Wanaque Avenue that do attract some outside visitors and are popular with residents—particularly with the local high school students, who are permitted to leave school for lunch. The high school is adjacent to the Municipal Building and is just outside of the DBD-1 district; many students patronize downtown restaurants for lunch when school is in session.

Revitalization efforts in the borough have recognized that residential and commercial uses tend to be mutually supportive, enlivening and activating areas where they are permitted jointly. Funding was expressed as the biggest

	<p>obstacle to renovating and updating the downtown. The Borough is supportive of mixed-use redevelopment of the downtown and is using a PILOT (payment in lieu of taxes) tax abatement program to attract new development and make improvements.</p> <p>The proximity of the Wanaque River flood hazard area limits options for expansive development along the west side of Wanaque Avenue, although zoning does permit buildings in the redevelopment area of the DRA-1 district to be up to 55' or four floors. The flood zone restrictions complicate plans to redevelop to the height that is permitted by zoning. Most buildings in the downtown along Wanaque Avenue are only one or two floors in height. Several redevelopment proposals to create greater density have either stalled or have not secured adequate funding to follow through with plans.</p> <p>Although the built form of the downtown is conducive to pedestrian activity, there are no existing outdoor civic uses in the downtown. There is a proposed idea for development of a public space or plaza that would replace two small and dilapidated single-story buildings on a contaminated site along Wanaque Avenue and connect the public municipal parking lot to the main business district of Wanaque Avenue. The Wanaque River also offers an opportunity for civic and green space development; however, ownership of the floodplain is divided among properties along the river. There is a green space at the south end of the downtown along the river, although there is no public access to it. A footbridge crosses the river near Lenox Avenue at the southern portion of the downtown and connects to a single-family residential zone west of the river—it is adjacent to dumpsters and vehicular parking in the commercial zone. The parking area contains an undefined roadway associated with an expansive parking lot covering the area behind businesses along the Wanaque River south of the rail line and extending to the Windsor School. Ownership of this area is divided among the multiple properties along Wanaque Avenue. A library, teen center, and civic center are located in the downtown district, providing opportunity for civic engagement.</p> <p>There is a historic train station in the DBD-1 district that is currently occupied by a commercial business. Although the rail line had historically been a passenger line in the past, and there is a hope that it could again become a passenger line in the future, it is currently freight only and is expected to remain so for the foreseeable future.</p> <p>The borough should conduct an economic and market analysis to develop a targeted economic redevelopment plan that identifies the kinds of businesses</p>
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	<p>that can be supported by the local and regional economy and then actively seeks implementation of mixed-use redevelopment. Suitable redevelopment to seek would be of a type that creates a sustainable downtown economy and increases residential units above commercial along Wanaque Avenue and higher density residential in less environmentally constrained areas of the downtown area. Additional commercial development would help to revitalize the downtown, and mixed-use development will create a greater number of smaller, more affordable residential units into which older residents can potentially downsize from single-family homes in the borough. However, development patterns and design should retain the small-town character along Wanaque Avenue and enhance current assets such as the Wanaque River and existing compact mixed-use form.</p> <p>Transit-oriented development should also be a priority. The 2015 Pompton Lakes Transit Access Study outlines the borough's potential as a sub-regional center to develop transit services and facilities as a means to support redevelopment of the downtown redevelopment area. Although reinstallation of commuter service to the rail line is not considered to be a feasible option in the near future, the borough should evaluate the potential for the vicinity of the train station, including along Lakeside Avenue and north of the rail line in the DRA-2 zone along Cannonball Road, to be developed into some sort of transportation hub, particularly with bus instead of rail service. If appropriate, the borough should identify strategies for the portions of the DBD-1 zone not rezoned to DRA-1, such as density bonuses or an overlay zone, that would be consistent with transit-oriented development and explore opportunities for a public-private partnership to redevelop the municipally owned "pond hole" parking lot into a mixed commercial and residential development with parking on ground floors. Consistent with this strategy, a housing project that includes affordable housing is already underway at the intersection of Lakeside Avenue and Colifax Avenue. The borough should consider conducting a housing assessment in conjunction with an economic redevelopment plan to evaluate maximizing residential density while retaining community character.</p> <p>Noted lacking features in the downtown area are civic and green spaces. It is recommended that the borough identify and implement opportunities for street activation, pedestrian seating, gathering locations, and green infrastructure in the downtown; and consider integration of civic and green spaces as a condition for any redevelopment projects in the downtown area. For any civic and recreation amenities located just outside the downtown, as well as in adjacent residential neighborhoods, the borough should ensure walkability and</p>
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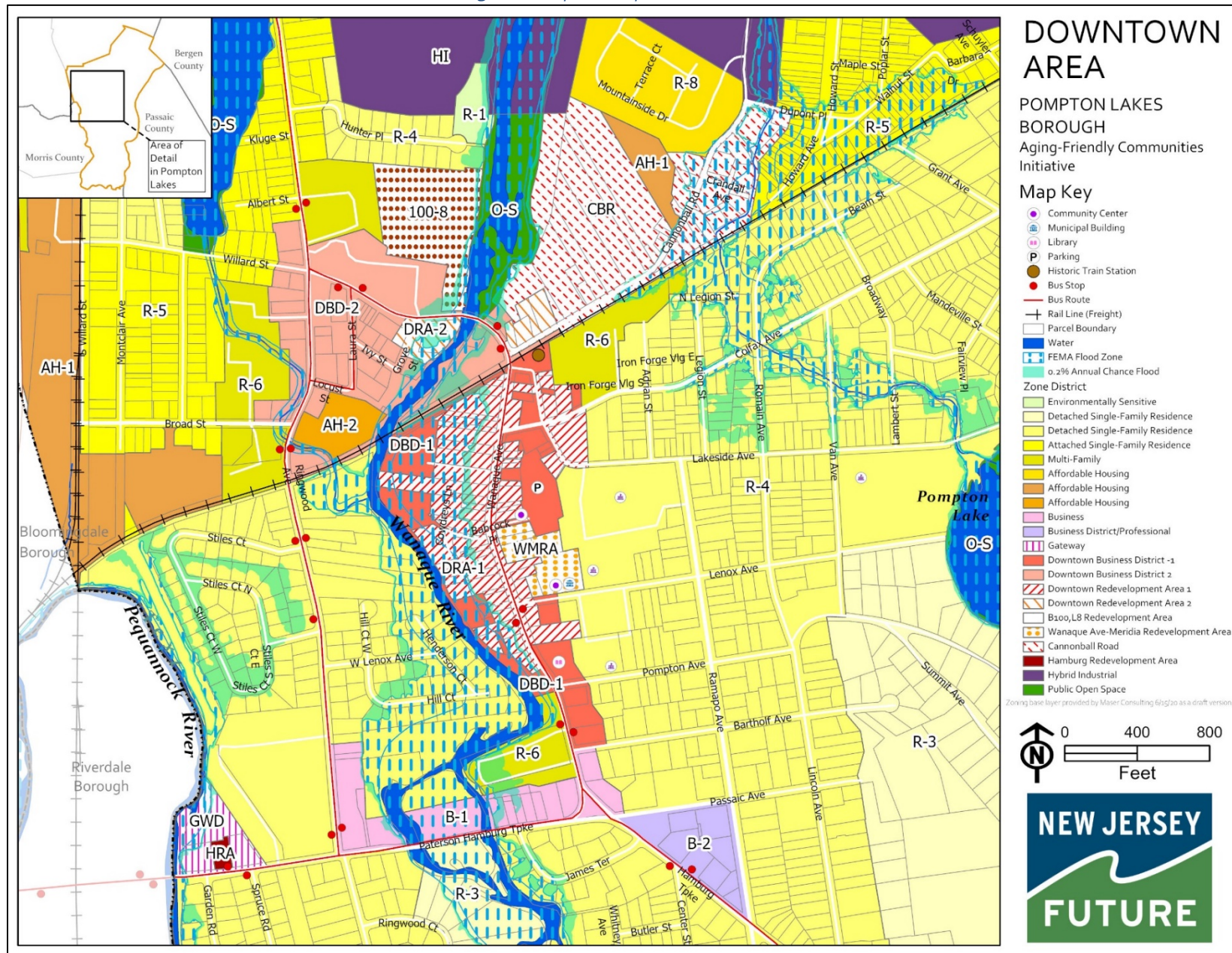
	<p>connectivity to those features from and to the downtown is maintained or enhanced with future development.</p> <p>In addition to the core business district, the borough has a secondary downtown business district north of the rail line along Wanaque Avenue. The DBD-2 district is dominated by the Towne Square shopping center and dispersed businesses and strip malls. The shopping center property has been adopted as a redevelopment zone and has site plan approval for development that is similar to the existing form on the property. A portion of the DBD-2 that is within or in close proximity to the flood hazard area has also been rezoned for redevelopment. The borough may want to consider combining the DBD-2 and DBD-1 districts by eliminating the DBD-2 district to allow for more developable land and a consistent compact downtown development pattern, and to minimize car-dependent uses in the downtown area. Similar to the stipulations of the Cannonball Road district, the pedestrian connectors between the DBD-2 and DBD-1 districts should be emphasized, as well as connectors to surrounding neighborhoods. The DBD-2 district is surrounded by multifamily residential (R-5 & R-6) districts—including a senior housing building—as well as the single-family (R-4) Twin Lake neighborhood, which would all benefit from the greater pedestrian access that would accompany an extension of the core downtown into the DBD-2 district.</p>
<p>Net Activity Density (NAD) Net activity density, a measure of community compactness, is a calculation of municipal population plus employment divided by its developed area in square miles. By capturing both residents and businesses, this calculation provides a picture of the range of activities—and the buildings they occupy—that can be found in the municipality. Net activity density can be thought of as a proxy for building density; i.e., what a place physically looks like when experienced at the ground level.</p> <p> <i>Looking for:</i> A high NAD, which is a strong indication of an active mixed-use center</p>	<p>Pompton Lakes has a net activity density of 6,635 people and jobs per square mile, ranking it in New Jersey Future’s “moderate suburban” category, the fourth-highest. The median net activity density among all 565 municipalities in the state is 5,244, so the borough’s net activity density is slightly higher than the municipal median.</p> <p>The borough ranks relatively well on the net activity density metric, and there is good street connectivity in most of the borough. Connecting neighborhoods to the downtown and to a network of borough facilities, parks, and open spaces should be a consideration in redevelopment and circulation plans.</p>

Figure 2. Map of Pompton Lakes Downtown Area



POLICIES AND PROGRAMS that encourage compact, mixed-use development

Special Improvement District

Special Improvement Districts are authorized by state law and created by an ordinance of the local government. They work by collecting a special assessment on the commercial properties in a designated district, which supports initiatives that drive business activity, increase property values, and support marketing and branding efforts.



Looking for: A formally established SID

The Pompton Lakes Business Improvement District (BID) was formed in 2008 and collaborates with the Borough Council, Chamber of Commerce, and Redevelopment Agency to spur economic activity in the downtown. The aim of the BID is to create a “destination business district.” The BID works on improvement projects; community event; providing grant programs to businesses for facade improvements; and a marketing, coupon, and successful “BID bucks” local currency program to draw customers.

The borough should leverage the accomplishments and efforts of the BID by partnering with the BID to fund necessary improvements within the downtown area and tie those to strategies into Pompton Lakes’ capital improvement program. The improvements could include installation of wayfinding signage, improved pedestrian connections to adjacent residential areas, street furniture, and Complete and Green Streets strategies. It could also provide a cooperative framework within which elected officials, businesses, and property owners could collaborate to grapple with such topics as maintaining historic character and small-town feel through appropriate design.

Main Street Community Designation

[Main Street New Jersey](#) is a division within the New Jersey Department of Community Affairs. It provides on- and off-site technical assistance and training in downtown revitalization and management. In Fiscal Year 2019, the state budget authorized \$500,000 to restart and enhance this program.



Looking for: Main Street New Jersey designation

Pompton Lakes is not currently a designated Main Street community.



Pompton Lakes should consider participation in the [Main Street New Jersey](#) program to receive technical assistance and training that will help the borough to develop focused streetscape improvement strategies and long-term economic stabilization strategies in its downtown area. Applications for designations are accepted every two years. Selected communities receive technical support and training to assist in restoring their Main Streets as centers of community and economic activity.


PLANS that encourage compact, mixed-use development


Master Plan


A municipal master plan defines the community’s vision of how it will evolve over time, the changes it intends to make to the major systems encompassed within its boundaries—housing, transportation, recreation, environment, and open space—how it will preserve its historic resources and what initiatives it will undertake to meet its residents’ needs to remain socially and economically vibrant into the future. The master plan is a community’s roadmap for decision-making and the foundation for all of its prospective physical, economic, and social development.



The Pompton Lakes 2017 Master Plan Reexamination noted changes in the age distribution in the borough between 2000 and 2010—important information, given that older residents may have needs and concerns that are different from those of the general population—but does not assess housing costs in relation to household income by age. Nor does the plan consider the implications of these demographic trends moving forward. The largest increases between 2000 and 2010 were for ages 45 to 65, and residents aged 55 or older comprised 26% of Pompton Lakes’ 2018 population. The 2007 Master Plan land-use goal to provide for age-restricted planned development to accommodate an expected increase in this age demographic was eliminated in the 2017 Master Plan Reexamination report in favor of planned developments zoned for multi-family residential with no specific age restriction. The report does not delve into the


 <p><i>Looking for:</i> A demographic analysis that considers community-wide aging factors and a land-use element of the master plan that encourages compact, mixed-use, center-based development</p>	<p>related economic factors that point to the growing need to respond to housing needs of the borough's older population.</p> <p>There is substantial reason to address the demographics of older residents in the town. Although Pompton Lakes' poverty rate of 6% for residents aged 65 or older is slightly lower than the corresponding statewide rate of 8%, it is slightly higher than the overall town-wide poverty rate; and the percentage of households aged 65 or older that are housing cost-burdened is much higher in Pompton Lakes compared to the state as a whole (55% compared to 46%). In Pompton Lakes, being over the age of 65 means one is more likely to be living in poverty, rather than less likely, as is the case for New Jersey as a whole. Demographic trends described in the 2007 Master Plan or the 2017 Master Plan Reexamination report do not assess poverty rate in the community and do not assess socioeconomic demographics by age group. The socioeconomic consequences of these trends are emphasized in the Housing segment of this report (Part II) and the Pompton Lakes Demographic Profile (Appendix).</p> <p>These analyses indicate that the borough should update its master plan to reflect the evolving and projected socioeconomic characteristics of the borough's aging population in order to define aging-friendly strategies the borough could adopt to respond to the community's emerging needs.</p> <p>The 2017 Master Plan Reexamination report describes a focus on redevelopment and revitalization in the borough's downtown and gateway areas. Consideration of providing for a mixed-income residential component, with a mix of housing types that includes smaller or permitted accessory units suitable for older residents, should be evaluated in planning for redevelopment or housing in the borough.</p>
<p>Redevelopment or Rehabilitation Plan Redevelopment and rehabilitation plans are adopted by the governing body to guide development within areas formally designated as being in need of redevelopment or rehabilitation. These plans define the vision for the area and control its implementation through very specific building type and design requirements.</p>  <p><i>Looking for:</i> A redevelopment or rehabilitation plan that encourages compact, mixed-use, center-based development</p>	<p>Pompton Lakes used the Local Redevelopment and Housing Law to facilitate redevelopment in the DBD-1 and DBD-2 downtown zones. The borough adopted the Downtown Pompton Lakes Redevelopment Plan in 2009 and established the DRA-1 and DRA-2 downtown redevelopment area zones. The Pompton Lakes Redevelopment Agency was subsequently established in 2015. In Pompton Lakes, the Redevelopment Agency is the primary interface with potential developers rather than the planning board, and redevelopment plans are typically developed with a particular developer in mind.</p> <p>The borough should consider revisiting some elements of the 2006 Vision Plan for Pompton Lakes (downtown revitalization) to update, prioritize, and adopt a comprehensive vision for future redevelopment in the downtown area, with the inclusion of underdeveloped areas of the DBD-2 district—particularly by</p>

	<p>integrating things like plazas of sufficient size and type, outdoor dining, wayfinding, and parking lot design. Specific implementation of elements in the pedestrian realm are critical to fostering a vibrant downtown and could be pursued in collaboration with the Pompton Lakes BID and integrated into the capital improvement budget. Aside from sidewalks, crosswalks, street furniture, and the like, other important pedestrian factors relevant particularly to Pompton Lakes include having connectors from a diverse range of neighboring residential housing types to the downtown area and enhancement of the riverfront as open space.</p> <p>Areas designated for redevelopment in the downtown area should encompass design and development standards that are consistent with a compact, pedestrian-oriented mixed-use development pattern and the overall vision for Pompton Lakes' downtown. The borough may want to establish in the zoning code that redevelopment adheres to a minimum open space requirement of 20% and a minimum 75% first-floor commercial component. It is critical that the larger redevelopment projects are appropriately designed because they will disproportionately influence the character of the downtown and can establish a development pattern that is inconsistent with the borough's ultimate land-use vision.</p>
LAND DEVELOPMENT STANDARDS that encourage compact, mixed-use development	
<p>Permitted Uses Permitted uses define the types of land uses allowed as of right within a particular zoning district.</p> <p> <i>Looking for:</i> A mix of uses within the commercial centers—retail, services, entertainment, residential—that promotes walking and encourages visitor activity</p>	<p>This assessment evaluates the zoning in the Downtown Business Districts (DBD-1 & DBD-2) and Downtown Redevelopment Areas (DRA-1 & DRA-2). The DBD-1 and DRA-1 districts are designated as the core of the borough's downtown area, while the DBD-2 and DRA-2 districts are situated north of the rail line and designated to have "building heights [that] are slightly lower and a wider variety of both local and regional shopping opportunities."</p> <p>The four zones that encompass the borough's downtown area permit a mix of uses, confining residential uses to upper floors, although for the designated redevelopment areas, residential can be mixed in—there is no specification for first floor use within the redevelopment area zones aside from certain lots, which have modified zoning regulations to allow buildings consisting of only residential use. The downtown area is immediately adjacent to and within walkable distance from residential districts.</p> <p>The core downtown encompasses the properties on either side of Wanaque Avenue running for approximately four blocks from the rail line south to Pompton Avenue and centrally located in the town. Along with the previously described residential allowance, principal uses permitted within the DBD-1 district include</p>

	<p>but are not limited to retail sales and services; restaurants, bars, delicatessens, and taverns; movie or stage theaters; museums; art studios; centers or galleries; amusement facilities; banks; fitness or certain sports facilities; personal and business services; and professional services or offices—all with the specification that the retail storefront appearance be maintained to the maximum extent practicable. Drive-throughs are permitted as an accessory use as determined by the Planning Board on a case-by-cases basis. The DBD-2 district permits all DBD-1 uses, as well as shopping centers, garden and building supply establishments, educational or instructional facilities, and drive-through uses as of right. Planned commercial development is also a principal permitted use in the DBD-2 district, and the DBD-1 zoning code outlines requirements for planned commercial developments, although it is not specified as a principal permitted use in the DBD-1 district. Conditional uses may be granted for school, church, or public utility uses.</p> <p>Permitted uses for properties in the DRA-1 and DRA-2 zones include planned commercial development, mixed-use residential, and special permitted stipulations for certain properties.</p> <p>It is recommended that the borough work to simplify the zoning code and clarify distinctions between the DBD and DRA zone districts and permitted uses. Although the DRA-1 and DRA-2 zones appear to have been established to replace the “preexisting DBD-1 [or DBD-2] zoning district[s],” the code is written as being “modifications” to the central business district zoning regulations, which makes interpretation of zoning requirements in the downtown area less straightforward. The borough should consider combining the DBD-1 and underdeveloped DBD-2 zone by eliminating the DBD-2 district to provide greater opportunity to invest in a vibrant and compact downtown area with less environmental or historic constraints. In addition to the four zoning districts of the downtown area, there are three other commercial districts and a planned development zone within the borough. Consideration should be given to maintaining consistency and connectivity among them, as well as the capacity for each to serve as appropriately scaled town-center destinations to residential areas throughout the borough.</p>
<p>Prohibited Uses Prohibited uses are the types of land uses not allowed within a particular zoning district.</p> <p> <i>Looking for: Prohibition of uses that conflict with goals for a center area or district; in particular, uses that do not support a compact center and/or walkability.</i></p>	<p>Prohibited uses in the DBD-1 zone include drive-throughs (although they are permitted as an accessory use as per Planning Board approval), gas stations, automobile sales or repair, lumber or building material yards, manufacturing, research and development, wholesale or warehouse, storage facilities, and bus or truck depots. The DBD-2 district also prohibits the uses prohibited in the DBD-1 district unless it is a permitted principal or accessory use in the DBD-2 district.</p>

	<p>The zoning code does not indicate any prohibited uses in the DRA-1 or DRA-2 zones.</p> <p>The borough should review the municipal zoning requirements to clarify where drive-through facilities in the DBD and DRA zones are prohibited, and in other districts where appropriate. Prohibiting drive-throughs helps to ensure that pedestrian and vehicular conflicts do not occur, enhances the pedestrian environment considerably, and is appropriate in districts that are specifically intended for pedestrian accessibility.</p>
<p>Building Setbacks Setbacks establish the distance a building is required to be located from the front, side, and/or rear property lines.</p> <p> <i>Looking for:</i> Limited setbacks in commercial centers in order to create greater street activation, encouraging a more active, inclusive, pedestrian-friendly environment</p>	<p>In the borough's core downtown DBD-1 zone, the minimum lot area is 5,000 sq. ft. for principal buildings and 20,000 sq. ft. for planned commercial development (PCD), and the minimum lot width is 50 feet (100 feet for PCD). There is no front yard setback in the DBD-1 zone. The rear yard requirement is 10 feet, with exceptions, and a side yard setback minimum of 10 feet (or a distance as determined appropriate by the Planning Board) is only a requirement where a side yard is provided. There are no setback requirements for a PCD in the DBD-1.</p> <p>The minimum lot size is 10,000 sq. ft. for principal uses in the DBD-2 zone and 20,000 sq. ft. for PCD in that zone. Minimum lot width is 60 feet (100 feet for PCD). Minimum tract area for shopping centers in the district is five acres, with the stipulation that the lot have frontage on Wanaque Avenue. Principal uses require a minimum front setback of five feet, with no maximum specified. The rear yard setback is 35 feet for principal uses, and a side yard setback minimum of six feet is only a requirement where a side yard is provided. There are no setback requirements for a PCD in the DBD-2.</p> <p>It is not clear whether the PCD requirements of the DBD-1 zone pertain to the DRA-1 zone. The zoning code could be simplified and clarified to encourage development interest in the downtown area, acknowledging that developers tend to avoid investments with uncertainties in the approval process. The borough should consider establishing maximum bulk requirements, particularly for the underdeveloped areas of the downtown areas, such as those in the DBD-2 zone, to promote contiguity with the core downtown and a pedestrian-oriented development pattern. The zoning code should deter sprawling development and strip malls in the entire downtown area and can incorporate development standards such as a side yard setback that would provide opportunities for outdoor dining to add vibrancy to the downtown and social distancing in times when that is needed. Setbacks on corner properties that allow for corner plazas at intersections would also enhance the pedestrian environment of the downtown area.</p>

<p>Lot Coverage Lot coverage is that portion of a zoning lot which, when viewed from above, is covered by a building. Greater lot coverage allows for greater density, a key component to a successful mixed-use center.</p> <p> <i>Looking for:</i> Greater allowable lot coverage percentages in center and mixed-use districts</p>	<p>In Pompton Lakes' core DBD-1 zone, the maximum building coverage allowable is 75%, and the maximum impervious surface coverage allowable is 85%. Planned commercial development (PCD) in the district is required to reserve a minimum of 20% coverage for open space, which can include floodplain areas (which are generally precluded from development) and newly created public spaces.</p> <p>The DBD-2 zone regulations allow a maximum building coverage of 65%, with a maximum impervious surface coverage of 85%. The open space requirement for PCD in the DBD-2 zone constitutes a minimum of 25% of coverage.</p> <p>Application of a green roof may increase the maximum allowable impervious surface coverage by 10% in both DBD districts.</p> <p>The borough should consider establishing a minimum designed public space requirement for PCD in the downtown area to create pedestrian spaces as part of development projects. Any new development or redevelopment should incorporate sufficient open space to promote pedestrian activity. The ratio of allowable building coverage to impervious surface coverage in the DBD-2 zone appears to favor automobile mobility and parking and may be counterproductive to goals meant to encourage pedestrian movement in the downtown area. The borough should consider ways to better align or consolidate the DBD-1 and DBD-2 districts in an effort to attract economic investment to the borough, enable better pedestrian mobility and extend design standards of the core downtown to the entire downtown area in anticipation of future growth. This could be accomplished if the DBD-1 and underdeveloped DBD-2 zone were combined by eliminating the DBD-2 district or by revising the development standards of the DBD-2 zone.</p>
<p>Building Height Building height requirements dictate how tall the buildings in a given district can be.</p> <p> <i>Looking for:</i> Minimum building heights that encourage density within the mixed-use center area or district</p>	<p>The maximum allowable height in the DBD-1 zone is three stories or 45 feet for principal buildings; and four stories "and" 55 feet, with a building setback requirement above 45 feet, for planned commercial development (PCD).</p> <p>The DBD-2 zone allows for a building height of two stories and 35 feet for principal uses; and three stories and 45 feet for PCD.</p> <p>Due to the environmental constraints of the flood hazard area on the west side of Wanaque Avenue in the DBD-1 zone, there may be complications in building to the allowable height on properties along the Wanaque River.</p> <p>Given the limitations of current flood zones (and future delineations in the context of a warming climate), the borough should consider focusing higher</p>

	<p>density development in downtown areas well outside of the flood hazard area. The borough should evaluate any properties or downtown commercial districts where allowable building heights could be adjusted to accommodate higher-density compact residential and mixed-use development, such as in the DBD-2 zone, or particularly in relation to development of a bus transit hub in Pompton Lakes. Increased densities in the downtown would contribute to greater long-term vitality in the borough's commercial center. However, an effort to increase residential density must be accompanied by strategies to address parking demand.</p>
<p>Design Standards Design standards can be used to preserve and enhance the unique visual qualities in a district, reinforcing goals such as establishing a pedestrian-friendly streetscape.</p> <p> <i>Looking for:</i> Specific design standards for buildings, infrastructure, and landscaping that promote a vibrant, walkable mixed-use center environment</p>	<p>Pompton Lakes' code describes design guidelines and standards applicable to the borough's six commercial districts. The code stipulates that "both standards and guidelines shall be interpreted with flexibility." This is to ensure that there is room for creativity in redevelopment and revitalization efforts of the downtown area, while retaining the spirit and intent of the design ordinance. General design criteria statements in the code are present for parking, pedestrian circulation, screening and landscaping, lighting, street furniture, shade trees, walls and fences, sidewalk displays, building style and mass, facades, materials, and signage. It is not clear which stipulations are guidelines and which are standards, with the latter being set forth as specific requirements and the former being only indicative in the code. Additional general design standards are applicable to planned commercial development and pertain mainly to community design and pedestrian systems.</p> <p>Along Wanaque Avenue, the design code indicates that the sidewalk shall be in conformance with the "Downtown Wanaque Avenue Streetscape Improvement Plan" and specifications, although it is not clear where that plan can be accessed. No particular architectural style is preferred and a mixing of contemporary with traditional styles is encouraged among buildings (but not for any individual building), and the resulting discontinuity of facade is expected to be offset by continuity in massing, wall line, and horizontal elements.</p> <p>There are also a set of design standards applicable to the Business Improvement District (BID) in the code, with design elements of all new or improvement work being under the review and decision of the borough's zoning and building officials. The BID established an Architectural Review Board to oversee the standards and assist prospective developers or business owners with design elements of a project. The 2017 Master Plan Reexamination eliminated the general objective to create and codify design standards for the commercial district, ostensibly to attract a greater range of redevelopment projects to the downtown.</p>

The uncertainty of design requirements in seeking development approval may deter development interest in the commercial districts. Although there is great value in fostering creativity in design to create an engaging and interesting downtown, the lack of clear design standards may lead to a nonhomogeneous appearance and distract from the overall aesthetic and place-based significance of the downtown. From the perspective of a developer or business owner, the various design standards and guidelines may seem daunting or difficult to interpret; and the prospect of relying on approval from a land-use board to interpret design standards adds time and uncertainty to potential projects. The borough should ensure consistency and alignment among various efforts to revitalize the downtown by retaining the services of a single planner or group of experts for the municipal decisions and policy formulations and may also want to consider developing a more formal set of standards in a form-based code. (See General Recommendation 1: Consider Form-Based Codes.) In addition to delineating design standards in the municipal code, the borough could provide further specificity with guidelines and graphics for streetscape, architectural elements, and signage standards compiled in a Pattern Book, as was recommended in the 2017 Master Plan Reexamination. This could form the basis for developing a form-based code by demonstrating the intended visual image and style for the borough's downtown.



Pompton Lakes historic train station (Google Maps)

General Recommendation 1: Consider Form-Based Codes

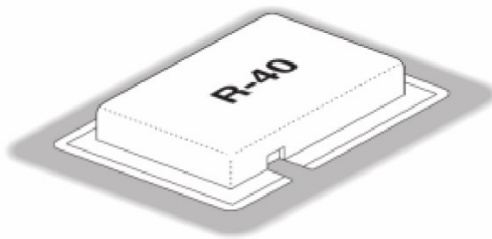
The [Form-Based Codes Institute](https://formbasedcodes.org/) defines a form-based code as “a land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. A form-based code is a regulation, not a mere guideline, adopted into city, town, or county law. A form-based code offers a powerful alternative to conventional zoning regulation.” Such codes consider the relationships between buildings and the street, pedestrians and vehicles, public and private spaces, and the size and types of streets and blocks. A form-based code also establishes rules for parking locations and limits, building frontages and entrance location(s), elevations, streetscapes, window transparency and block patterns (i.e., no oversized “super blocks”). Since form-based code can be customized, the code for one area might be focused on preserving and enhancing the character of the neighborhood while the goal elsewhere might be to foster dramatic change and improvements. Often, a community’s form-based code can accomplish both with a more tailored approach to community character than conventional zoning (see: [AARP Livability Fact Sheets](#)).

Form-based codes are regulatory, not advisory. They are drafted to implement a community plan. The five main elements of a form-based code are:

1. **Regulating Plan:** a plan or map of the regulated area designating the locations where different building form standards apply.
2. **Public Standards:** specify elements in the public realm: sidewalk, travel lanes, on-street parking, street trees and furniture, etc.
3. **Building Standards:** regulations controlling the features, configurations, and functions of buildings that define and shape the public realm.
4. **Administration:** a clearly defined and streamlined application and project review process.
5. **Definitions:** a glossary to ensure the precise use of technical terms.

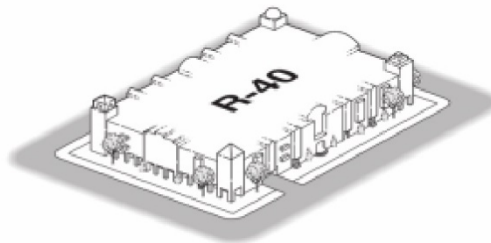
Conventional Zoning

Density use, FAR (floor area ratio), setbacks, parking requirements, maximum building heights specified



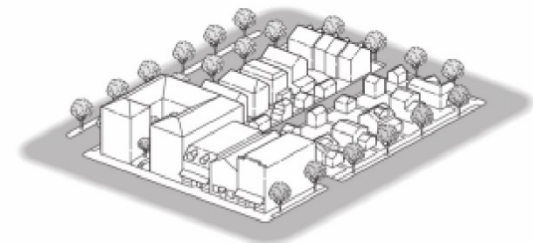
Zoning Design Guidelines

Conventional zoning requirements, plus frequency of openings and surface articulation specified



Form-Based Codes

Street and building types (or mix of types), build-to lines, number of floors, and percentage of built site frontage specified



Source: <https://formbasedcodes.org/definition/>



II. Housing

Does Pompton Lakes have a supply of housing that is both affordable to older people and consistent with their needs? Does it have the necessary policies, plans, and programs in place that will provide a range of housing options into the future?

HOUSING AFFORDABILITY PROFILE

<p>Cost Burden</p> <p>A household is considered housing cost-burdened if it spends more than 30% of its gross income on housing. This report uses this measure over other indicators of affordability because the Census Bureau compiles statistics on the actual number of households that are experiencing this condition, whereas many other metrics rely on inferences from summary statistics.</p>	<p>Percent of all households that are cost-burdened (2017 5-year ACS):</p> <ul style="list-style-type: none"> ■ Pompton Lakes: 42.3% ■ Statewide: 40.7% <p>Percent of homeowner households that are cost-burdened:</p> <ul style="list-style-type: none"> ■ Pompton Lakes: 43.6% ■ Statewide: 34.3% <p>Percent of households headed by someone 65+ that are cost-burdened:</p> <ul style="list-style-type: none"> ■ Pompton Lakes: 54.7% ■ Statewide: 46.1% <p>Pompton Lakes generally has higher rates of housing cost burden than the state, especially when looking only at homeowner households, or looking only at households headed by someone 65 or older. For these reasons, Pompton Lakes should consider strategies to expand housing options.</p>
<p>Median Household Income</p> <p>Median household income gives an idea of the purchasing power of the “typical” household in an area. Places with lower household incomes will tend to have higher rates of housing cost burden, all other things being equal, because lower-income households have a harder time paying for most things, including housing.</p>	<p>Median Household Income (2017 5-year ACS):</p> <ul style="list-style-type: none"> ■ Pompton Lakes: \$92,952 ■ Statewide: \$76,475 <p>Pompton Lakes is typical of the northern section of Passaic County, where incomes tend to be higher than elsewhere in the state.</p>
<p>Average Residential Value</p> <p>The average value of owner-occupied housing units in a jurisdiction gives an idea of how expensive it would be for a current non-resident to buy a home in that place.</p>	<p>Average Residential Value (2017):</p> <ul style="list-style-type: none"> ■ Pompton Lakes: \$274,008 ■ Statewide: \$367,049 <p>The average home value in Pompton Lakes is among the lower values in Passaic County and is notably less than the average value for the whole state. Home values are also lower relative to incomes. Statewide, the median household needs close to five years’ worth of income (4.80) to purchase the average-priced home, whereas the median-income household in Pompton Lakes needs less than three years’ income (2.95) to purchase the average-priced local home. Because of Pompton</p>

		Lakes' lower average home value, a household earning the statewide median household income would need only about three and a half years' worth of income (3.58) to purchase the average-priced home in Pompton Lakes, making the borough a relative bargain for households seeking to move in from elsewhere. This suggests that the higher housing cost burden experienced in Pompton Lakes is related to high property tax rates.
Type Housing type refers to the configuration of a unit, typically ranging from single-family detached homes to multi-family buildings to mobile homes. The presence of a range of housing types helps promote affordability and attracts a wider range of family types, from singles to families to older adults.	Pompton Lakes: <ul style="list-style-type: none"> ■ SF Detached: 62.3% ■ SF Attached: 9.1% ■ Duplex: 10.3% ■ Multi-Family: 18.3% ■ Other: 0.0% 	New Jersey: <ul style="list-style-type: none"> ■ SF Detached: 53.6% ■ SF Attached: 9.5% ■ Duplex: 9.4% ■ Multi-Family: 26.5% ■ Other: 1.0%
	The borough's housing stock is less diverse than that of the state as a whole, with a higher percentage of single-family detached units (which make up a majority of units both locally and statewide) and a lower share of apartments (units in multi-family structures). The borough has a slightly lower share of rowhouses and townhouses ("single-family attached") than the rest of the state and a slightly higher share of duplexes.	
Size A range of sizes, as measured by the number of rooms in a dwelling, is another indicator of affordability and aging-friendliness. For older adults, fewer rooms can be less expensive to own/rent and easier to maintain. (Units with fewer than 4 rooms are more likely to be apartments rather than single homes; the importance of this distinction is covered in the "Type" section above.)	Pompton Lakes: <ul style="list-style-type: none"> ● 4 to 6 Rooms: 48.8% ● 7 to 8 Rooms: 31.6% ● 9+ Rooms: 10.9% ● Median # Rooms: 6.1 	New Jersey: <ul style="list-style-type: none"> ■ 4 to 6 Rooms: 48.4% ■ 7 to 8 Rooms: 22.8% ■ 9+ Rooms: 14.2% ■ Median # Rooms: 5.7
	The borough's housing stock is slightly more skewed toward large units than the statewide distribution (as per the 2017 five-year ACS), with a similar percentage of four to six room houses, a larger percentage of seven and eight room houses, but a somewhat lower share of the largest homes, those with nine or more rooms. The kinds of smaller units that are likely to meet the needs of older adults are thus somewhat less available in Pompton Lakes than is true statewide.	
Tenure Tenure refers to the conditions under which land or buildings are held or occupied. For this analysis, the distinction is between owners and renters.	Pompton Lakes: <ul style="list-style-type: none"> ● 76.4% owner ● 23.6% renter 	New Jersey: <ul style="list-style-type: none"> ■ 64.1% owner ■ 35.9% renter
	The borough has a lower share of renters than is true for the state. Fewer than one in four households are renters in Pompton Lakes, compared to more than one in three statewide. Almost universally throughout the state, renter households are more likely to be cost-burdened than households that own their homes. This has long been associated with a statewide shortage of rental housing, especially multi-family housing. But homeownership can also be a trap in a down market when older people are forced to remain in larger homes they own so they don't sacrifice equity they've accumulated. In addition, as housing costs rise, households may want to sell their homes and rent smaller, less costly dwellings. An insufficient supply of rental units may preclude this option.	

LAND DEVELOPMENT STANDARDS and REGULATIONS that support a mix of housing options

Permitted Housing Types

Permitted housing types are the types of housing allowed as of right within the various zoning districts. Having a range of types helps promote affordability and also provides access to more options to attract different types of residents, from singles to families to older adults.



Looking for: Allowance for a range of housing types, from single-family detached to multi-family, with more density in the mixed-use walkable portions of town



Pompton Lakes' zoning supports a wide range of housing options, including single-family detached, single-family attached, two-family, rowhomes, townhouses, and multi-family dwellings.



The breakdown of residential units by type indicates that the Pompton Lakes' on-the-ground housing stock mix is diverse. However, there are fewer larger apartment buildings with five or more units (13.5% vs. 20.1%) and a higher proportion of single-family detached units (62.3% vs. 53.6%) relative to the state.


There are residential districts in the borough and several other districts where mixed residential and commercial development is permitted. The majority of the borough is zoned for single-family detached housing in the R-1, R-3, and R-4 zones. These zones comprise most of the area south of the Paterson Hamburg Turnpike and west of the Hamburg Turnpike; west of the Wanaque River adjacent to the downtown and south of the rail line; the west side of Twin Lake in the northwest corner of town; and the land east of the downtown between Pompton Lake, the rail line, and Hamburg Turnpike. The pockets where other housing types are permitted (in the R-5, R-6, R-9, and affordable housing R-7, R-8, and R-10 zones) are situated along the business corridors of Paterson Hamburg Turnpike and Hamburg Turnpike; along the northern side of portions of the rail line; surrounding the DBD-2 zone; and in two small areas in the northwestern and northeastern corners of the borough.

Throughout much of the borough, there is a mix of housing designs, predominantly modest single-family detached on small lots. The DuPont Village section of town has a unique development character with no front yards and a mix of duplexes and single-family homes.

The very high percentage of 65+ households that are cost-burdened (55%) suggests the need for more affordable, smaller dwelling units, and alternative living arrangements throughout the borough. Although there are a variety of housing types permitted in the borough, where they are permitted is very limited and specific among the numerous zoning districts. Pompton Lakes could consider permitting other housing types in the single-family detached zones, with conditions to ensure design is compatible with the neighborhood character. Properly designed two-, three-, and four-unit housing can diversify and increase housing stock and promote mixed-income neighborhoods, making the town more affordable for older residents and younger professionals. Consider ways to expand “[missing middle](#)” housing throughout the borough. Also see “Accessory Apartments” in this section. This study did not determine whether older residents tend to rent or own their homes, or whether the town has an overall higher rate of renters than owners due to choice or

	<p>limited housing options. The borough should consider conducting a survey of its older residents to assess their housing needs. AARP has created a Livable Communities Questionnaire available in both English and Spanish, which is a great starting point from which to develop a more tailored survey to evaluate the types of housing older residents are seeking or willing to support.</p>
<p>Subdivision Standards Subdivision standards provide rules, regulations, and standards to guide land subdivision. Large minimum lot sizes discourage a mix of uses and contribute to sprawling land use patterns. Requiring large minimum lot sizes effectively prevents a mix of housing types and affordability levels within neighborhoods, which can prevent residents from remaining in their neighborhoods as their needs and circumstances change. Large minimum frontage requirements contribute to sprawl.</p> <p> <i>Looking for:</i> Subdivision regulations that permit compact development, allow for a mix of lot sizes</p>	<p>Pompton Lakes' subdivision regulations are typical of many suburban communities throughout New Jersey. The borough's area and bulk regulations do establish relatively smaller minimum residential lots size minimums, and the community's residential neighborhoods are compact and generally walkable.</p> <p>To allow for development of smaller/more affordable residential units in the R-4 zone, the borough should consider conducting an evaluation of existing zoning and area, yard and bulk requirements to identify changes that would allow for more diverse housing (i.e. duplexes, triplexes or quad units), while maintaining community design standards through adopted design criteria for residential development. This should be done with consideration of restricting development in present and future flood areas. A goal listed in the borough's 2017 Master Plan Reexamination is the revision of residential zoning and development regulations "to control the bulk of new homes and additions to reflect housing and lot dimensions of existing neighborhoods." The borough should ensure that this effort does not conflict with the goal of diversifying housing types in the community to provide more housing options for older residents.</p> <p>In response to its evolving demographics and the projected needs of its growing older population, Pompton Lakes could consider exploring limited incentives, such as density bonuses, increased building height limits, or of-right zoning controls that would further expand the current number of single-family attached units, townhomes, duplexes, and/or multi-family units. Such units would be better suited to the needs and finances of older residents seeking to downsize (as well as of younger first-time home buyers).</p>
<p>Inclusionary Housing Requirements These policies typically require a fixed percentage of affordable housing to be included as part of new residential development. This promotes ongoing social and economic integration.</p> <p> <i>Looking for:</i> Inclusionary housing requirement</p>	<p>The borough has identified a number of affordability mechanisms to address the present and future needs to meet affordable housing obligations, including a rehabilitation program; alternative living arrangement facilities; and inclusionary zones—including in the downtown redevelopment zones (DRA-1 & DRA-2). In addition to meeting affordable housing obligations, the high proportion of older residents who are housing cost-burdened, along with the relatively high rents in the borough, suggests that there is a need in the borough for housing that can meet the needs of older residents of modest means, yet who may not meet the income eligibility to qualify for fair share affordable housing.</p>

	<p>Pompton Lakes has an inclusionary zoning ordinance that requires a mandatory 10% set-aside of fair share affordable units in the DRA zones, and, for all other residential development of five units or more, a 15% set-aside for rental units and a 20% for sale units.</p> <p>The borough should consider strategies, outlined in this section, that expand housing choice and affordability. These objectives can be achieved while protecting local housing supply and neighborhood character. The borough could also consider eliminating or reducing requirements for non-residential and residential development fees within the downtown area as an incentive to encourage development that includes a residential component that will help diversify housing in the borough.</p>
<p>Universal Design Universal design is the concept of designing all products and the built environment to be aesthetic and usable to the greatest extent possible by everyone, regardless of their age, ability, or status in life. Universal design provides even surfaces, passages wide enough for wheelchairs, and appropriately designed bathrooms and kitchens, particularly for older adults.</p> <p> <i>Looking for: Universal design policy or program</i></p>	<p>Pompton Lakes does not have a universal design standard or policy. Although the concept is gradually becoming more widely understood, it has yet to be adopted formally by many communities.</p> <p>Pompton Lakes should consider adopting a universal design approach for all new and renovated residential development in the borough.</p>
<p>Accessory Apartments An accessory apartment, also called an accessory dwelling unit or in-law suite, is a separate independent dwelling unit installed as part of a single-family home property. The accessory unit is a full, self-contained dwelling unit (i.e., it includes a kitchen), has a separate outside entrance, and is typically smaller than the “primary” part of the home. Accessory apartments can be attached to the main home, above a garage, or stand-alone as an independent structure. For older residents, they may provide a means of acquiring income or assistance with home maintenance or daily tasks. They can also increase the availability of smaller, more affordable units in a community; or allow for people to move in with relatives as they age.</p> <p> <i>Looking for: Accessory apartments as a permitted use.</i></p>	<p>Pompton Lakes does not currently permit accessory apartments other than as part of its 2019 Fair Share Housing Plan. Accessory apartments are permitted as a conditional use in all single-family detached residential zone districts, subject to conditions that include a resident of the property being aged 55 or over and a resident of the property meeting the fair share affordable housing income eligibility and requirements. The minimum size of the accessory unit must be at least 450 square feet.</p> <p>Pompton Lakes should consider allowing accessory apartments by right in the R-4 zone, or remove the income and age eligibility requirements in the borough’s code, subject to conditions that limit the impact such units might have on the surrounding neighborhood. Conditions might include: a limit of one accessory apartment per lot; a requirement that the principal dwelling or accessory apartment unit be owner-occupied; a minimum lot size; a limit on the size of the accessory apartment to no more than a percentage (ex. 30%) of the gross floor area of the house; and/or restricting new entrances to the side or rear of the home. There are a variety of design considerations that can be applied to accessory dwelling units to ensure that they fit the character of the neighborhood.</p>

	<p>The borough may also want to consider removing the minimum square footage requirement to allow for “tiny homes,” which are a type of accessory dwelling unit that is generally less than 400 square feet in size.</p>
<p>Home Sharing</p> <p>Home sharing offers another alternative housing choice option. According to the National Shared Housing Resource Center, homeowners participating in a home sharing program offer “accommodation to a home sharer in exchange for an agreed level of support in the form of financial exchange, assistance with household tasks, or both.”</p> <p>The community is also a beneficiary of home sharing. Shared living makes efficient use of existing housing stock, helps preserve the fabric of the neighborhood and, in certain cases, helps to lessen the need for costly chore/care services and long-term institutional care.</p> <p>A home sharer might be an older resident, a person with disabilities, a working professional, someone at-risk of homelessness, a single parent, or simply a person wishing to share his or her life and home with others. For these people, shared housing offers companionship, affordability, mutual support, and much more.</p> <p>Home sharing can offer a more secure alternative to other roommate options. Many programs have staff who are trained to screen each program applicant carefully through interviewing, background checking, and personal references.</p> <p> <i>Looking for:</i> Housing options that could simultaneously reduce cost burdens and isolation and facilitate aging in place.</p>	<p>In Pompton Lakes, housing alternatives for older residents are in short supply. The only age-restricted facility in the borough is a HUD supported 99-unit housing building for ages 62+ on Hunter Place, which is just north of the DBD-2 zone and the existing shopping center.</p> <p>With more than 25% of its population being aged 55 or older and exhibiting a higher poverty rate for residents over aged 65 compared to the general population in the borough and in the state, there is a need to evaluate housing strategies that are affordable enough for older residents to remain living in the borough. Twenty-eight percent of Pompton Lakes residents who are 65 and older live alone, and isolation can contribute to myriad health risks. In addition, more than 54% of Pompton Lakes’ households aged 65 and older are housing cost-burdened. These conditions are likely to become more severe because the number of people 65 and older has grown considerably, and this trend is projected to continue into the future.</p> <p>The borough code does not address home sharing directly. Rental properties are required to obtain a permit at the start of the calendar year for a fee of \$50 for the first dwelling unit, and there are occupancy limitations per square footage imposed to avoid overcrowding. Instituting a home sharing program is a way to maintain safety measures and oversight parameters for an activity that may already be occurring in the municipality.</p> <p>The forgoing factors suggest that Pompton Lakes should consider allowing and supporting home sharing as an innovative strategy to provide an option, particularly for older residents, enabling them to either secure housing that is affordable or to earn supplemental income to support their expenses of home ownership. The latter would additionally support any efforts to provide affordable housing to people of all ages and to increasing economic activity in the borough. A potential model on which to base a program, Homesharing, Inc., is a non-profit agency that provides services and assists to match people seeking and offering home sharing in Somerset, Hunterdon, Middlesex, Morris, and Union Counties and in the Montclair area.</p>



III. Transportation

Does Pompton Lakes have the transportation infrastructure, policies, and plans in place to address the transportation needs of older residents by encouraging multi-modal options and walkability?

WALKABILITY

Street Network Density

New Jersey Future has developed municipal-level metrics to characterize compactness and walkability. One of those measures is street network density (SND), which is measured by route-miles of local road per square mile. A high SND signifies a well-connected, grid-like street network. Such networks ensure that physical proximity actually translates into ease of access—by providing multiple linkages among properties and neighborhoods so that local traffic isn’t forced onto a few “main” roads for every local trip. These linkages are important to pedestrians as well as drivers since pedestrians cannot generally cross private property or leap fences or streams and thus, in most places, are constrained to walking along the street.

New Jersey Future’s [Creating Places to Age](#) report identifies six categories of street network density. The categories are:


- **Very high:** 20 or more route-miles of local road per square mile
- **High:** at least 15 but fewer than 20 route-miles of road per square mile
- **Good:** at least 10 but fewer than 15 route-miles of road per square mile
- **Medium:** at least 5 but fewer than 10 route-miles of road per square mile
- **Low:** at least 2 but fewer than 5 route-miles of road per square mile
- **Very low:** fewer than 2 route-miles of road per square mile


Pompton Lakes’ street network density is 11.2 local road route-miles per square mile, putting it in the “good” category. The borough’s SND value is about 15% greater than the median street network density over all 565 municipalities in the state, which is 9.75.

The borough took the initiative to develop the [Complete Streets Policy and Implementation Plan](#) for Pompton Lakes that identifies opportunities and deficiencies along the borough’s roadways and includes an action plan to implement recommended improvements.

Pompton Lakes should consider using its street network density classification to help market the town as a pedestrian-oriented, mixed-use center, particularly as it invests in “downtown” or “main street” destinations and implementation of the borough’s Complete Streets Policy and Implementation Plan. Expenditures to improve walkability and connectivity could be included in the borough’s capital improvement plan and phased in over time so that the investments are manageable. To track progress over time, the borough could post a map at the municipal building and on its web site of all proposed improvements. To celebrate its accomplishments and inform its residents, each year the map could be annotated to identify completed projects and those slated for the upcoming budget year.

The borough’s complete streets policy aims to develop a cohesive bicycle and pedestrian improvement plan for sustainable transportation and create an



	<p>interconnected network throughout the town and connected to transit. Consideration should also be given to incorporating green infrastructure, as described in the updated NJDOT Model Complete Streets Policy and Guide. (See section IV of this report.) The borough should update its complete streets policy to include green streets. (See General Recommendation 2: Consider Complete and Green Streets.)</p>
<p>Sidewalks Sidewalks provide many benefits, including pedestrian safety and mobility, and they encourage healthier lifestyles.</p> <p> <i>Looking for:</i> 1) The presence of sidewalks that connect people with area destinations, particularly transit; 2) development regulations that require installation of sidewalks along the frontage of all public streets; 3) sidewalks that accommodate those with disabilities</p>	<p>In 2017, Pompton Lakes applied to the New Jersey Department of Transportation Pedestrian and Bicycle Safety Program to create a complete streets implementation plan and subsequently launched a Pedestrian and Bicycle Improvement Project with support from the program. The borough's program included a crowdsourcing effort to map walking and bicycling safety and accessibility issues and a public engagement process of soliciting ideas for improvements. The Complete Streets Policy and Implementation Plan was completed for the borough in January 2019. The plan indicates that over 74% of survey respondents have concerns about missing or insufficient sidewalk. This was greater than concerns about speeding and aggressive driving (66%), having enough space for bicyclists (55%), or insufficient crosswalks or lighting (approximately 30%). The plan lists installation of sidewalks where they are missing as a top recommendation for improvements "prioritized to create a safe, happy and healthy community." Sidewalks were assessed in nine priority corridors of the borough, with the conclusion that sidewalks are largely present and in good condition throughout the priority areas, although sections with sidewalks missing or in poor condition were identified in certain sections, including along Ringwood Avenue in the DBD-2 zone of the downtown area.</p> <p>General ordinance specifications for sidewalk construction in the borough require sidewalks be at least four feet. Design standards for the commercial district indicate that sidewalks along Wanaque Avenue adhere to the "Downtown Wanaque Avenue Streetscape Improvement Plan" and specifications, and that sidewalks along Paterson Hamburg Turnpike and Cannonball Road be a minimum of five feet.</p> <p>Pompton Lakes should consider establishing design standards and basic minimums for installation and widths of sidewalks, which would be consistent with an updated complete and green streets policy. To undertake the pedestrian improvements recommendations in its 2019 Complete Streets Policy and Implementation Plan, the borough should incorporate a phased sidewalk improvement program in its capital improvement program. To help control flooding and improve stormwater management, the borough should also consider expanding its complete streets implementation strategies to incorporate green infrastructure techniques.</p>


	<p>See the NJDOT Model Complete Streets Policy and Guide as a resource for updating the borough policy. To help control flooding and improve stormwater management, the borough should be proactive in incorporating green infrastructure techniques into any implemented complete streets strategies.</p>
<p>Crosswalks Crosswalks at intersections provide a way to make drivers more aware of and deferential to pedestrians. They should also accommodate people with disabilities easily.</p> <p> <i>Looking for:</i> 1) Highly visible crosswalks; 2) light timing that favors pedestrians of various abilities, including timed pedestrian signals; and 3) safe spaces in the median of larger crossings</p>	<p>Pompton Lakes' land development regulations and subdivision standards appear to be silent on requirements for crosswalks. The borough's Complete Streets Policy and Implementation Plan recommends raised crosswalks be implemented at Wanaque Avenue between Colfax Avenue and Babcock Place, and at Lincoln Avenue at Lincoln Elementary School; and that several raised intersections be installed downtown along Wanaque Avenue, incorporating curb extensions, curb ramps, crosswalks, and street trees. Traffic calming improvements were recommended largely along Ramapo Avenue, although the aging-friendly project committee for this report identified the transition area from the DBD-2 to the DBD-1 district to be an area with high speed traffic traveling south on Wanaque Avenue or vehicles abruptly increasing speed heading north. (See Figure 3. Expansive Wanaque Avenue downtown intersection.) There are limited crosswalks, with none crossing Wanaque Avenue at this location. The orientation of the intersection is not squared, with driveways and roadways immediately on either side of the rail tracks; and the crossing distance is quite large—making for an expansive intersection and dangerous pedestrian area. This is of particular concern in that the senior housing complex is located just to the north, and the intersection provides the gateway from the senior housing facility and grocery store to the downtown. Just to the north of that location, at the intersection of Wanaque Avenue with Ringwood Avenue, the Complete Streets Policy and Implementation Plan notes the highest frequency of pedestrian crashes in the borough. A number of improvements are recommended at that intersection in the plan.</p> <p>Pompton Lakes should consider establishing basic standards for crosswalks that are consistent with an updated complete and green streets policy, and incorporate these standards in its subdivision and site plan requirements. As noted previously, the 2017 Master Plan Reexamination report recommended the borough compile design standards in a pattern book. Formal design standards can include specifications for curb extensions and crosswalk design. The borough should also include regular crosswalk improvement projects in its capital improvement program planning. At particularly problematic intersections, the borough should consider employing pop-up traffic calming techniques, such as temporary curb bump-outs, crossing islands, narrowed travel lanes, signage and road markings, speed tables, roundabouts and other traffic calming practices. This would be a low-cost way to test which traffic-calming methods are most effective.</p>

Because only 9% of survey respondents (16 individuals) in the research conducted to develop the Complete Streets Policy and Implementation Plan were age 65 or older, the borough may want to consider conducting a pedestrian and bicycle survey, with targeted outreach to solicit input from its older residents. Pedestrian crossing improvements and traffic calming measures should be prioritized along pedestrian routes to community facilities and throughout the central business district.

Figure 3. Expansive Wanaque Avenue downtown intersection (Google Maps)



PARKING	
<p>On-street Parking On-street parking provides protection for pedestrians and noise disturbance buffers for activities such as outdoor dining on sidewalks, as well as convenient access to destinations.</p> <p> <i>Looking for:</i> Ample on-street parking in the central business district</p>	<p>Pompton Lakes has metered on-street parking on all or portions of Cannonball Road, Colfax Avenue, Lakeside Avenue, Lenox Avenue, Station Plaza, and Wanaque Avenue.</p> <p>The borough could establish a development principle that calls for maintaining the current wide-spread availability of on-street parking throughout the downtown area, and to provide parking for new development in the redevelopment areas as development within these districts may be proposed over time.</p>
<p>Parking Requirements Parking requirements dictate the amount of parking that must be provided with new development. In center areas, too much parking can have a negative impact on walkability, and requiring it can be a deterrent for mixed-use development since it is a cost without a return on investment. Requirements should also take into consideration available transit options, both bus and rail, which might allow for a reduction (or elimination) of parking requirements.</p> <p> <i>Looking for:</i> Techniques such as lowered parking minimums, on-street parking, off-site parking, fee-in-lieu of parking and shared parking provisions in center areas</p>	<p>Minimum parking requirements for non-residential uses permitted in the downtown area zones are not articulated in Pompton Lakes' municipal code.</p> <p>Participants in the project committee meeting conducted in February 2020 indicated that trips by older residents to downtown Wanaque Avenue have declined due to increased difficulty finding street parking adjacent to their destinations. A parking lot with mixed ownership exists in the rear of businesses on the west side of Wanaque Avenue, but, it is necessary to climb stairs to access the ground floor of businesses and the street level of Wanaque Avenue from that parking area, which deters older residents from parking there.</p> <p>The municipal parking lot, with 200 parking spaces, is located behind the municipal building to the east of Wanaque Avenue. The lot is conveniently located, but it is not the preferred parking location, partly due to it being within a land depression. It is described as a “pond hole” and was actually previously a pond. (See Figure 4. Municipal “pond hole” parking lot.) Older residents have difficulty walking up the hill out of the lot. There is also a small lot behind the municipal building where older residents prefer to park when accessing the civic center, but it has only a few spots, is usually full, and has only one double wide spot for wheelchair access. The borough is attempting to address the parking concerns through shared parking agreements and a plan to redevelop the existing downtown parking lot (the pond hole) so that it is on level ground and will potentially add another level of parking. Members of the project committee also expressed concern that the distance may be too far for older residents to walk from the public parking lot; however, parking on side streets is permitted, which would decrease the walking distance to a destination but not eliminate it.</p> <p>An appropriate first step to parking management would be for the borough to conduct a parking inventory and usage estimates. An aerial snapshot shows the considerable amount of downtown area consumed by surface parking lots. (See Figure 5. Surface parking in downtown Pompton Lakes.) The borough could consider establishing a parking authority to plan for and manage parking in the</p>

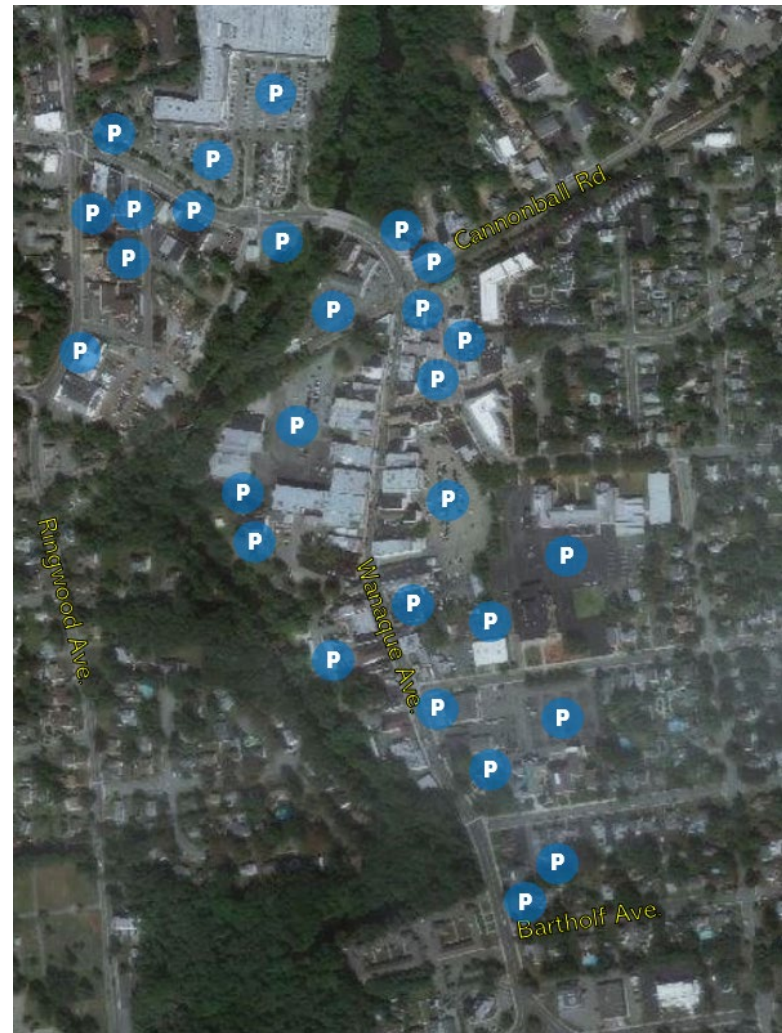
	<p>commercial districts and redevelopment areas. To limit impervious surfaces and promote compact pedestrian-oriented development, and in addition to its structured parking approach, the borough could consider alternative parking strategies such as reduced parking ratios, promoting shared parking (such as with the elementary school, high school or St. Mary's Church), improved wayfinding signage that directs patrons to underused lots or spaces, allowance or incentives for off-site parking to count toward parking requirements (incentives include contribution to an off-street parking trust fund), and efforts to promote transit-oriented development relying on bus transit that requires less parking for resident commuters or visiting patrons/employees. The borough may need to provide better signage and marketing of parking options to counteract the expectation for door-to-door parking convenience. The borough may want to explore the possibility of utilizing the high school parking lot outside of school hours or in some type of agreement to permit senior parking. It is a relatively large lot used by school employees and students even though the town is compact enough for many students to generally walk or bike to school.</p> <p>Potential means of promoting a walking culture are an existing walking club in town and that the mayor is enhancing a "wellness campaign." Walking as part of daily activities can be a mechanism to promote physical activity in older residents, and the goal of an aging-friendly community is not necessarily to eliminate entirely the necessity to traverse to and from destinations by walking or biking.</p>
<p>Parking Design Parking lot design is critical to walkability in a downtown or center area. Parking areas should be designed to get people—in addition to cars—in and out safely and should be made aesthetically appealing. They should also employ green infrastructure to mitigate stormwater runoff.</p> <p> <i>Looking for:</i> Surface parking in rear of buildings, ingress and egress from side streets/alleys where possible, landscaping, pedestrian walkways and connections, structures designed with active first floor and compatible with adjacent buildings and architecture</p>	<p>Pompton Lakes' regulations do include limited provisions for parking lot and driveway design and landscaping, but the requirements are silent on green infrastructure and stormwater management.</p> <p>The borough should consider incorporating green infrastructure strategies in municipal surface parking lot design, which can yield numerous benefits including: improved pedestrian environments, added green spaces, reduced heat-island impacts, and significantly reduced off-site stormwater flows. Many green infrastructure techniques can be integrated seamlessly into parking lot design, including permeable paving, bioswales, and rain gardens. The New Jersey Developers Green Infrastructure Guide demonstrates green infrastructure strategies to implement stormwater best management practices into development, including parking lots.</p> <p>Front off-street parking should be minimized in the downtown area to promote a pedestrian environment. Parking lot access can be via alleys or side streets to avoid excessive driveways in the DBD-1, DBD-2, DRA-1, and DRA-2 districts.</p>

Consideration should also be given to pedestrian connectors to/from parking areas. Safe and accessible pedestrian pathways include those that are sufficiently lighted, easily navigated by individuals of all mobilities, and clearly marked or delineated.

Figure 4: Municipal “pond hole” parking lot



Figure 5: Surface parking in downtown Pompton Lakes



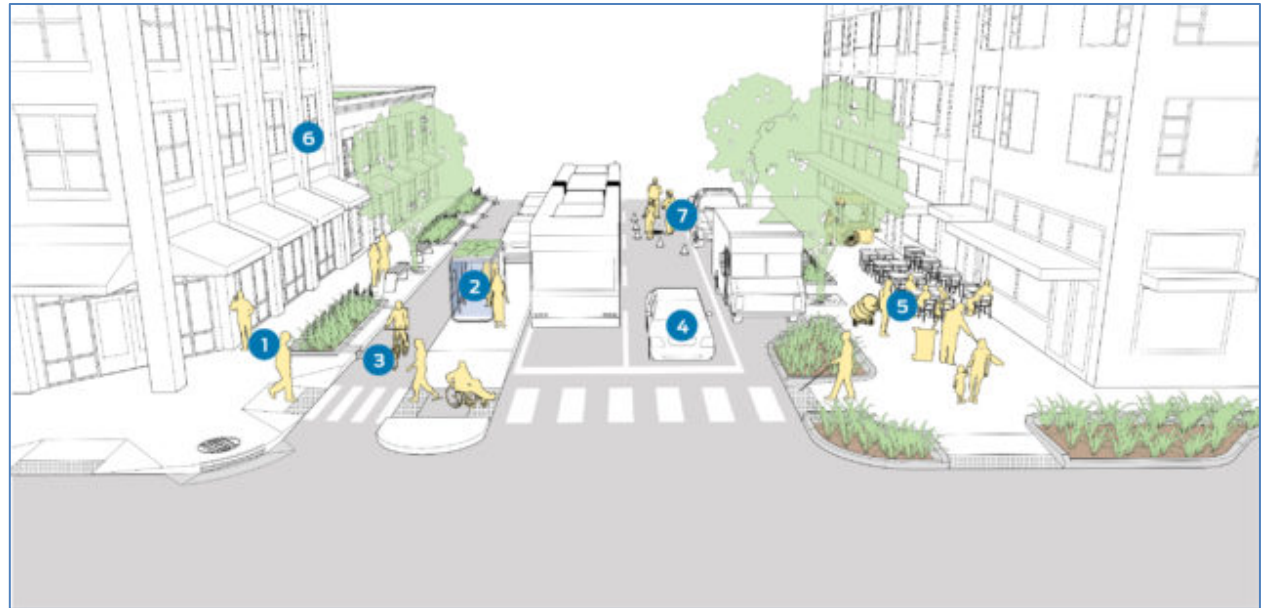
Note: Parking lots identified from visual inspection of aerial only.

General Recommendation 2: Consider Complete and Green Streets

What Are Complete and Green Streets?

People experience “community” as a complex web of interactions among physical features—the homes they live in, the stores they depend upon for goods and services, the streets they drive on, the sidewalks they walk on, and the parks, playgrounds, and public gathering places they frequent. Streets encompass typically over 70% of city-owned public space.⁵ Smart Growth America’s Complete Streets Local Policy Workbook⁶ notes that a Complete Streets system—one that is safe, comfortable, and convenient for people walking, bicycling, riding public transportation, and driving—can play a vital role in animating a community’s social and economic life. Furthermore, a tightly integrated, well-connected street network can promote social interaction, enhance accessibility, encourage aging in place, and enhance community health and safety.

Streets not only serve a vital civic function, they can also contribute to community appearance, improve the pedestrian environment, and expand a community’s inventory of natural resources by integrating Green Street functions into the design. Green Streets incorporate non-structural management practices within the right-of-way that mimic the natural water cycle to capture, filter, reuse and/or absorb stormwater and ensure that streets remain usable and safe during storm events for all people, regardless of mode. In addition to stormwater management, green streets reduce [heat-island impacts](#) and improve air quality by [removing and sequestering airborne carbon dioxide](#).



Key to the Graphic

- 1 – People walking
- 2 – People using transit
- 3 – People bicycling
- 4 – People driving motor vehicles
- 5 – People conducting business
- 6 – People residing
- 7 – People working/performing maintenance

PLEASE NOTE: In 2018, New Jersey Future launched the New Jersey Green Infrastructure Municipal Toolkit (gitoolkit.njfuture.org), a website dedicated to green infrastructure planning. The toolkit is an interactive, online resource that includes detailed information, expert guidance and a variety of tools that cities and towns can use to make green infrastructure a mainstream stormwater management strategy in public- and private-sector development projects. The primary audience for the toolkit is local elected leaders. Important secondary audiences include appointed officials such as planning board, zoning board and environmental commission or green team members, municipal engineers and planners, municipal administrators/managers, and public works superintendents.

⁵ See <https://www.pps.org/article/streets-as-places>

⁶ <https://www.smartgrowthamerica.org/app/legacy/documents/cs-local-policy-workbook.pdf>

PUBLIC TRANSPORTATION

Local Bus Service

Local buses function as a means for people to travel to important destinations within a place or in neighboring places. This service is critical for people who do not or cannot drive, as it connects them to necessary shopping and services in a way that regional bus and rail cannot.



Looking for: High number of bus stops per square mile of developed land

There are 14.2 NJ TRANSIT bus stops per square mile of developed land in Pompton Lakes, which is extremely high. Six bus stops serve the borough's downtown on Wanaque Avenue—at Edgewater Terrace Apartments just north of Barthoff Avenue, at Lenox Avenue, and at Cannonball Road. (See Figure 6. Transportation—Bus Stops Map.) Only one of these six stops has a shelter with seating (See Figure 7. Bus stops in Pompton Lakes.) The Pompton Lakes Transit Access Study completed in 2015 found that only 15% of over 300 respondents from Pompton Lakes and surrounding towns use transit daily and over a quarter (27%) never use transit. For 7% of people who do use transit, bus service is their typical form of travel for shopping and errands. Only 25 survey respondents (8% of total) were 65 or older, and the report does not break down survey responses by age or other demographic data.

Bus service in Pompton Lakes is not designed to transport residents within the community. No transportation stops directly at the library or other community amenities such as parks. [Passaic County Para-Transit](#), [Trans-Options](#), [Meadowlink](#), and fee-for-service providers such as [GoGo](#) offer curb-to-curb transportation options for older residents. A substantial portion of borough residents are not within a ¼ mile buffer of a bus stop. (See Figure 6. Transportation—Bus Stops Map.)

Pompton Lakes should complement its Complete Streets Policy and Implementation Plan with an assessment of its busiest bus stops to determine if sufficient seating and lighting is provided for older residents. The borough should also consider surveying its older residents to evaluate the extent to which they use or rely on bus service, and if they are deterred from patronizing the bus service either because the walk to a bus stop is not manageable or because the bus service does not go to desired locations and there are gaps that need to be addressed. NJ Transit will arrange for, and bear the cost of [installing bus shelters](#) at bus stops provided that a local sponsor, public or private, will agree to accept responsibility for maintenance and liability. Sponsors are permitted to advertise on the structures.

As part of the survey of older residents, the borough should assess ways that older residents are likely to access community facilities from different neighborhoods in the borough—bus, walking, bicycle, shuttle, ride service—and what obstacles are present for them. Strategies to enhance mobility for older residents around the borough and to community destinations, including the downtown, from all neighborhoods should be identified, and the bus network in the borough could be incorporated to provide greater access to community facilities.

Rail

Rail transit offers access to regional destinations to which older residents might not otherwise travel if driving were the only option.



Looking for: Presence of rail station

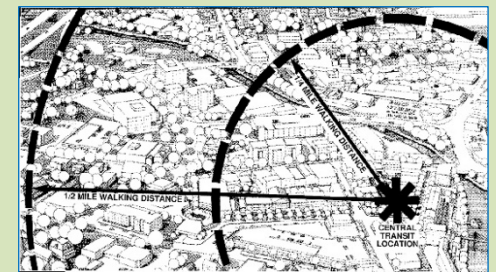
There are no passenger rail stations located in Pompton Lakes, although there is bus service to New York City and destinations in the region around the borough. As noted previously, there is a historic train station at the northeastern extent of the DBD-1 zone. It is currently occupied by a commercial business. Although the rail line had been a passenger line in the past, it is currently freight only. There is a hope that it could be converted to a passenger line in the future, but that appears to be unlikely.

The 2015 Pompton Lakes Transit Access Study suggests that the borough pursue a pilot park-and-ride test program to gauge community interest and foster awareness and support for such a program. The report makes several recommendations for bus service improvements, including development of a bus terminal. Of those surveyed in the study who regularly use the train, 60% were either likely or very likely to switch from train to bus service if the latter were more convenient than the former.

Pompton Lakes should capitalize on the relatively high number of bus stops in the community, ensuring that residents can easily utilize bus service to access key destinations within the borough—such as the municipal building, downtown shops and services, and community parks and facilities—as well as regional destinations. The Pompton Lakes Transit Access Study suggests that the historic train station could serve as a bus terminal and park-and-ride facility, which “would include a weather protected building with ticketing, restrooms, and amenities.” In the absence of a train station, the borough may still be in a position to market itself as a “transit hub” by enhancing bus service and community-wide pedestrian mobility and circulation.

Why ¼ mile walking distance?

Estimating a distance people are willing to walk depends on many factors and is not easily generalized. A quarter-mile is commonly cited as the distance people are willing to walk to transit stations, public facilities, and retail destinations, although many people will walk greater distances, and community design can help to encourage higher rates and distances for walking and physical activity.^{7, 8, 9} One study found that having a positive attitude about walking and the perception of a shorter walking distance were correlated with a greater desire to walk.¹⁰



⁷ Yang, Y., & Diez-Roux, A. V. (2012). Walking distance by trip purpose and population subgroups. *American journal of preventive medicine*, 43(1), 11–19.

<https://doi.org/10.1016/j.amepre.2012.03.015>

⁸ The 2017 United States Report Card on Walking and Walkable Communities. <https://physicalactivityplan.org/projects/walking/Walking-report-card-FINAL.pdf>

⁹ NJ Transit (1994). Planning for Transit-Friendly Land Use: A Handbook for New Jersey Communities: June 1994: Prepared for the Federal Transit Administration. <https://rosap.ntl.bts.gov/view/dot/561>

¹⁰ Hatamzadeh, Y. (2019). Do People Desire to Walk More in Commuting to Work? Examining a Conceptual Model Based on the Role of Perceived Walking Distance and Positive Attitudes. *Transportation Research Record*, 2673(7), 351–361.

Figure 6. Transportation—Bus Stops Map

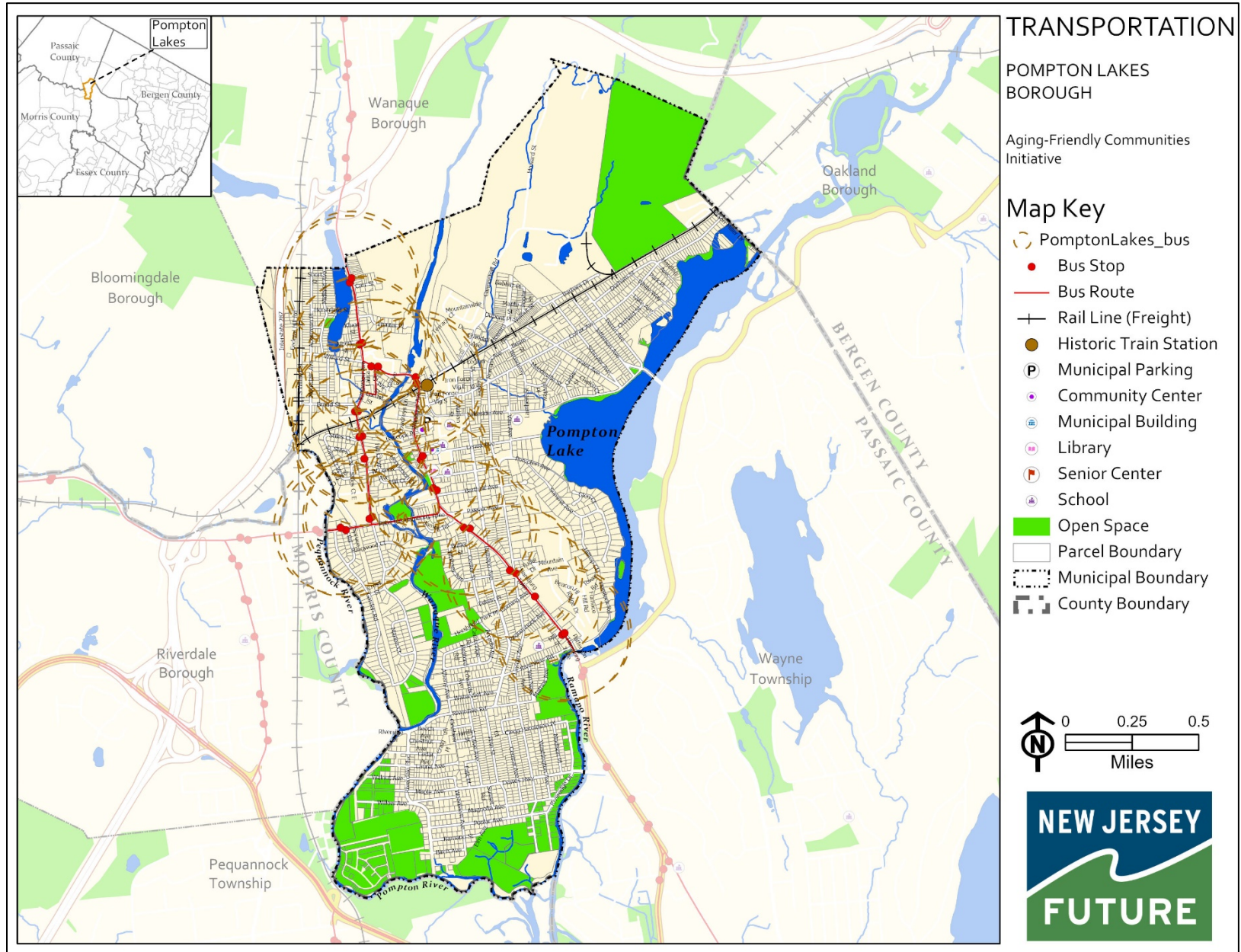


Figure 7. Bus stops in Pompton Lakes



Wanaque Avenue bus shelter near Edgewater Terrace Apartments (Google Maps)



Wanaque Avenue southbound bus stop near Cannonball Road (Google Maps)



Wanaque Avenue northbound bus stop near Lenox Avenue (Google Maps)



Wanaque Avenue southbound bus stop near Lenox Avenue (Google Maps)

STREETS

Connectivity

A well-connected local street network offers multiple options and shorter distances for traveling between destinations. Without this connectivity, high density and mixed use can end up meaning that you can see your destination out your window, but a long walk or drive would be needed to get to it. Local road density (miles of local road per square mile) is one measure of how fine-grained the local street network is and thus of how long the average local trip is likely to be.



Looking for: High local road density, greater than 10 miles of road per square mile

Pompton Lakes has 11.2 route miles of road per square mile. This is a relatively high rating as the median over all municipalities is only 9.75 route-miles per square mile.

New development and redevelopment should be designed to contribute to, enhance, and maintain Pompton Lakes' efficient, interconnected network of streets, particularly near and within the downtown area. Existing connectivity features, such as the gated walkway connecting the senior housing facility to the shopping center should be enhanced and linked into the network. The borough should also assure continuing emergency response roadway access, particularly for vulnerable populations whose homes may be subject to flood inundation. The borough should also consider capitalizing on its high connectivity to establish a network of bicycle routes connecting all borough neighborhoods to key destinations, bus stops, and the downtown. Bicycle circulation and safety improvements can be implemented through the borough's Complete Streets Policy and Implementation Plan, which indicated that 30% of those surveyed biked in Pompton Lakes within the week and 20% within the month. The plan ranks priority corridors for bicycle compatibility, and the borough should consider installing designated bicycle lanes that are appropriately designed for safety and for compatibility with the pedestrian environment.

Vehicle Lanes

The number of vehicle lanes of traffic has an impact on walkability.



Looking for: Reduced vehicle lanes, particularly in center areas to promote walkability

Many of the streets serving Pompton Lakes' downtown core are narrow, have sidewalks and on-street parking, and allow safe pedestrian crossing. The Complete Streets Policy and Implementation Plan noted timing deficiencies in three of the four signalized intersections it assessed. Only slightly more than half of respondents to the survey for the plan considered Pompton Lakes "as a safe city for all road users—motorists, bicyclists, and pedestrians—to share the roads together," and more than half noted speeding or aggressive driving (66%) and space for bicyclists (55%) as safety concerns for walking or biking.

The borough should expand on the Complete Streets Policy and Implementation Plan by evaluating the downtown area for problematic intersection crossing points or high-speed traffic areas. This should include assessment of the DBD-2 district and as noted previously, the expansive roadway crossing/configuration in the area of the rail tracks and Wanaque Avenue, which contains a number of wide crossings and lane widths that do not sufficiently deter high vehicle speeds. The borough should consider installing traffic calming measures in this area in coordination with an overall pedestrian mobility and redevelopment strategy. The borough could consider experimenting with various pop up intersection improvements, discussed above in the Transportation/Crosswalks section of this report, to evaluate alternative solutions and help acclimate motorists to changing roadway patterns.



IV. Public Spaces and Amenities

Does Pompton Lakes provide access to public spaces, amenities, and programs for older residents?

PUBLIC SPACES, FACILITIES

Community Centers


Amenities such as recreation centers, senior centers, and libraries provide access to learning, information, entertainment, exercise, and socializing opportunities, which are critical to healthy aging.





Looking for: Community centers and libraries with walking access

Pompton Lakes has a Teen Center located downtown at 247 Wanaque Avenue, joined to the rear of the Rhino Theatre and adjacent to the municipal “pond hole” parking lot. The center includes a game/TV room, ping pong and pool tables, and a gym. It hosts special events for teens throughout the year. Limited adult programming or sports, such as men’s basketball, are offered at the Teen Center, but there does not appear to be regular programming or space dedicated to or targeted at seniors. There are several senior citizen groups in the borough that operate out of different facilities. At least one senior group uses the municipal Civic Center as their meeting space. The Civic Center is a garage-like structure that is primarily used to store police and public works equipment located behind the municipal building at 25 Lenox Avenue, and it has a room that can be used for meetings. Older residents of the project committee indicated that parking for the Civic Center is inadequate. There is no parking designated for the Civic Center, although there may be spaces available in the adjacent parking lot for the municipal building, which has approximately 30 spaces. If no parking is available in the municipal building lot, there is sufficient parking available in the municipal “pond hole” lot, but many older residents have found it difficult to traverse the distance and incline from that lot to the Civic Center. The Pompton Lakes Public Library is located about a block south from the Civic Center at 333 Wanaque Avenue, and there also does not appear to be regular programming or space dedicated to seniors at the library based on a review of the website.


There do not seem to be public destinations in Pompton Lakes that are targeted at older residents. The most popular destination identified by the project committee is the Cardinal Café, a diner located downtown on Wanaque Avenue. The library, Civic Center, and downtown restaurants are clustered and within walking distance of one another. To enhance pedestrian access to existing facilities, the borough should evaluate sidewalks and crosswalks in the vicinity of and along the route to facilities such as the Teen Center, library, and Civic Center from all residential neighborhoods for any impeding obstacles such as: unsafe crossings or crosswalks; insufficient pedestrian crossing phase lengths at signalized intersections; physical obstacles such as utility poles; cracked,

	<p>missing, or uneven sidewalks; poorly marked crosswalk striping; or a lack of traffic calming measures—all of which detract from the pedestrian environment. Certain deficiencies were already identified in the Complete Streets Policy and Implementation Plan. Pedestrian movement between the civic facilities and the downtown is also important so that people can more easily achieve trip efficiency by accessing multiple destinations on a single excursion. The borough should also evaluate pedestrian access particularly from the senior housing facility to civic facilities and amenities. The role of bus routes and schedules, as well as bicycle routes and racks, could also be incorporated into a pedestrian plan that promotes access to these facilities and the downtown area, which are clustered conveniently in the central portion of town. Because there is no transportation service or pedestrian network from the residential areas to the downtown, many residents may find it difficult to reach these destinations without a vehicle, making parking a primary concern for them.</p> <p>The borough could also consider ways to develop a new community center that includes senior programming and activities into its recreation planning. Community centers offer opportunities for socializing, exercise, continued learning, health and wellness, and intergenerational interactions. The borough should update the “Recreational Facility Needs” section of its Open Space & Recreation Plan to include facilities favorable to its older population, such as an exercise or wellness facility, and including a network of walking trails.</p>
<p>Public Street Furniture Street furnishings provide opportunities to rest during the course of business and offer opportunities for interpersonal connection.</p> <p> <i>Looking for:</i> Public furnishings in and along the way to public facilities</p>	<p>Based upon a walking tour through the downtown area and a brief visual survey of aerial photography, public furniture and amenities appear to be limited or not present along Wanaque Avenue in the DRA-1 or DBD-1 districts.</p> <p>The borough has an active shade tree commission and is a designated Tree City, USA municipality. Shade trees can provide shade along frequently traveled routes or at key destinations.</p> <p>Pompton Lakes should consider a survey of street furniture to complement its Complete Streets Policy and Implementation Plan recommendations, particularly in those areas frequented by older adults, such as the Civic Center and downtown destinations such as restaurants, the post office, or municipal building if applicable. Furniture should be located at and along the way to these facilities, along routes to parks, and at bus stops to ensure safe walking conditions and rest stops for older residents. Street furnishing placement should be coordinated with shade tree locations so that there are sufficient places to rest in the shade at facilities and along walking routes.</p>

<p>Joint Use of Facilities</p> <p>Joint use of facilities offers additional locations for providing services and a way to leverage taxpayer money. Joint use is typically governed by a formal agreement, setting forth the terms and conditions for shared use of public property or facilities.</p> <p> <i>Looking for:</i> Joint use of community facilities</p>	<p>Although there is no formal joint-use agreement, the borough has a good relationship with the board of education that would enable use of school facilities. The project committee noted that most neighborhoods have access to parks and hiking trails, however there is a large swath of residential area and some residential pockets in both the north and south of town that are not within a ¼ mile buffer of a park or open space facility, including the senior housing facility. (See Figure 10. Map of Parks and Open Spaces in Pompton Lakes.) The borough is also lacking a formal senior center or facility, or a transportation system for older residents to reach the existing Civic Center where a senior group holds meetings.</p> <p>Because there are limited facilities that provide civic engagement targeted at older residents, and a substantial number of residents in the borough do not appear to have easy pedestrian access to an open space or park facility—and there may be little unbuilt land on which to develop a community park in some areas—the borough could consider pursuing joint-use agreements with select properties such as the schools, which also happen to be in the neighborhoods that do not have nearby park facilities. Agreements can either provide a means for the borough to provide programs or to use a shared space with public improvements such as seating and picnicking areas.</p>
<p>OUTDOOR, GREEN SPACE</p>	
<p>Parks/Green Spaces/Trails</p> <p>Open space in towns and cities provides many advantages: formal and informal sport and recreation, preservation of natural environments and the provision of green space, which helps improve air and water quality, and improves mental health. This is a benefit to residents of all ages.</p> <p> <i>Looking for:</i> Parks and outdoor spaces that are accessible on foot</p>	<p>Pompton Lakes is a town with a lot of waterways, and much of the open space is along the river corridors in the borough. It has three rivers and two lakes, all with shoreline access for fishing, kayaking, and canoeing, and the borough offers paddleboat, kayak or canoe rentals. Pompton Lake is a 175-acre man-made lake that is centrally located on the eastern border of the borough. There is a public boat launch at Pompton Lake Park on Lakeside Avenue. Pompton Lake Park also contains a playground, pavilion, and pier. A walkway follows the lakefront from Pompton Lake to the middle school, with Lakeside Park providing seating and picnic facilities adjacent to the school property.</p> <p>Pacifico-Gallo Park, a small park in the northwestern quadrant of the borough, is located on the western bank of Twin Lake and consists of a fenced playground area with a picnic table and a basketball court.</p> <p>Wilderness Island Park is located close to the downtown. Half of the park is in the business district along Paterson Hamburg Turnpike, and it is bounded on the south by the (raised) turnpike and the Wanaque River on all other sides. Access appears to be via a break in the guardrail along the turnpike, and there are no established trails in the park. (See Figure 8. Wilderness Island Park access.) To the south along the Wanaque River is the Hersheyfield Park</p>

	<p>Riverwalk, which is a trail from Hersheyfield Park, through Snodgrass Park and into a natural area called the “old swimming hole” along the east bank of the river. Hersheyfield Park, combined with Snodgrass Park, is a recreation facility with football, baseball, and soccer fields; basketball, volleyball, and tennis courts; a dog park; and a play area. There is a pedestrian bridge that crosses the river from Hersheyfield Park into John Murrin Park, which is a maintained natural/open area with a walking path on the west bank of the Wanaque River. John Murrin Park can also be accessed from Ringwood Avenue, although what is shown as an open space access on the borough’s GIS map appears to be potentially blocked by residential use. (See Figure 9. John Murrin Park access from Ringwood Road.) North of that is Breen Pond, which does not appear to have public access from Ringwood Avenue where it extends to after originating from the Wanaque River. Carlough Field is a recreational field and open/natural area located between Ringwood Avenue and Riverdale Road along the north/west bank of the Wanaque River.</p> <p>Open space properties and trails dominate the southern edge of the borough, which is in the FEMA flood zone. Willow Fields and Willow Park cover much of the area adjacent to the Pequannock and Pompton Rivers in the southeastern area of the borough. In the northern section of the park are baseball fields and walking trails connect the park to the riverfronts. The Rivercrest Trail runs south along the Pequannock River for about a quarter mile and east along the Pompton River for about three miles to meet up with the trail system of the Passaic County Pompton Aquatic Park, which is located in the southeastern area of the borough. Municipal properties and trails span north of the utility facility to connect the Rivercrest Trail and Pompton Aquatic Park to properties along the western shore of the Ramapo River.</p> <p>The Morris Canal Greenway in Pompton Lakes is a walking path along the Ramapo River that extends from the trail system in the south of the borough up to Mathes Avenue Woodlands, which is a large wooded park with no marked entry on the north end (Mathes Avenue and Riverview Road), but contains a portion of the Morris Canal Greenway along the Ramapo River. Aside from a connector to the Pompton Aquatic Park trail system, access to the Morris Canal Greenway is at Haroldson Place in Mathes Avenue Woods Park and at several locations along Riveredge Drive. (See Figure 11. Mathes Avenue Woods Park—Morris Canal Greenway.) It extends through properties along the Ramapo River that the borough acquired through the Blue Acres program, passing through Stiles Park on Riveredge Road, which contains a playground and basketball court. Several properties were purchased through the Blue Acres program to be converted to open space in the southern portion of the borough.</p>
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	<p>At the end of Barbara Drive, Cannonball Trail connects Pompton Lakes to Ramapo State Forest, which is located in the northeastern portion of the borough. The planned recreational zoning district adjacent to the state forest is a large tract that was the site of the former DuPont chemical company and a contamination plume site. The Open Space & Recreation Plan adopted in 2012 identifies revitalization of this tract as a long-term “future recommendation.” There is history of contamination that the borough must contend with—Lakeside Park is a previously contaminated site that was cleaned and renovated by DuPont.</p> <p>Pompton Lakes’ Open Space & Recreation Plan should be updated to expand upon the long-term goal of developing a bike route, and to incorporate the recommendations from the Complete Streets Policy and Implementation Plan. A bike route could be incorporated into an integrated pedestrian access network connecting all neighborhoods and the downtown to all of the borough’s parks, green spaces, and community destinations. The plan lists potential connectors and recommends developing a complete connector system based on existing opportunities. The borough’s open space committee, recreation commission, and complete streets team could work together, aided by a pedestrian and bicycle audit, to provide partners and resources in identifying connector routes and opportunities for improvements such as bikeways, green infrastructure, or natural restoration.</p> <p>The borough should also consider strategies to acquire public access and make open space improvements to the Wanaque River corridor in the DBD-1 and DRA-1 districts. The 2006 Vision Plan for Pompton Lakes (downtown revitalization) identifies open space near the river, along with other civic space installations in the downtown, as a main vision goal. Green spaces and places for people to gather or rest are considered positive investments in downtown revitalization. A greenway along the Wanaque River in the downtown would also serve to close a gap in neighborhood access to park/open space facilities. A downtown greenway along the Wanaque River could potentially be connected to a greenway along the borough-owned tract encompassing the Wanaque River to the north of Wanaque Avenue, and ultimately to the Ramapo State Forest trail system, connecting hikers to Pompton Lakes’ downtown. The borough’s Open Space & Recreation Plan points out the opportunity Pompton Lakes has to plan for a downtown waterfront park and riverwalk along the Wanaque River as it simultaneously plans for downtown redevelopment. An existing pedestrian bridge across the river connects the residential neighborhood west of the river</p>
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	<p>to the downtown area, and could contribute to the scenic value of the river, although it currently originates in a large unmarked parking area and is adjacent to dumpsters, distracting from its aesthetic appeal. (See Figure 12. Pedestrian bridge Over Wanaque River.)</p> <p>Another gap in pedestrian access to parks or open spaces exists south and west of Pompton Lake. As Pompton Lake is cleaned and restored, public access to the waterfront should be promoted. Conservation or trail easements within the large private tracts in that area may also be mutually agreeable between the borough and the property owners. As of the 2012 Open Space & Recreation Plan, 23% of open space identified is of the type, “potential for future acquisitions.” The plan recommends that the borough consider purchasing small neighborhood lots as they become available to fill gaps in access to a neighborhood park.</p> <p>It is recommended that the borough update its interactive municipal web map of parks and open spaces to include access locations, parking facilities, trails, kiosks, bikeways, and amenities available. This could serve as the tracking and information mechanism for implementation of a community-wide complete and green streets plan that includes a pedestrian circulation network, as was recommended in the transportation section, as well as downtown revitalization improvements.</p> <p>Being entirely within the Highland Planning Area, the borough may elect to apply for conformance with the Highlands Regional Master Plan, which would make the borough eligible for Highlands funding directed at either natural resource protection or economic development.</p>
<p>Green Infrastructure</p> <p>Green infrastructure is an approach to managing rainwater and snowmelt by enabling it to infiltrate into the ground where it falls or by capturing it for later reuse. Examples include street trees, pervious pavement, rain gardens, rain barrels, green roofs, vegetated swales, and bioretention basins. Green infrastructure helps to reduce flooding, improves public health, provides jobs, raises property values, beautifies neighborhoods and downtowns, and supports wildlife.</p> <p> <i>Looking for:</i> Municipal policy or ordinance that maximizes installation of green infrastructure</p>	<p>It does not appear that Pompton Lakes has a policy in place regarding the installation of green infrastructure, with the exception of incentives for green roofs in planned development projects and the promotion of “green building strategies” for affordable housing that employ resource-efficient development strategies.</p> <p>It is recommended that the borough update its Complete Streets Policy and Implementation Plan to include green infrastructure as described in the transportation section of this report.</p> <p>With the recently updated state stormwater regulation, the borough is required to adopt a local stormwater ordinance with minimum best management practices for incorporating green infrastructure to meet groundwater recharge</p>

standards and stormwater runoff quantity and quality standards for major development projects. There are measures the town can take to exceed the minimum requirement of the stormwater rule and apply green infrastructure standards to all development. For example, green infrastructure can be integrated into roadway or parking design in conjunction with the implementation of a complete and green streets policy. Doing so would enhance the pedestrian environment and expand the community's inventory of natural resources. The [Water Resources Program](#) at Rutgers Cooperative Extension is a good source of information and technical assistance. The New Jersey Future [Municipal Green Infrastructure Toolkit](#) includes detailed information and a variety of tools that municipalities can use to plan, implement, and sustain green infrastructure in public and private sector development projects. The [New Jersey Developers Green Infrastructure Guide](#) offers technical resources and examples for designing green infrastructure. (See General Recommendation 3.)

Figure 8. Wilderness Island Park access (Google Maps)



Figure 9. John Murrin Park access from Ringwood Road (Google Maps)



Figure 10. Map of Parks and Open Spaces in Pompton Lakes

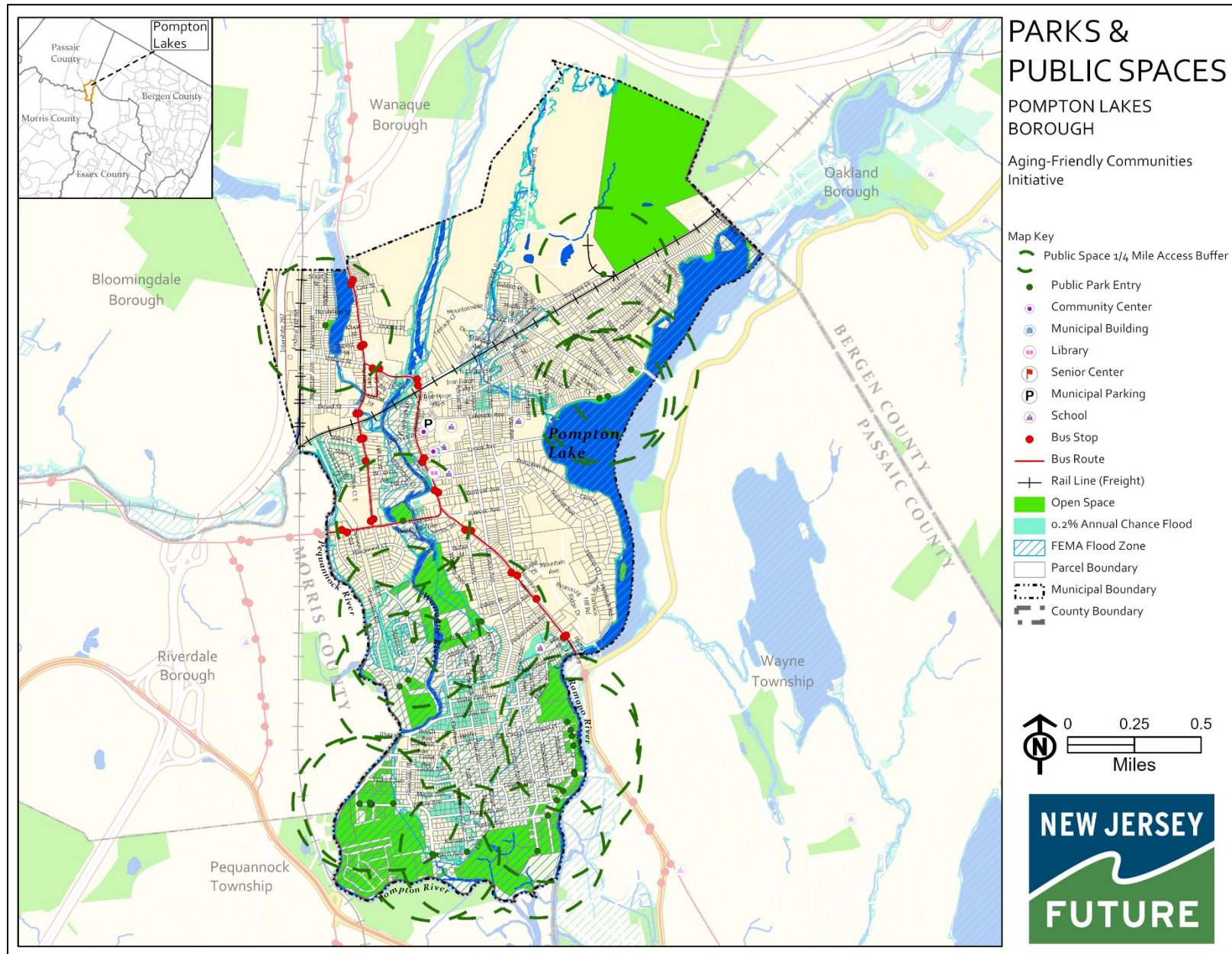


Figure 11. Mathes Avenue Woods Park—Morris Canal Greenway (Google Maps)



Figure 12. Pedestrian bridge over Wanaque River. Clockwise from top left: View from east, parking area and storage behind businesses along Wanaque Avenue, parking area and overflowing dumpsters behind businesses along Wanaque Avenue, and view toward Wanaque Avenue from pedestrian bridge.



General Recommendation 3: Consider Ways to Strengthen Your Town's Stormwater Ordinance

Reference excellent guidance and resources that applicants for development permits can use. For example, “For guidance on site evaluation, construction specifications and details, the applicant shall refer to Rutgers Cooperative Extension’s [Green Infrastructure Guidance Manual](#) for New Jersey;” and “For road or highway projects, the applicant shall, at minimum, follow USEPA guidance regarding [Managing Wet Weather with Green Infrastructure: Green Streets](#) (December 2008 EPA-833-F-08-009)” and may also reference the [Urban Street Stormwater Guide](#) published in 2017 by NACTO, the National Association of City Transportation Officials (ISBN 978-1-61091-812-1).

Include a strong, clear definition for redevelopment. Omit language that indicates your ordinance’s definitions are the same as, or based on, definitions in [New Jersey’s stormwater rules](#) (NJAC 7:8). Sample definition:

“Redevelopment” means land-disturbing activity that results in the creation, addition, or replacement of impervious surface area on an already developed or disturbed site. Redevelopment includes but is not limited to: the expansion of a building footprint, addition or replacement of a structure, replacement of impervious surface area that is not part of a routine maintenance activity, and land disturbing activities related to structural or impervious surfaces. It does not include routine maintenance to maintain original line and grade, hydraulic capacity, or original purpose of facility, nor does it include emergency construction activities required to immediately protect public health and safety.

Apply ordinance requirements to redevelopment projects as well as new development. Sample language:

Where redevelopment that adds, replaces, or disturbs (alone or in combination) greater than 5,000 square feet [*or a smaller area, if the ordinance applies also to minor development*] of impervious surface results in an alteration to more than 50% of impervious surfaces of a previously existing development, the entire existing development shall meet the requirements of this ordinance.

Require onsite stormwater retention for the water quality storm (1.25” over two hours). Sample definition:

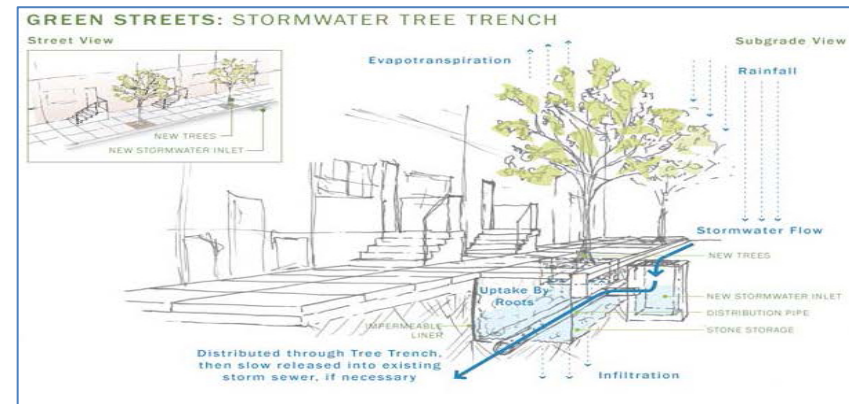
Onsite stormwater retention is achieved with a natural or constructed surface or subsurface area or facility designed to retain water for an

extended period of time for the purpose of filtering stormwater runoff through vegetated permeable soils, evapotranspiration, or infiltration capture stormwater runoff for beneficial reuse such as irrigation.

Define “major development” with a smaller area of disturbance than is required in the state’s model ordinance. The state’s threshold is one acre of disturbance or quarter acre of new impervious surface. The Sustainable Jersey draft model ordinance suggests major development be defined as a site that adds or replaces (alone or in combination) 5,000 square feet of impervious surface or disturbs 1/2 acre or more of land. Depending on land-use characteristics, some cities or towns may prefer a smaller threshold (see italics in definition below). Sample language:

“Major development” means any development or redevelopment, as defined by this section, that adds or replaces (alone or in combination) 5,000 square feet or more of impervious surface, or that provides for ultimately disturbing a half acre [*or quarter acre, or 5,000 square feet*] or more of land. Major development includes both private and public projects or activities. Disturbance for the purpose of this rule is the placement of impervious surface or exposure and/or movement of soil or bedrock or clearing, cutting, or removing of vegetation.

Extend ordinance applicability to minor development as well as major development. The Sustainable Jersey draft model ordinance suggests the minor development threshold for complying with the ordinance be projects that exceed 1,000 square feet. Some municipalities have adopted an even smaller threshold (Princeton’s minor development threshold is 400 sf; Millburn’s is 250 sf).



Summary of Recommendations

Following is a listing of the recommendations presented in the four categories of the built environment evaluated in the preceding sections.



Mixed-Use Center

Presence of a Center

- The borough should conduct a targeted economic and market analysis to identify the kinds of businesses that can be supported by the local and regional economy, then seek mixed-use redevelopment that would create a sustainable downtown economy and increase residential units above commercial in the downtown area based on the outcomes of the analysis. Suitable redevelopment to seek would create a sustainable downtown economy and increase residential units above commercial along Wanaque Avenue and higher density residential in less environmentally constrained areas of the downtown area.
- A transit evaluation should determine the potential for the vicinity of the train station, including along Lakeside Avenue and north of the rail line in the DRA-2 zone along Cannonball Road, to be developed into some sort of transportation hub, particularly with bus instead of rail service. If appropriate, the borough could identify strategies, such as density bonuses or an overlay zone, that would be consistent with transit-oriented development in this area.
- The borough could explore opportunities, such as a public-private partnership, to redevelop the municipally-owned “pond hole” parking lot into a mixed commercial and residential development with parking on ground floors.
- The borough should consider conducting a housing assessment in conjunction with an economic and market analysis to evaluate ways to maximize residential density in the downtown area while retaining community character.
- Noted lacking features in the downtown area are civic and green spaces. It is recommended that the borough identify and implement opportunities for street activation, pedestrian seating, gathering locations, and green infrastructure in the downtown; and consider integration of civic and green spaces as a condition into any redevelopment projects in the downtown area.
- The borough may want to consider combining the DBD-2 and DBD-1 districts by eliminating the DBD-2 district to allow for more developable land and a consistent compact downtown development pattern, and to minimize car-dependent uses in the downtown area.

Policies and Programs That Encourage Compact, Mixed-Use Development

- Partnering with the BID could help fund necessary improvements within the downtown area and the borough should consider including those improvements in Pompton Lakes’ capital improvement program. The improvements could include installation of wayfinding signage, improved pedestrian connections to adjacent residential areas, street furniture, and Complete Streets strategies.
- Pompton Lakes should consider participation in the [Main Street New Jersey](#) program to receive technical assistance and training that will help the borough to develop focused streetscape improvement strategies and long-term economic stabilization strategies in its downtown area.

Plans That Encourage Compact, Mixed-Use Development

- In Pompton Lakes, being over the age of 65 means one is more likely to be living in poverty, rather than less likely, as is the case for New Jersey as a whole. Demographic trends described in the 2007 Master Plan or the 2017 Master Plan Reexamination report do not assess poverty rate in the community and do not assess socioeconomic demographics by age group. The borough should update its master plan to reflect the evolving and projected socioeconomic characteristics of the borough's aging population in order to define aging-friendly strategies the borough could adopt to respond to the community's emerging needs. Community design for mixed ages and incomes should be integrated into municipal planning and policies.
- The borough should consider revisiting some elements of the 2006 Vision Plan for Pompton Lakes (downtown revitalization) to update, prioritize, and adopt a comprehensive vision for future redevelopment in the downtown area, with inclusion of underdeveloped areas of the DBD-2 district—particularly by integrating things like plazas of sufficient size and type, outdoor dining, wayfinding, and parking lot design.
- Areas designated for redevelopment in the downtown area should encompass design and development standards that are consistent with a compact, pedestrian-oriented mixed-use development pattern and the overall vision for Pompton Lakes' downtown. The borough may want to establish in the zoning code that redevelopment adheres to a minimum open space requirement of 20% and a minimum 75% first-floor commercial component.

Land Development Standards

- It is recommended that the borough work to simplify the zoning code and clarify distinctions between the DBD and DRA zone districts, stipulations for planned developments, and permitted uses; and should consider combining the DBD-1 and underdeveloped DBD-2 zone by eliminating the DBD-2 district to provide greater opportunity to invest in a vibrant and compact downtown area with less environmental or historic constraints. Consideration should be given to maintaining consistency and connectivity among the various commercial districts throughout the borough, as well as the capacity for each to serve as appropriately scaled town-center destinations to residential areas throughout the borough.
- The borough should review the municipal zoning requirements to clarify where drive-through facilities in the DBD and DRA zones are prohibited, and in other districts where appropriate.
- To deter sprawling development and strip malls in the entire downtown area, and to provide opportunities for outdoor dining to add vibrancy to the downtown and social distancing in times when that is needed, the borough should consider revising the bulk requirements of the zoning code. Development standards such as a side yard setback for dining or setbacks on corner properties that allow for corner plazas at intersections can help enhance the pedestrian environment of the downtown area.
- The borough should consider establishing a minimum designed public space requirement for PCD in the downtown area to create pedestrian spaces as part of development projects. Any new development or redevelopment should incorporate sufficient open space to promote pedestrian activity.
- Given the limitations of current flood zones (and future delineations in the context of a warming climate), the borough should consider focusing higher density development in downtown areas well outside of the flood hazard area. The borough should look at any properties or downtown commercial districts where allowable building heights could be adjusted to accommodate higher-density compact residential and mixed-use development, such as in the DBD-2 zone, or particularly in relation to development of a bus transit hub in Pompton Lakes.

- The lack of clear design standards may lead to a nonhomogeneous appearance and distract from the overall aesthetic and place-based significance of the downtown and may also deter potential developers. The borough should ensure consistency and alignment among various efforts to revitalize the downtown by retaining the services of a single planner or group of experts for the municipal decisions and policy formulations and may also want to consider developing a more formal set of standards in a form-based code.
- In addition to delineating design standards in the municipal code, the borough could provide further specificity with guidelines and graphics for streetscape, architectural elements, and signage standards compiled in a pattern book, as was recommended in the 2017 Master Plan Reexamination. This could form the basis for developing a form-based code by demonstrating the intended visual image and style for the borough's downtown.



Housing

Land Development Standards That Support a Mix of Housing Options

- The very high percentage of 65+ households that are cost-burdened (55%) suggests the need for more affordable, smaller dwelling units and alternative living arrangements throughout the borough. Although there are a variety of housing types permitted in the borough, where they are permitted is very limited and specific among the numerous zoning districts. Pompton Lakes could consider permitting other housing types in the single-family detached zones, such as [“missing middle”](#) housing, with conditions to ensure design is compatible with the neighborhood character.
- The borough should consider conducting a survey of its older residents to assess their housing needs.
- To allow for development of smaller/more affordable residential units in the R-4 zone, the borough should consider conducting an evaluation of existing zoning and area, yard and bulk requirements to identify changes that would allow for more diverse housing (i.e. duplexes, triplexes, or quad units) in the borough while maintaining community design standards through adopted design criteria for residential development. This should be done with consideration of restricting development in present and future flood areas.
- In response to its evolving demographics and the projected needs of its growing older population, Pompton Lakes could consider exploring limited incentives, such as density bonuses, increased building height limits, or of-right zoning controls that would expand further the current number of single-family attached units, tow homes, duplexes, and/or multi-family units. Such units would be better suited to the needs and finances of older residents seeking to downsize (as well as of younger first-time home buyers).
- The borough could also consider eliminating or reducing requirements for non-residential and residential development fees within the downtown area as an incentive to encourage development that includes a residential component that will help diversify housing in the borough.
- Pompton Lakes should consider adopting a [universal design](#) approach for all new and renovated residential development in the borough.
- The borough should consider allowing [accessory apartments](#) by right in the R-4 zone, or remove the income and age eligibility requirements in the borough's code, subject to conditions that limit the impact such units might have on the surrounding neighborhood. The borough may also want to consider removing the minimum square footage requirement to allow for [“tiny homes.”](#) which are a type of accessory dwelling unit that is generally less than 400 square feet in size.

- The borough should consider allowing and supporting home sharing as an innovative strategy to provide an option, particularly for older residents, enabling them to either secure housing that is affordable or to earn supplemental income to support their expenses of home ownership.



Transportation

Walkability

- Pompton Lakes should consider using its street network density classification to help market the town as a walkable, mixed-use center, particularly as it invests in “downtown” or “main street” destinations and implementation of the borough’s Complete Streets Policy and Implementation Plan. Expenditures to improve walkability and connectivity could be included in the borough’s capital improvement plan and phased in over time so that the investments are manageable. To track progress over time, the borough could post a map at the municipal building and on the borough’s web site of all proposed improvements.
- To help control flooding and improve stormwater management, the borough should update its complete streets policy to include green streets and incorporate green infrastructure techniques as described in the updated NJDOT [Model Complete Streets Policy and Guide](#).
- Pompton Lakes should consider establishing design standards and basic minimums for installation and widths of sidewalks, which would be consistent with an updated complete and green streets policy.
- To undertake the pedestrian improvements recommendations in its 2019 Complete Streets Policy and Implementation Plan, the borough should incorporate a phased sidewalk improvement program in its capital improvement program.
- Pompton Lakes should consider establishing basic standards for crosswalks that are consistent with an updated complete and green streets policy and incorporate these standards in its subdivision and site plan requirements. As noted previously, the 2017 Master Plan Reexamination report recommended the borough compile design standards in a Pattern Book. Formal design standards can include specifications for curb extensions and crosswalk design. The borough should also include regular crosswalk improvement projects in its capital improvement program planning. Pedestrian crossing improvements and traffic calming measures should be prioritized along pedestrian routes to community facilities and throughout the central business district.
- At particularly problematic intersections, the borough should consider employing [pop-up traffic calming techniques](#) such as installing temporary curb bump-outs, crossing islands, narrowed travel lanes, signage and road markings, speed tables, roundabouts and other traffic calming practices. This would be a low-cost way to test which traffic-calming methods are most effective.
- Because only 9% of survey respondents (16 individuals) in the research conducted to develop the Complete Streets Policy and Implementation Plan were age 65 or older, the borough may want to consider conducting a pedestrian and bicycle survey, with targeted outreach to solicit input from its older residents.

Parking

- An appropriate first step to parking management would be for the borough to conduct a parking inventory and usage estimates. The borough could establish a development principle that calls for maintaining the current widespread availability of on-street parking throughout the downtown area, and to provide parking for new development in the redevelopment areas, as development within these districts may be proposed over time.

- Front parking should be minimized in the downtown area to promote a pedestrian environment. Parking lot access can be via alleys or side streets to avoid excessive driveways in the DBD-1, DBD-2, DRA-1, and DRA-2 districts. Consideration should also be given to pedestrian connectors to/from parking areas. Safe and accessible pedestrian pathways include those that are sufficiently lighted, easily navigated by individuals of all mobilities, and clearly marked or delineated.
- The borough could consider establishing a parking authority to plan for and manage parking in the commercial districts and redevelopment areas. To limit impervious surfaces and promote compact pedestrian-oriented development, and in addition to its structured parking approach, the borough could consider alternative parking strategies such as reduced parking ratios, promoting shared parking (such as with the elementary school, high school, or St. Mary's Church), improved wayfinding signage that directs patrons to underused lots or spaces, allowance or incentives for off-site parking to count toward parking requirements (incentives include contribution to an off-street parking trust fund), and efforts to promote transit-oriented development relying on bus transit that requires less parking for resident commuters or visiting patrons/employees.
- The borough should continue to promote a walking culture through borough programming and may need to provide better signage and marketing of parking options to counteract the expectation for door-to-door parking convenience.
- The borough should consider incorporating green infrastructure strategies in municipal surface parking lot design. The [New Jersey Developers Green Infrastructure Guide](#) demonstrates green infrastructure strategies to implement stormwater best management practices into development, including parking lots.

Public Transportation

- Pompton Lakes should complement its [Complete Streets Policy and Implementation Plan](#) with an assessment of its busiest bus stops to determine if sufficient seating and lighting is provided for older residents. The borough should also consider surveying its older residents to evaluate the extent to which they use or rely on bus service, and if they are deterred from patronizing the bus service either because the walk to a bus stop is not manageable or because the bus service does not go to desired locations and there are gaps that need to be addressed. As part of the survey of older residents, the borough should assess ways that older residents are likely to access community facilities—walking, bicycle, shuttle, ride service—and what obstacles are present for them. Strategies to enhance mobility for older residents around the borough and to community destinations, including the downtown, from all neighborhoods should be identified.
- Pompton Lakes should capitalize on the relatively high number of bus stops in the community, ensuring that residents can easily utilize it to access key destinations within the borough—such as the municipal building, downtown shops and services, and community parks and facilities—as well as regional destinations. The Pompton Lakes Transit Access Study suggests that the historic train station could serve as a bus terminal and park-and-ride facility, which “would include a weather protected building with ticketing, restrooms, and amenities.” In the absence of a train station, the borough may still be in a position to market itself as a “transit hub” by enhancing bus service and community-wide pedestrian mobility and circulation.

Streets

- New development and redevelopment should be designed to contribute to, enhance, and maintain Pompton Lakes' efficient, interconnected network of streets, particularly near and within the downtown area. Existing connectivity features, such as the gated walkway connecting the senior housing facility to the shopping center, should be enhanced and linked into the network.

- The borough should also consider capitalizing on its high connectivity to establish a network of bicycle routes connecting all borough neighborhoods to key destinations, bus stops, and the downtown. Bicycle circulation and safety improvements can be implemented through the borough's Complete Streets Policy and Implementation Plan, which ranks priority corridors for bicycle compatibility. The borough should consider installing designated bicycle lanes that are appropriately designed for safety and for compatibility with the pedestrian environment.
- The borough should expand on the Complete Streets Policy and Implementation Plan by evaluating the downtown area for problematic intersection crossing points or high-speed traffic areas. This should include assessment of the DBD-2 district, and, as noted previously, the expansive roadway crossing/configuration in the area of the rail tracks and Wanaque Avenue, which contains a number of wide crossings and lane widths that do not sufficiently deter high vehicle speeds. The borough should consider installing traffic calming measures in this area in coordination with an overall pedestrian mobility and redevelopment strategy.



Public Spaces and Amenities

Public Spaces, Facilities

- To enhance pedestrian access to existing facilities, the borough should evaluate sidewalks and crosswalks in the vicinity of and along the route to the library and Civic Center from all residential neighborhoods for any impeding obstacles such as: unsafe crossings or crosswalks; insufficient pedestrian crossing phase lengths at signalized intersections; physical obstacles such as utility poles; cracked, missing, or uneven sidewalks; poorly marked crosswalk striping; or a lack of traffic calming measures—all of which detract from the pedestrian environment.
- The borough should also evaluate pedestrian access particularly from the senior housing facility to civic facilities and amenities. The role of bus routes and schedules, as well as bicycle routes and racks, could also be incorporated into a pedestrian plan that promotes access to these facilities and the downtown area, which are clustered conveniently in the central portion of town.
- The borough could also consider ways to develop a new community center that includes senior programming and activities into its recreation planning. Community centers offer opportunities for socializing, exercise, continued learning, health and wellness, and intergenerational interactions. The borough should update the “Recreational Facility Needs” section of its Open Space & Recreation Plan to include facilities favorable to its older population, such as an exercise or wellness facility, and include a network of walking trails.
- Pompton Lakes should consider a survey of street furniture to complement its Complete Streets Policy and Implementation Plan recommendations, particularly in those areas frequented by older adults, such as the Civic Center and downtown destinations such as restaurants, the post office, or municipal building if applicable. Furniture should be located at and along the way to these facilities, along routes to parks, and at bus stops to ensure safe walking conditions and rest stops for older residents. Street furnishing placement should be coordinated with shade tree locations so that there are sufficient places to rest in the shade at facilities and along walking routes.
- Because there are limited facilities that provide civic engagement targeted at older residents, and a substantial number of residents in the borough do not appear to have easy pedestrian access to an open space or park facility—and there may be little unbuilt land on which to develop a community park in some areas—the borough could consider pursuing joint-use agreements with select properties such as the schools, which also happen to be in the neighborhoods that do not have nearby park facilities. Agreements can either provide a means for the borough to provide programs or to use a shared space with public improvements such as seating and picnicking areas.

Outdoor, Green Space

- Pompton Lakes' Open Space & Recreation Plan should be updated to expand upon the long-term goal of developing a bike route, and to incorporate the recommendations from the Complete Streets Policy and Implementation Plan. A bike route could be incorporated into an integrated pedestrian access network connecting all neighborhoods and the downtown to all of the borough's parks, green spaces, and community destinations. The plan lists potential connectors and recommends developing a complete connector system based on existing opportunities.
- The borough should also consider strategies to acquire public access and make open space improvements to the Wanaque River in the DBD-1 and DRA-1 districts. The 2006 Vision Plan for Pompton Lakes (downtown revitalization) identifies open space near the river, along with other civic space installations in the downtown, as a main vision goal. Green spaces and places for people to gather or rest are considered positive investments in downtown revitalization. A greenway along the Wanaque River in the downtown would also serve to close a gap in neighborhood access to park/open space facilities
- It is recommended that the borough update its [interactive municipal web map](#) of parks and open spaces to include access locations, parking facilities, trails, kiosks, bikeways, and amenities available. This could serve as the tracking and information mechanism for implementation of a community-wide complete and green streets plan that includes a pedestrian circulation network, as well as downtown revitalization improvements.
- Being entirely within the Highland Planning Area, the borough may elect to apply for conformance with the Highlands Regional Master Plan, which would make the borough eligible for Highlands funding directed at either natural resource protection or economic development.
- It is recommended that the borough update its Complete Streets Policy and Implementation Plan to include green infrastructure as described in the transportation section of this report.
- With the [recently updated state stormwater regulation](#), the borough is required to adopt a local stormwater ordinance with minimum best management practices for incorporating green infrastructure to meet groundwater recharge standards and stormwater runoff quantity and quality standards for major development projects. There are measures the town can take to exceed the minimum requirement of the stormwater rule and apply green infrastructure standards to all development.

Next Steps

Undertaking each of the recommendations listed above and described in detail in the preceding sections of this assessment would entail a series of administrative actions, policy changes, financial investments, planning, design, and construction initiatives. This would be a long-term commitment and would require the use of community resources, both financial, and personnel. Regardless of which or how many recommendations the borough elects to pursue, a critical step in undertaking the recommendations is to develop a detailed implementation program that reflects the goals and aspirations of the community and defines community priorities. Setting such priorities will require the municipality to determine which projects are most critical, which ones can be undertaken most readily, and which projects are going to have the greatest impact on improving community aging-friendliness.



New residential development on Lakeside Avenue

A complete implementation program encompasses:

1. a breakdown of actions to accomplish each recommendation the municipality wishes to pursue;
2. a phasing program and schedule specifying when each action is undertaken in a logical sequence;
3. an estimate of the costs of each action, including planning, design, construction, and maintenance where relevant;
4. a likely source of project funding; and
5. the identification of who will be responsible to marshal the project through the implementation process, including building necessary community support and engagement.

The first step in developing an implementation program is to identify and prioritize specific objectives to advance the recommendations of the assessment. The next section provides a list of actionable objectives for which an implementation program can be developed.

Action Objectives

- Conduct an economic and market analysis in conjunction with a housing assessment to target specific mixed-use development projects aimed at revitalizing the downtown and promoting a pedestrian environment.
- Conduct a transit evaluation to consider long-term development of a bus hub in Pompton Lakes Borough and appropriate zoning and development regulations for the vicinity of the historic rail station for transit-oriented development.
- Evaluate and pursue a public-private partnership to redevelop the municipally owned “pond hole” parking lot into a mixed commercial and residential development with parking on ground floors.
- Create spaces for street activation, pedestrian seating, gathering locations, and green infrastructure in the downtown.
- Change zoning to require civic and green spaces as a condition of any redevelopment projects.
- Change zoning in the DBD-2 and DBD-1 districts, potentially by eliminating the DBD-2 district, to allow for more developable land with less environmental or historic constraints and a consistent compact downtown development pattern; to simplify the zoning code and clarify distinctions between the DBD and DRA zone districts, stipulations for planned developments, and permitted uses; and to minimize car-dependent uses in the downtown area.
- Include improvements that can be phased in over time—such as street furniture, wayfinding signage, traffic calming measures, bicycle circulation and safety improvements, or sidewalk/crosswalk installations/repairs—to the downtown area in the boroughs’ capital improvement program and partner with the BID to help fund the improvements.
- Participate in the Main Street New Jersey program to develop focused streetscape improvement strategies and long-term economic stabilization strategies in the central business district.
- Develop a marketing campaign to promote the downtown as a walkable, mixed-use center.
- Update the master plan to: reflect the evolving and projected socioeconomic characteristics of the borough’s aging population in order to define aging-friendly strategies the borough could adopt to respond to the community’s emerging needs; integrate community design for mixed ages and incomes into municipal planning and policies; promote community engagement and a vibrant downtown atmosphere; and maintain consistency and connectivity among the various commercial districts throughout the borough, as well as the capacity for each to serve as appropriately scaled town-center destinations to residential areas throughout the borough.

- Update, prioritize, and adopt a comprehensive vision for future redevelopment in the downtown area, starting with the 2006 Vision Plan for Pompton Lakes (downtown revitalization) report, and with inclusion of underdeveloped areas of the DBD-2 district—particularly by integrating things like plazas of sufficient size and type, outdoor dining, wayfinding, and parking lot design.
- Change the zoning code to establish that redevelopment adheres to a minimum open space requirement of 20% and a minimum 75% first-floor commercial component.
- Update the land-use code to better encourage compact, mixed-use, pedestrian-oriented, and environmentally sustainable development by: explicitly prohibiting drive-throughs in the downtown districts and other areas; revising the bulk requirements of the zoning code to include development standards such as a side yard setback for dining or setbacks on corner properties that allow for corner plazas at intersections; establishing maximum bulk requirements, particularly for the underdeveloped areas of the downtown areas, such as those in the DBD-2 zone, to promote contiguity with the core downtown and a pedestrian-oriented development pattern; establishing a minimum designed public space requirement for planned commercial development in the downtown area; and increasing building heights in low flood-risk areas of the DBD-2, DRA-2, DRA-1, and DBD-1 zones.
- Develop and adopt a form-based code to guide development and redevelopment within the downtown area, with a focus on enhancing pedestrian activity.
- Compile design guidelines and graphics for streetscape, architectural elements, and signage standards into a pattern book, and codify the design standards as the intended visual image and style for the borough’s downtown.
- Conduct a survey of older Pompton Lakes residents to assess their housing needs and their willingness to pursue certain strategies.
- Change zoning to diversify housing in the borough, and particularly to expand the existing stock of “missing middle” housing in the borough, with specific focus on evaluating existing area, yard, and bulk requirements in low flood-risk residential districts.
- Provide incentives, such as density bonuses, increased building height limits, or of-right zoning controls that would expand further the current number of single-family attached units, townhomes, duplexes, and/or multi-family units in the borough.
- Eliminate or reduce requirements for non-residential and residential development fees as an incentive to encourage development that includes a residential component.
- Adopt a universal design policy or ordinance for all new and renovated residential development in the borough.

- Change zoning to permit accessory apartments, including “tiny homes,” in the R-4 zone.
- Change zoning to permit home sharing and take steps to actively promote a home sharing program in the community.
- Update the borough’s 2019 Complete Streets Policy and Implementation Plan to include green streets and incorporate green infrastructure techniques.
- Change zoning to include design standards and basic minimums for installation and widths of sidewalks, consistent with an updated complete and green streets policy.
- Change zoning to incorporate basic standards for crosswalks, such as curb extensions or crosswalk design, into subdivision and site plan requirements based on an updated complete and green streets policy.
- Conduct a parking inventory and determine usage estimates within the borough.
- Change zoning to establish a development principle that calls for maintaining the current wide-spread availability of on-street parking throughout the downtown districts and redevelopment areas.
- Establish a parking authority to plan for and manage parking in the commercial districts and redevelopment areas; and to consider alternative parking strategies.
- Identify and implement a strategy to minimize front parking and driveway cuts in the DBD-1, DBD-2, DRA-1, and DRA-2 districts.
- Establish a strategy and program to promote a walking culture, potentially including parking wayfinding improvements.
- Develop green infrastructure in municipal surface parking lots and incorporate green infrastructure into facility designs, as part of an updated complete and green streets policy.
- Conduct a bicycle and pedestrian audit and survey, with targeted outreach to older residents, to develop and implement a community-wide interconnected pedestrian circulation network. In the assessment, evaluate: the borough’s busiest bus stops to determine usage estimates by older residents, the extent to which the bus system connects residents to destinations within Pompton Lakes and the region, and if sufficient seating and lighting are provided at bus stops; pedestrian connectors to/from parking areas and bus stops to ensure that safe and accessible pedestrian pathways are sufficiently lighted, easily navigated by individuals of all mobilities, and clearly marked or delineated; ways that older residents are likely to access community facilities—walking, bicycle, shuttle, ride service—and what obstacles are present for them; sidewalks and crosswalks for any impeding obstacles in the vicinity of and along the routes to key destinations, such as the Civic Center or parks, from all residential

neighborhoods; opportunities to enhance existing pedestrian connectors such as the walkway from the senior housing facility to the DBD-2 district; and traffic calming measures for problematic intersections or high-speed traffic areas, such as the Wanaque Avenue intersection at the rail line.

- Conduct a survey of street furniture and shade tree placement, particularly in those areas frequented by older adults, such as the Civic Center, parks, and downtown destinations. This could be incorporated into a bicycle and pedestrian audit.
- Install temporary pop-up traffic calming techniques such as curb bump-outs, crossing islands, narrowed travel lanes, signage and road markings, speed tables, roundabouts, and other traffic calming practices as a low-cost way to test which traffic-calming methods are most effective at certain locations.
- Develop and implement a bicycle and pedestrian plan that creates a network of routes and dedicated bicycle lanes that connect community destinations to each other, the downtown, bus stops, and to residential neighborhoods.
- Update the borough's "Recreational Facility Needs" section of its Open Space & Recreation Plan to include facilities favorable to older residents, such as an exercise or wellness facility, and to include a network of walking trails.
- Develop a new community center that includes senior programming and activities.
- Ensure that residents in all sections of town have pedestrian access to a park facility by pursuing joint-use agreements, enhancing mobility and transportation to community facilities from gap areas, or developing new amenities.
- Acquire public access and make open space improvements to the Wanaque River corridor in the DBD-1 and DRA-1 districts, and to fill gaps in access to nearby park or open space from neighborhoods throughout the borough.
- Seek plan conformance with the Highland Regional Master Plan to broaden funding opportunities for environmental and economic improvements.
- Update Pompton Lakes' interactive municipal web map of parks and open spaces to include access locations, parking facilities, trails, kiosks, bikeways, and amenities available. This could serve as the tracking and information mechanism for implementation of a community-wide complete and green streets plan that includes a pedestrian circulation network as well as downtown revitalization improvements.
- Adopt a stormwater ordinance and management plan that exceeds the minimum requirement and applies green infrastructure standards to all development in Pompton Lakes.



About New Jersey Future

New Jersey Future is a nonprofit, nonpartisan organization that promotes sensible growth, redevelopment and infrastructure investments to foster vibrant cities and towns, protect natural lands and waterways, enhance transportation choices, provide access to safe, affordable and aging-friendly neighborhoods and fuel a strong economy. New Jersey Future does this through original research, innovative policy development, coalition-building, advocacy, and hands-on strategic assistance. Embracing differences and advancing fairness is central to New Jersey Future's mission and operations. To effectively advance its mission, New Jersey Future is firmly committed to pursue a culture of greater justice, equity, diversity, and inclusion through its programs, internal operations and external communications.

<https://www.njfuture.org/>

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Tanya manages New Jersey Future's land-use planning work. She provides strategic assistance to help communities implement smart planning policies and practices that foster resilient and vibrant places for all community members. Her main focus areas include climate change adaptation, place-based economic redevelopment, and aging-friendly neighborhoods. She holds an M.S. in Geography and a B.A. in Biology, both from Rutgers University. Prior to joining New Jersey Future, she was a senior planner in the Somerset County Planning Division, where she managed the division's GIS initiatives and staff, conducting data analyses to perform regional wastewater planning, flood risk research, and transportation assessments. Tanya also has extensive experience working at New Jersey land trusts, where she identified and prioritized lands for preservation at local and regional scales.

Tim Evans, Director of Research

Tim Evans is responsible for the original research and data analysis that support New Jersey Future's policy development and ensures that all of the organization's products and media communications are quantitatively accurate and defensible. He frequently provides data and advice to colleague organizations, serving as an informal research consultant to the smart growth community at large. His analysis and commentary have been featured by a wide range of state and national media outlets. He holds a B.S. in mathematics from Ursinus College, an M.S. in statistics from the University of Virginia, and a master's in city and regional planning from the Bloustein School of Planning and Public Policy at Rutgers University. Prior to joining New Jersey Future, he worked for six years as a mathematical statistician for the Bureau of the Census in Washington, D.C.

New Jersey Future Aging-Friendly Reports

- Municipal Strategies to Diversify Housing Stock for an Aging Population: A Case Study Report, August 2020, <https://www.njfuture.org/2020/08/11/a-guide-to-diversifying-housing-options-for-an-aging-population/>
- Where We Are Growing? Implications of Recent Demographic Trends in New Jersey, New Jersey Future, September 2017, <https://www.njfuture.org/research-publications/research-reports/implications-of-recent-demographic-trends/>
- Creating Places To Age in New Jersey: Housing Affordability and Aging-Friendly Communities, New Jersey Future, December 2015 <https://www.njfuture.org/research-publications/research-reports/places-to-age-2/>
- Creating Places to Age in New Jersey, New Jersey Future, January 2014 <http://www.njfuture.org/research-publications/research-reports/places-to-age-nj/>
- Creating Places to Age: A Municipal Guide to Best Land-Use Practices, New Jersey Future, January, 2014 <http://www.njfuture.org/wp-content/uploads/2014/02/Creating-Places-To-Age-in-New-Jersey-Municipal-Best-Practices.pdf>

👉 PLEASE NOTE 👉

In addition to the sources listed above, more than 50 terms throughout this report are [hyperlinked](#) to resources that provide additional information about programs, regulations, recommended strategies, pertinent research materials, and/or articles that supplement narratives throughout this document. Readers who wish to obtain additional information or source documents are encouraged to click on and explore the links.

Appendix

A. Community Statistics Analysis

- Total population, cited individually and also used to compute net activity density, is from the Census Bureau's Annual Population Estimates program.
- 2017 5-year American Community Survey is the source for population by age, households by age of householder, housing cost burden, living arrangements of the adult population, median household income, housing units by year structure built, housing units by number of units in structure, housing units by number of rooms, and tenure.
- Developed acres, cited individually and also used to compute net activity density, is from the Department of Environmental Protection Land Use/Land Cover mapping project. https://www.nj.gov/dep/newsrel/2019/19_0079.htm
- Acres permanently preserved or environmentally constrained, and acres still developable, are based on additional analysis by researchers at Rowan and Rutgers universities that overlays the DEP Land Use/Land Cover data with other data sources that describe lands that have been permanently preserved or are otherwise regulated and cannot be developed.
- Average residential value is from the New Jersey Data Book. <https://njdatabook.rutgers.edu/>
- Employment, which is one component of net activity density, is from the New Jersey Department of Labor's Quarterly Census of Employment and Wages. <https://app.powerbigov.us/view?r=eyJrIjoieWlWZmZlZTMtYTQyMy00M2NjLWFhOGEtZDY1NWQ2MDRlZjRhIiwidCI6IjUwNzZjM2QxLTM4MDItNGI5Zi1iMzZhLUwYTQxYmQ2NDJhNyJ9>
- Local street network density was computed by New Jersey Future from a database of road segments maintained by the New Jersey Department of Transportation. Municipal totals exclude limited-access highways and their attendant ramps, which are not part of the "local" road network.

B. Community Profile

Pompton Lakes Borough Demographic Profile

Aging-Friendly Land Use Assessment

Introduction

New Jersey Future has assembled a municipal profile in conjunction with the **Aging-Friendly Communities Initiative** that is being undertaken with funding from **The Henry and Marilyn Taub Foundation** whose support made this project possible. The profile is intended to offer a current statistical snapshot of key demographic and economic characteristics of the Borough of Pompton Lakes, particularly as they relate to the borough's older residents. To provide context, Pompton Lakes' values for the data items presented here are compared to statewide values. This profile includes the data items listed below. Most are from the five-year version of the Census Bureau's American Community Survey. Total population is from the Census Bureau's Annual Population Estimates program. Data items relating to land development patterns and street networks are New Jersey Future's analysis of data from sources including NJDOT, NJDEP, and Rutgers and Rowan Universities.

- 2007 land-use patterns: % developed, % preserved or constrained, and % still developable
- % built-out (developed acres as % of all developable, i.e. with preserved/constrained lands removed from denominator)
- Net activity density (population + employment per developed square mile)
- Street network density (route-miles of local road per square mile)
- Presence of a center (New Jersey Future methodology)
- Median block size
- Total population
- Population by age group
- % living in poverty: all residents and residents 65+
- Median household income
- Household income distribution
- % vacant housing units
- % owner vs renter
- Living arrangements of the 65+ population
- Housing units by type / # of units in structure
- Average residential value
- Years of median household income to purchase average-valued home
- Median gross rent
- % of households that are cost-burdened: all households and households headed by someone 65+

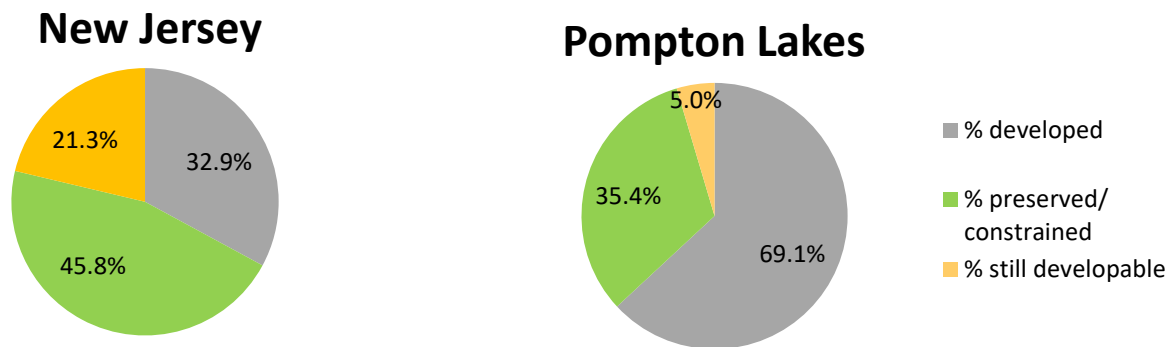
Pompton Lakes Demographic Overview

Like the rest of Passaic County, Pompton Lakes is mostly built-out—that is, most of its land that can be developed has been developed. In the upper block of the county—West Milford township, Ringwood, Wanaque, and Bloomingdale—municipalities are at or near build-out not because they are lacking undeveloped lands but because those lands are off-limits to development. All four of them are less than 30% urbanized but are at the same time at least 80% built-out, because most of their undeveloped land can't be built on. In the southern neck of the county, to the east of I-287, towns are mostly built-out because they are mostly urbanized—every town in the southern half, including Pompton Lakes, has developed at least 2/3 of its total land area, with the county's three major cities—Paterson, Clifton, and Passaic—all being at least 90% urbanized. Pompton Lakes straddles the two sections of the county, with about 30% of its land still open but undevelopable and the rest mostly urbanized.

Pompton Lakes has a moderate suburban density overall, with a traditional mixed-use downtown at its center and with fairly good local bus service but with most of the surrounding residential neighborhoods being more typically suburban, with mainly single-family detached housing. Its income profile resembles that of the state as a whole, with slightly higher concentrations in the upper income brackets. Pompton Lakes has rates of poverty and housing vacancy that are well below the statewide level, and a much higher homeownership rate. Its home values tend to be lower than the statewide average, although the median rent is higher, probably reflective of the relative shortage of rental housing.

2007 Land-Use Patterns

Pompton Lakes is much more developed than the state as a whole, and most of what remains has either been permanently preserved (as parkland, for example) or cannot be built on due to environmental constraints. The borough has a small amount of developable land remaining, meaning that most new development is going to be redevelopment or infill.



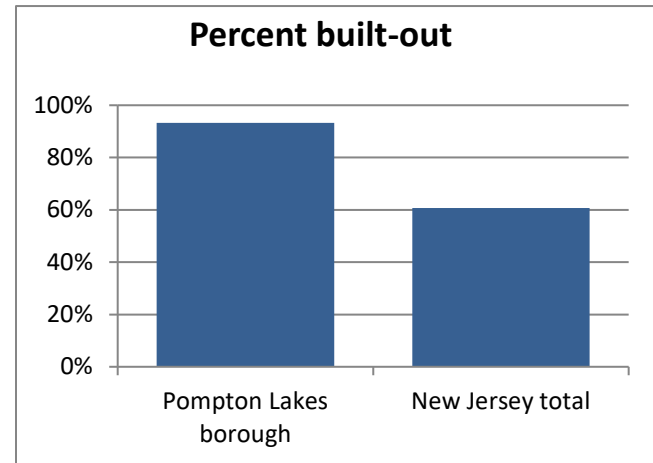
In fact, Pompton Lakes is 93.2% built-out—that is, almost all of its land that can be built on (excluding land that has already been preserved or is environmentally constrained) has already been built on.

Smart-Growth Metrics

New Jersey Future has developed four municipal-level metrics of compactness and walkability: net activity density (population + jobs per developed square mile, for 2007), presence of a mixed-use center, street network density (as measured by route-miles of local road per square mile), and median block size (in acres).

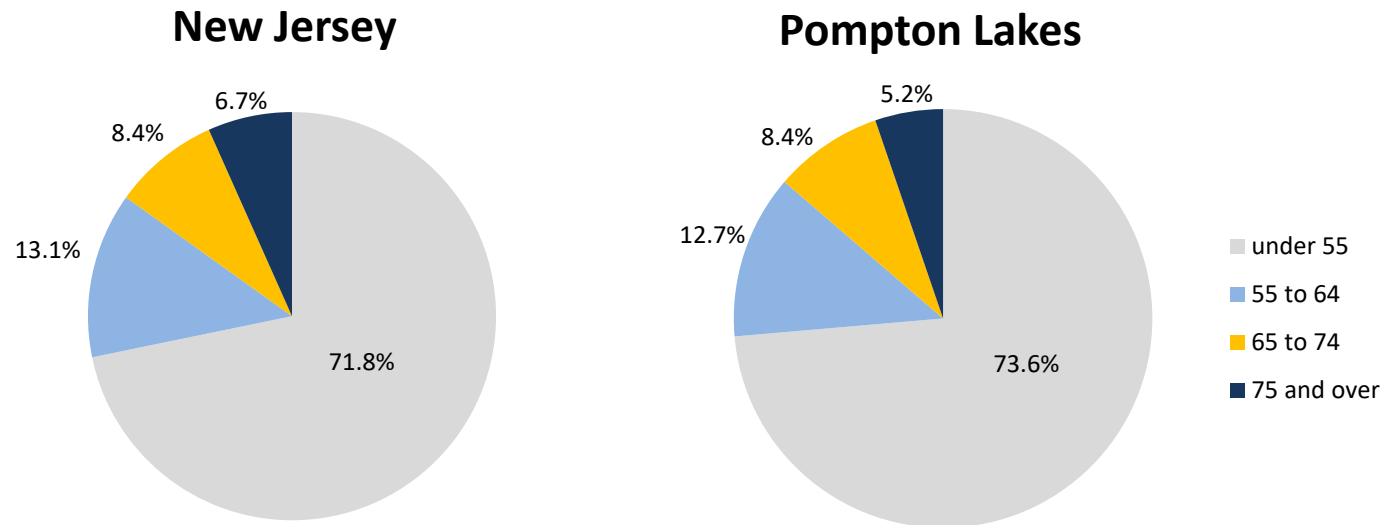
Pompton Lakes' net activity density is 6,635 people + jobs per developed square mile, ranking it in New Jersey Future's "moderate suburban" category, the fourth-highest out of six categories. The median net activity density over all 565 municipalities in the state is 5,244, so Pompton Lakes' net activity density puts it slightly ahead of the middle of the pack among all New Jersey municipalities. New Jersey Future characterizes Pompton Lakes as being a center, with a well-defined mixed-use downtown. Pompton Lakes' street network density is 11.2 local road route-miles per square mile, putting it in the "good" category, the third highest. The median over all 565 municipalities in the state is 9.75.

Pompton Lakes' median block size is 4.44 acres, putting it in the "good" category, the third best. The median municipality in the state has a median block size of 5.18 acres, meaning Pompton Lakes' street network, with its smaller blocks, is slightly more walkable than the typical municipality's.



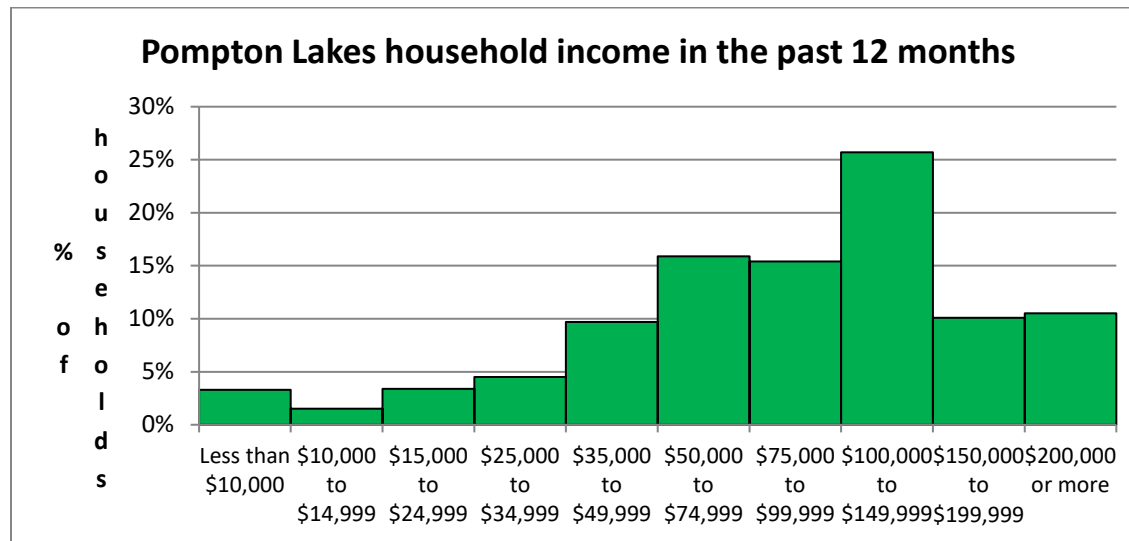
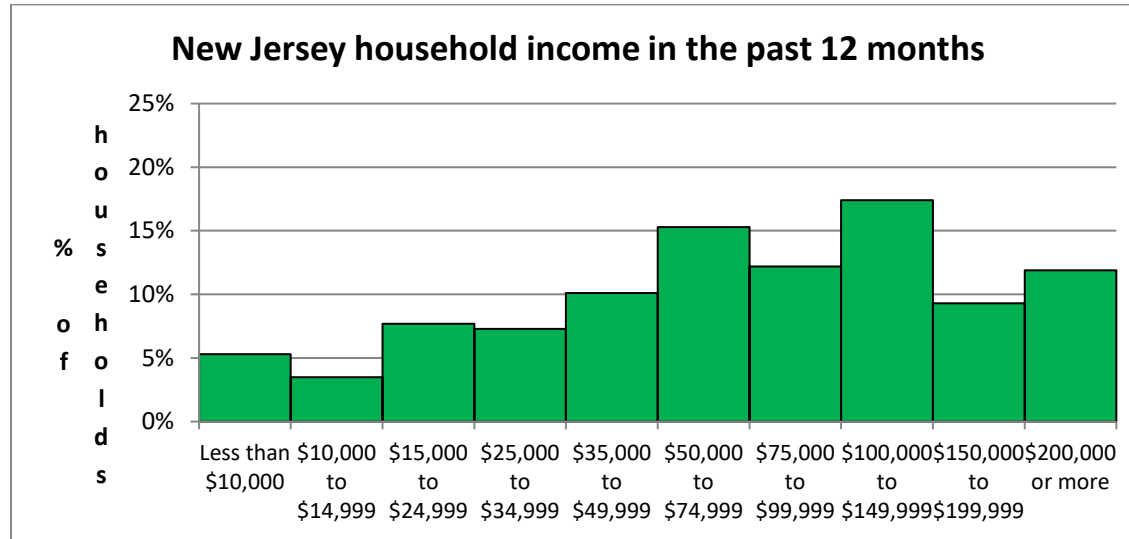
Age Distribution

The total 2018 population of the town was 11,014 individuals. Pompton Lakes has a slightly lower percentage of residents 65 and older than does the state as a whole—13.7%, compared to 15.1% statewide. It also has a slightly smaller percentage between ages 55 and 65. Thus, Pompton Lakes' population skews slightly younger than the state.



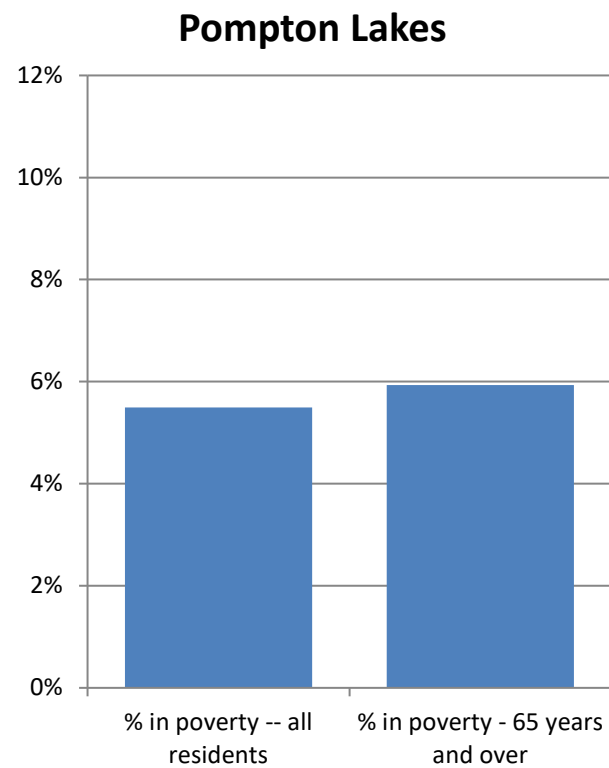
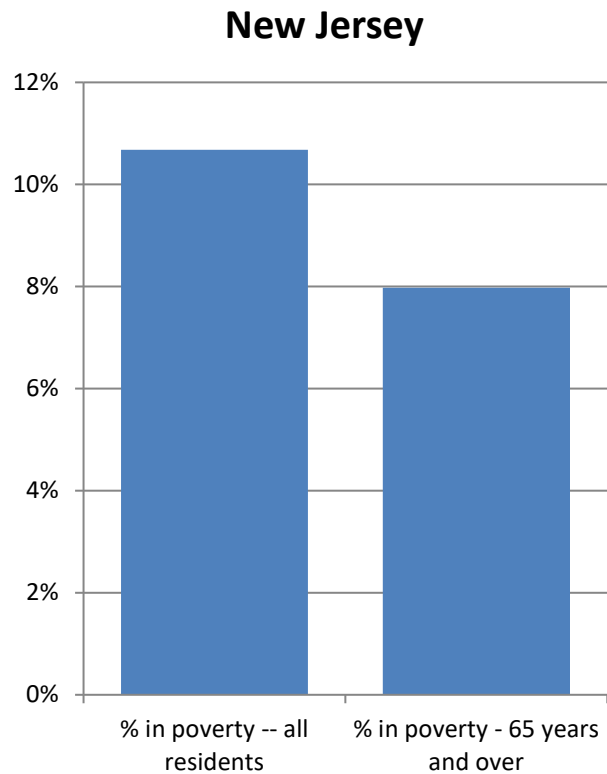
Income Distribution

Pompton Lakes' income distribution resembles that of the state as a whole but with fewer households in the lowest income categories and a more noticeable spike at the \$100,000-\$150,000 range.



Poverty

Pompton Lakes' overall poverty rate of 5.5% is about half the statewide rate of 10.7%. But its poverty rate of 5.9% among residents 65 and over is slightly higher than its overall poverty rate. This is the reverse of what is true statewide, where the poverty rate for the 65+ population is lower than the overall rate. In Pompton Lakes, being over age 65 means you are more likely to be living in poverty, rather than less likely, as is the case for New Jersey as a whole.

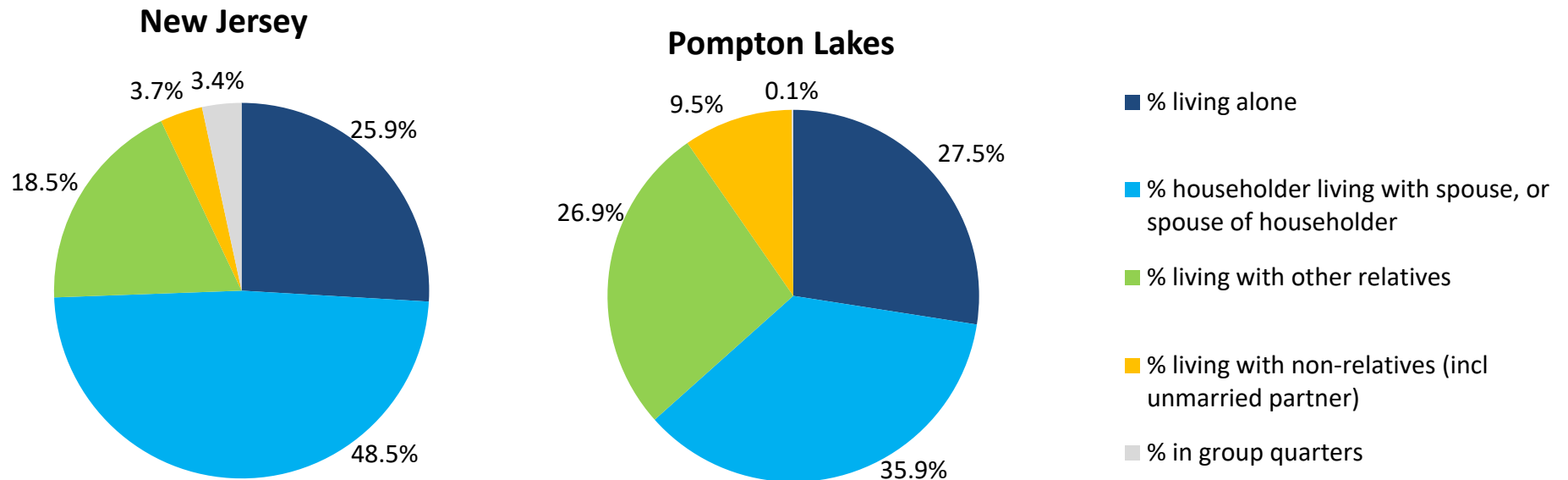
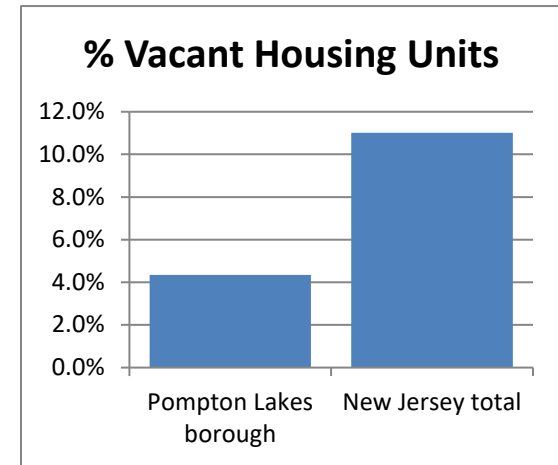


Housing Vacancy

Pompton Lakes' housing vacancy rate is well under half the statewide rate—4.3% vs. 11.0%—indicating a tight housing market.

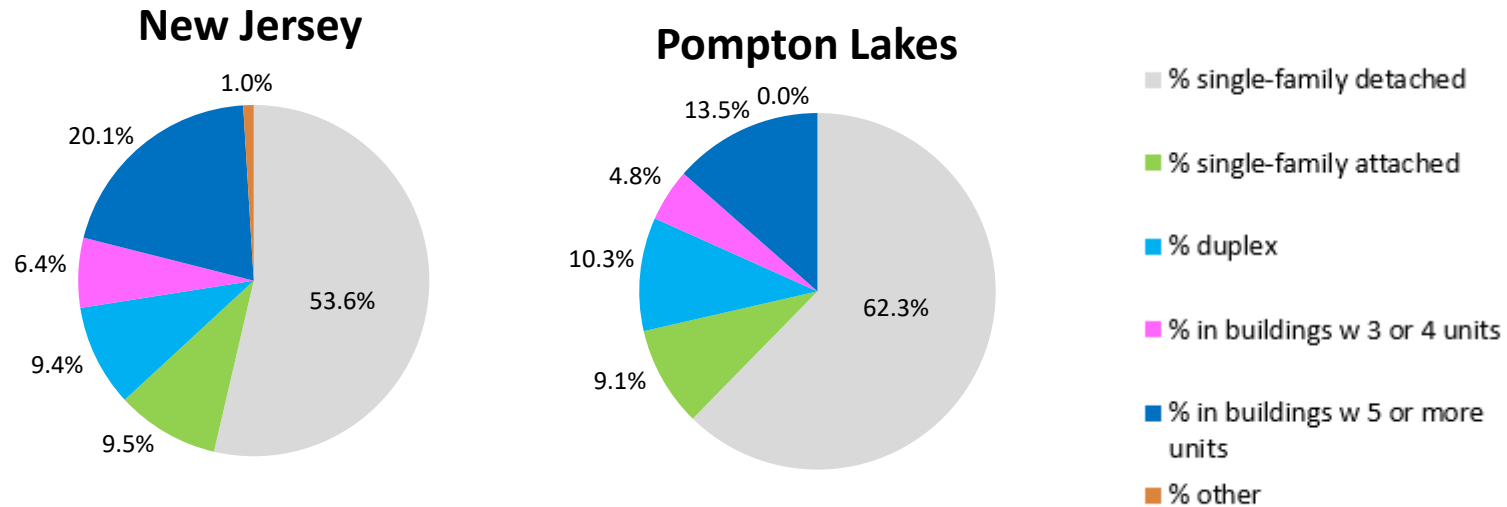
Living Arrangements of the 65+ Population

Pompton Lakes residents who are 65 or older are slightly more likely to live alone than is true statewide—27.5% of the 65+ population lives alone in Pompton Lakes, compared to 25.9% for New Jersey as a whole. Pompton Lakes' 65+ residents are much more likely to be living with other relatives—26.9% of the 65+ population in Pompton Lakes, compared to only 18.5% statewide. They are also more likely to be living with non-relatives (including unmarried partners)—9.5% of Pompton Lakes' 65+ residents live in such a household, compared to only 3.7% statewide.



Housing Stock

Pompton Lakes' housing stock mirrors that of the state fairly closely, with a diverse mix of housing types. Its share of single-family detached units is somewhat higher than the statewide percentage (62.3% vs. 53.6%) and its share of units in larger apartment buildings is smaller (13.5% vs. 20.1%), but other housing types are well represented.



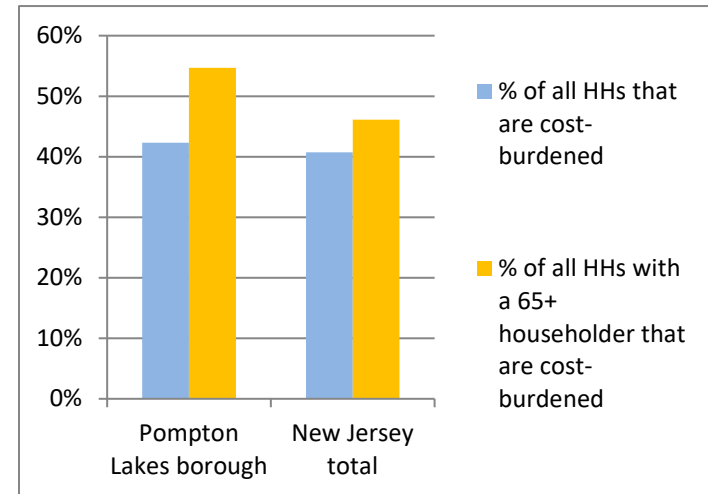
Household Income and Housing Prices

Pompton Lakes' median household income of \$92,952 is about 20% higher than the statewide median of \$76,475, while its average home is worth only about 75% of the average home value for the whole state. The ratio of home values to income in Pompton Lakes is thus significantly lower than it is for the state as a whole: statewide, the median-income household needs 4.8 years' worth of income to purchase the average-priced home, whereas in Pompton Lakes it is just under 3 years (2.95). Because Pompton Lakes' average home value is so much lower than the state's, the borough represents a relative bargain for the statewide median-income household: that household needs just a little over 3 ½ years' worth of income to purchase the average Pompton Lakes home.

Jurisdiction	Median household income 2017	Average residential value 2017	Years local median HH income to purchase avg home value	Years state median HH income to purchase avg home value
Pompton Lakes	\$92,952	\$274,008	2.95	3.58
New Jersey Total	\$76,475	\$367,049	4.80	4.80

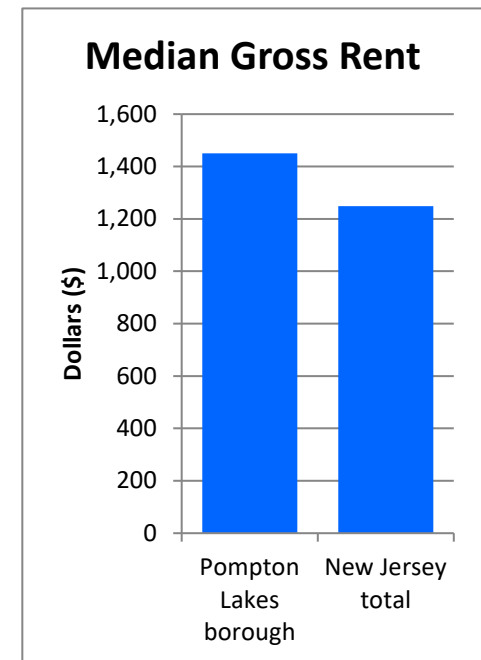
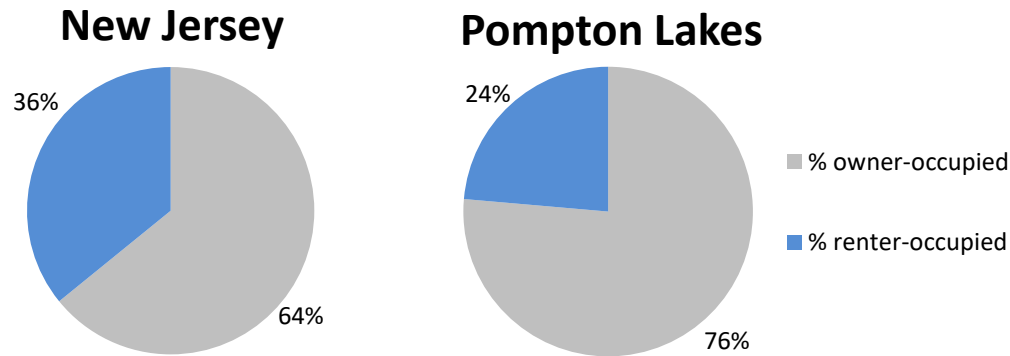
Housing Cost Burden

The percentage of all households that are housing cost-burdened (i.e. paying at least 30% of their gross income on housing costs) is about the same in Pompton Lakes as it is statewide—42.3% vs. 40.7%. But when considering only households headed by someone 65 or older, Pompton Lakes' rate is much higher than the state's—54.7% vs. 46.1%. Both in Pompton Lakes and statewide, the likelihood of being housing cost-burdened is higher for households headed by someone 65+ than for the general population, and in Pompton Lakes' case it is significantly higher.



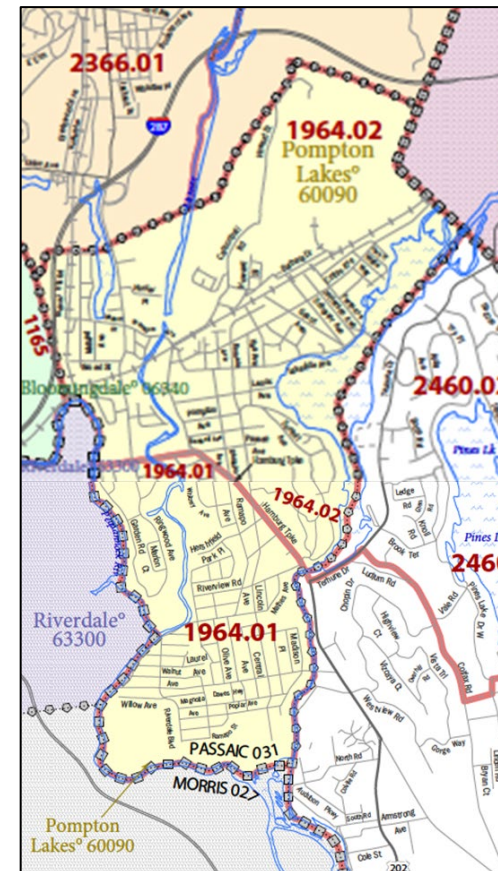
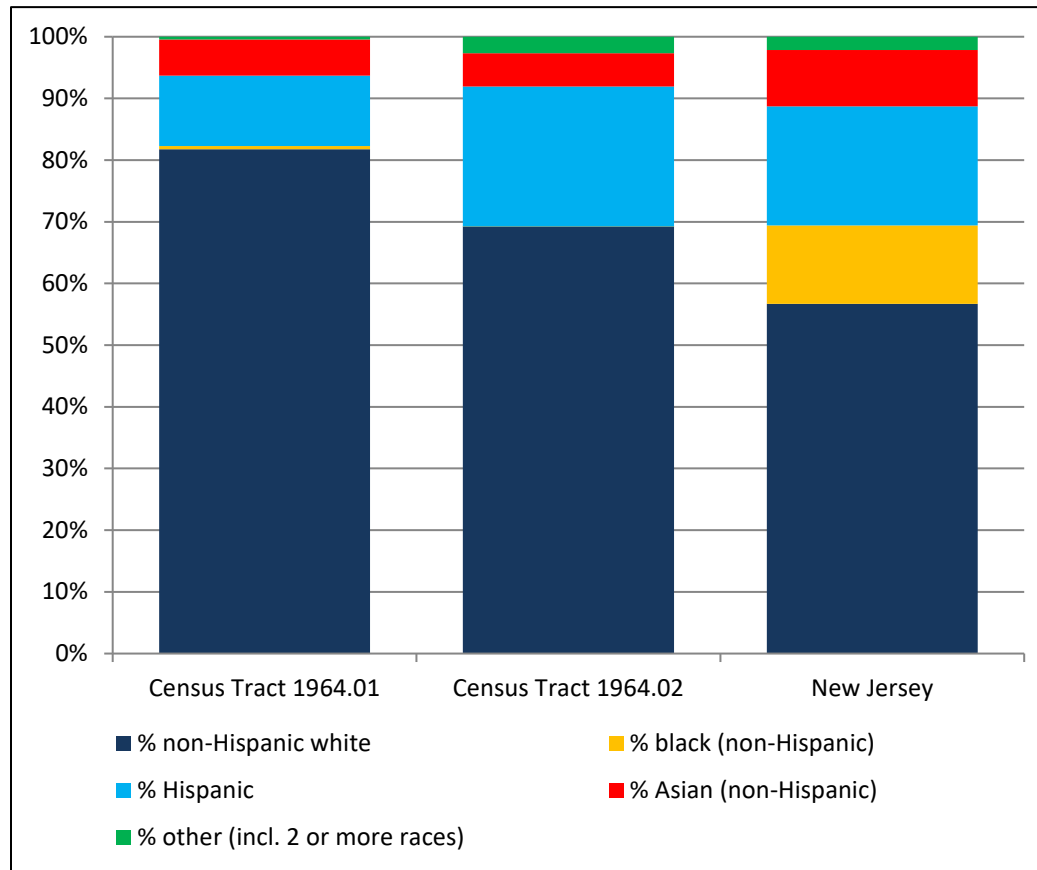
Tenure

More than three-quarters (76.4%) of Pompton Lakes households own their homes, well above the statewide rate of 64.1%. For those that don't, Pompton Lakes' rents are generally higher than statewide: median gross rent for Pompton Lakes is \$1,450 per month, compared to a median of \$1,249 for the state, making Pompton Lakes' median rent about 16% higher than statewide.



Internal Diversity

Pompton Lakes is subdivided into two census tracts—census tracts roughly correspond to the concept of a neighborhood. Tract 1964.01, south of Hamburg Turnpike, is much whiter than the state as a whole, with a non-Hispanic white percentage of 81.8% (the statewide figure is 56.7%). The northern part of the borough, Tract 1964.02, is a bit closer to the state profile, with a non-Hispanic white percentage of 69.3% and with a Hispanic percentage that is actually larger than the state's (22.7%, vs. 19.3% statewide). There are virtually no Black residents in either tract, and both tracts have Asian percentages a little more than half the size of the statewide 9.1%.



Addendum

Borough of Pompton Lakes Aging-Friendly Communities Initiative
Implementation Planning Observations and Priorities
Summary of 12/11/20 Implementation Planning Workshop



This summary statement and the priority actions matrix are based on the implementation planning workshop discussion and voting activity of the workshop. At the workshop, best practices of implementation planning were reviewed, and the Pompton Lakes steering-committee for the aging-friendly land-use assessment project provided input to prioritize the recommendations in the *Creating Great Places to Age: Aging-Friendly Land-Use Assessment for the Borough of Pompton Lakes* report.

Observations

- Changing zoning in the downtown is an appropriate strategy to increase density and add more residential to the downtown. The DBD-2 district can be a natural extension of the DBD-1 zone, and benefits associated with zone changes in the DBD-2 district need to be assessed and shared with the community.
- Pompton Lakes has done considerable planning for redevelopment and community design. There needs to be a focus on implementation and investment. Features such as lighting and streetscaping along Wanaque Avenue have been funded by municipal investment. Additional projects, such as wayfinding, signage, and traffic calming measures, can be funded through capital improvement budgeting.
- Seeking funding for implementation of downtown economic revitalization is a priority for the Borough. The Borough has done a good job leveraging funding sources available for planning and has instituted a payment in lieu of taxes program to bring in capital, but has not made a strong effort to implement all priority actions.
- The borough's vision plan should be updated to integrate recommendations of current planning efforts to pursue a compact, mixed-use, pedestrian-oriented community design. This would help the Borough to move away from evaluating options project-by-project and toward a comprehensive implementation of an appropriate downtown form. Consideration should be given to changes to the land-use code and applicability of a form-based code.
- The BID has done a number of things to advance the downtown. There could be better coordination between municipal and BID initiatives to ensure that outcomes are aligned with community design goals. Application to the Main Street New Jersey Program may be an opportunity for the BID and municipality to coordinate efforts.
- Implementation of pop-up demonstrations to test tactics for design elements such as street calming or civic spaces in the downtown is an appropriate strategy to begin implementing certain actions.
- Pompton Lakes has a complete streets policy and implementation plan with a circulation network mapped out based on an audit. It is a priority to implement the plan, particularly with route signage, identification, and safety improvements.

- A plan to integrate the Wanaque River greenway into downtown economic and redevelopment planning is a priority and provides co-benefits for environmental, economic, recreation, and social engagement improvements.
- The pond hole parking area is of specific concern to many older residents due to accessibility issues. The Borough does have a design and development plan for this area, and there is a need to ensure that it meets the needs of the community, advances downtown redevelopment goals, and fits with the character of an updated vision for the downtown area.
- There are plans in place for renovation of the current civic center, and the Borough is identifying strategies to provide parking facilities suitable for older residents. There is a need to ensure that the design meets the needs of older residents in the community because there is currently no other municipal facility directly serving older residents.
- It is a priority for the Borough to assess the housing needs of older residents.
- Housing needs for older residents may include senior housing units, as well as flexible living arrangements such as accessory dwelling units or shared housing. Housing cost burden is significant for older residents in Pompton Lakes, and the Borough would like to help them stay in their homes if they desire. Design criteria would need to be established for implementation.
- The borough's master plan contains a number of recommendations consistent with outcomes of this project, and the master planning process should fully incorporate aging-friendly community design guidelines to ensure alignment with implementation goals.
- There is a need to find effective means of engaging the community and maintaining public participation in an aging-friendly initiative.

Next steps

- Municipal leaders and staff, including the borough council, planning board, other boards and committees, and relevant departments, need to review this summary statement to provide feedback and do a "reality check" to identify actions that are feasible and doable in the borough and will have the support of decision-makers.
- The Borough should designate a steering committee to oversee aging-friendly implementation.
- The Borough should conduct a public meeting to inform development of an aging-friendly land use implementation plan and educate the public.

Priority Matrix for Implementation of Aging-Friendly Land Use

Actions are grouped into two categories—primary (1) and secondary (2).

Action	Description	Land Use Category	Priority
Strategize Aging-Friendly Public Participation	Build an aging-friendly community initiative by identifying local leaders and advocates to advance the initiative. Begin with educating stakeholders about aging-friendly community building and engaging community members in decision-making and implementation.	Administration	1
Change DBD-2 Zoning	Change zoning in the DBD-2 and DBD-1 districts, potentially by eliminating the DBD-2 district, to allow for more developable land with less environmental or historic constraints and a consistent compact downtown development pattern; to simplify the zoning code and clarify distinctions between the DBD and DRA zone districts, stipulations for planned developments, and permitted uses; and to minimize car-dependent uses in the downtown area.	Mixed-Use Center	1
Budget for Implementation	Include improvements that can be phased in over time—such as street furniture, wayfinding signage, traffic calming measures, bicycle circulation and safety improvements, or sidewalk/crosswalk installations/repairs—to the downtown area in the boroughs' capital improvement program and partner with the BID to help fund the improvements.	Mixed-Use Center	1
Seek Downtown Economic Development Funding	Seek plan conformance with the Highland Regional Master Plan to broaden funding opportunities for environmental and economic improvements. Research other options.	Mixed-Use Center	1
Require Downtown Civic and Green Spaces in Downtown Development	Change zoning to require civic and green spaces as a condition of any redevelopment projects.	Mixed-Use Center	1
Establish a Community Design Vision for the Downtown	Update, prioritize, and adopt a comprehensive vision for future redevelopment in the downtown area, starting with the 2006 Vision Plan for Pompton Lakes (downtown revitalization) report, and with inclusion of underdeveloped areas of the DBD-2 district—particularly by integrating things like plazas of sufficient size and type, outdoor dining, wayfinding, and parking lot design.	Mixed-Use Center	1

Action	Description	Land Use Category	Priority
Adopt Downtown Land-Use Code Changes	Update the land-use code to better encourage compact, mixed-use, pedestrian-oriented, and environmentally sustainable development by: explicitly prohibiting drive-throughs in the downtown districts and other areas; revising the bulk requirements of the zoning code to include development standards such as a side yard setback for dining or setbacks on corner properties that allow for corner plazas at intersections; establishing maximum bulk requirements, particularly for the underdeveloped areas of the downtown areas, such as those in the DBD-2 zone, to promote contiguity with the core downtown and a pedestrian-oriented development pattern; establishing a minimum designed public space requirement for planned commercial development in the downtown area; and increasing building heights in low flood-risk areas of the DBD-2, DRA-2, DRA-1, and DBD-1 zones.	Mixed-Use Center	1
Integrate Master Planning	Update the master plan to reflect the evolving and projected socioeconomic characteristics of the borough's aging population in order to define aging-friendly strategies the borough could adopt to respond to the community's emerging needs; integrate community design for mixed ages and incomes into municipal planning and policies; promote community engagement and a vibrant downtown atmosphere; and maintain consistency and connectivity among the various commercial districts throughout the borough, as well as the capacity for each to serve as appropriately scaled town-center destinations to residential areas throughout the borough.	Mixed-Use Center	1
Implement Downtown Street Activation	Create spaces in the downtown for pedestrian seating and gathering, incorporating green infrastructure.	Mixed-Use Center	1
Apply for the Main Street New Jersey Program	Participate in the Main Street New Jersey program to develop focused streetscape improvement strategies and long-term economic stabilization strategies in the central business district.	Mixed-Use Center	1
Pursue Pond Hole Redevelopment	Evaluate and pursue a public-private partnership to redevelop the municipally owned "pond hole" parking lot into a mixed commercial and residential development with parking on ground floors.	Mixed-Use Center	1
Conduct a Housing Survey of Senior Residents	Conduct a survey of older Pompton Lakes residents to assess their housing needs and their willingness to pursue certain strategies.	Housing	1
Permit Accessory Dwelling Units	Change zoning to permit accessory apartments, potentially including "tiny homes," in the R-4 zone.	Housing	1

Action	Description	Land Use Category	Priority
Change Zoning to Diversify Housing Types	Change zoning to diversify housing in the borough, and particularly to expand the existing stock of “missing middle” housing in the borough, with specific focus on evaluating existing area, yard, and bulk requirements in low flood-risk residential districts.	Housing	1
Implement a Home Sharing Program	Change zoning to permit home sharing and take steps to actively promote a home sharing program in the community.	Housing	1
Adopt Universal Design Standard	Adopt a universal design policy or ordinance for all new and renovated residential development in the borough.	Housing	1
Increase Missing Middle Housing Stock	Provide incentives, such as density bonuses, increased building height limits, or of-right zoning controls that would expand further the current number of single-family attached units, townhomes, duplexes, and/or multi-family units in the borough.	Housing	1
Pursue Public Access and Open Space Improvements to the Downtown Wanaque River Greenway	Acquire public access and make open space improvements to the Wanaque River corridor in the DBD-1 and DRA-1 districts, and to fill gaps in access to nearby park or open space from neighborhoods throughout the borough.	Open Spaces / Facilities	1
Develop a Community Center to Serve Senior Residents	Develop a new community center that includes senior programming and activities.	Open Spaces / Facilities	1
Test Techniques with Pop-Up Demonstration Projects	For example, to test pedestrian safety techniques, install temporary pop-up traffic calming techniques such as curb bump-outs, crossing islands, narrowed travel lanes, signage and road markings, speed tables, roundabouts, and other traffic calming practices as a low-cost way to test which traffic-calming methods are most effective at certain locations. Temporary pop-up demonstrations can also test street activation and civic spaces in the downtown.	Transportation	1
Develop a Campaign and Program to Promote a Walking Culture	Establish a strategy and program to promote a walking culture, potentially including parking wayfinding improvements.	Transportation	1
Conduct an Economic and Market Analysis	Conduct an economic and market analysis in conjunction with a housing assessment to target specific mixed-use development projects aimed at revitalizing the downtown and promoting a pedestrian environment.	Mixed-Use Center	2
Adopt a Form-Based Code	Develop and adopt a form-based code to guide development and redevelopment within the downtown area, with a focus on enhancing pedestrian activity.	Mixed-Use Center	2
Develop a Marketing Campaign to Promote the Downtown	Develop a marketing campaign to promote the downtown as a walkable, mixed-use center.	Mixed-Use Center	2
Establish Design Standards	Compile design guidelines and graphics for streetscape, architectural elements, and signage standards into a pattern book, and codify the design standards as the intended visual image and style for the borough’s downtown.	Mixed-Use Center	2

Action	Description	Land Use Category	Priority
Reduce Driveways Downtown	Identify and implement a strategy to minimize front site parking and driveway cuts in the DBD-1, DBD-2, DRA-1, and DRA-2 districts.	Mixed-Use Center	2
Incentivize Downtown Residential Development	Eliminate or reduce requirements for non-residential and residential development fees as an incentive to encourage development that includes a residential component.	Housing	2
Integrate Senior Recreation and Wellness into Plans	Update the borough's "Recreational Facility Needs" section of its Open Space & Recreation Plan to include facilities favorable to older residents, such as an exercise or wellness facility, and to include a network of walking trails.	Open Spaces / Facilities	2
Improve Access to Park Facilities	Ensure that residents in all sections of town have pedestrian access to a park facility by pursuing joint-use agreements, enhancing mobility and transportation to community facilities from gap areas, or developing new amenities.	Open Spaces / Facilities	2
Adopt a Green Streets Policy	Update the borough's 2019 Complete Streets Policy and Implementation Plan to include green streets and incorporate green infrastructure techniques.	Open Spaces / Facilities	2
Implement Green Infrastructure and Stormwater Management	Adopt a stormwater ordinance and management plan that exceeds the minimum requirement and applies green infrastructure standards to all development in Pompton Lakes.	Open Spaces / Facilities	2
Conduct a Survey Street Furniture	Conduct a survey of street furniture and shade tree placement, particularly in those areas frequented by older adults, such as the Civic Center, parks, and downtown destinations. This could be incorporated into a bicycle and pedestrian audit.	Open Spaces / Facilities	2
Map a Network of Open Space, Facilities, and Trails	Update Pompton Lakes' interactive municipal web map of parks and open spaces to include access locations, parking facilities, trails, kiosks, bikeways, and amenities available. This could serve as the tracking and information mechanism for implementation of a community-wide complete and green streets plan that includes a pedestrian circulation network as well as downtown revitalization improvements.	Open Spaces / Facilities	2
Conduct a Transit and Bus Hub Evaluation	Conduct a transit evaluation to consider long-term development of a bus hub in Pompton Lakes Borough and appropriate zoning and development regulations for the vicinity of the historic rail station for transit-oriented development.	Transportation	2
Identify and Map a Bicycle and Pedestrian Town-Wide Circulation Network	Develop and implement a bicycle and pedestrian plan that creates a network of routes and dedicated bicycle lanes that connect community destinations to each other, the downtown, bus stops, and to residential neighborhoods.	Transportation	2

Action	Description	Land Use Category	Priority
Conduct a Bicycle and Pedestrian Audit and Survey	Conduct a bicycle and pedestrian audit and survey, with targeted outreach to older residents, to develop and implement a community-wide interconnected pedestrian circulation network. In the assessment, evaluate: the borough's busiest bus stops to determine usage estimates by older residents, the extent to which the bus system connects residents to destinations within Pompton Lakes and the region, and if sufficient seating and lighting are provided at bus stops; pedestrian connectors to/from parking areas and bus stops to ensure that safe and accessible pedestrian pathways are sufficiently lighted, easily navigated by individuals of all mobilities, and clearly marked or delineated; ways that older residents are likely to access community facilities—walking, bicycle, shuttle, ride service—and what obstacles are present for them; sidewalks and crosswalks for any impeding obstacles in the vicinity of and along the routes to key destinations, such as the Civic Center or parks, from all residential neighborhoods; opportunities to enhance existing pedestrian connectors such as the walkway from the senior housing facility to the DBD-2 district; and traffic calming measures for problematic intersections or high-speed traffic areas, such as the Wanaque Avenue intersection at the rail line.	Transportation	2
Develop a Parking Management Program for the Downtown	Conduct a parking inventory and determine usage estimates within the borough. Establish a parking authority to plan for and manage parking in the commercial districts and redevelopment areas; and to consider alternative parking strategies. Change zoning to establish a development principle that calls for maintaining the current wide-spread availability of on-street parking throughout the downtown districts and redevelopment areas.	Transportation	2
Codify Pedestrian Design Standards	Change zoning to include design standards and basic minimums for installation and widths of sidewalks, crosswalk design, and curb extensions into subdivision and site plan requirements based on an updated complete and green streets policy.	Transportation	2