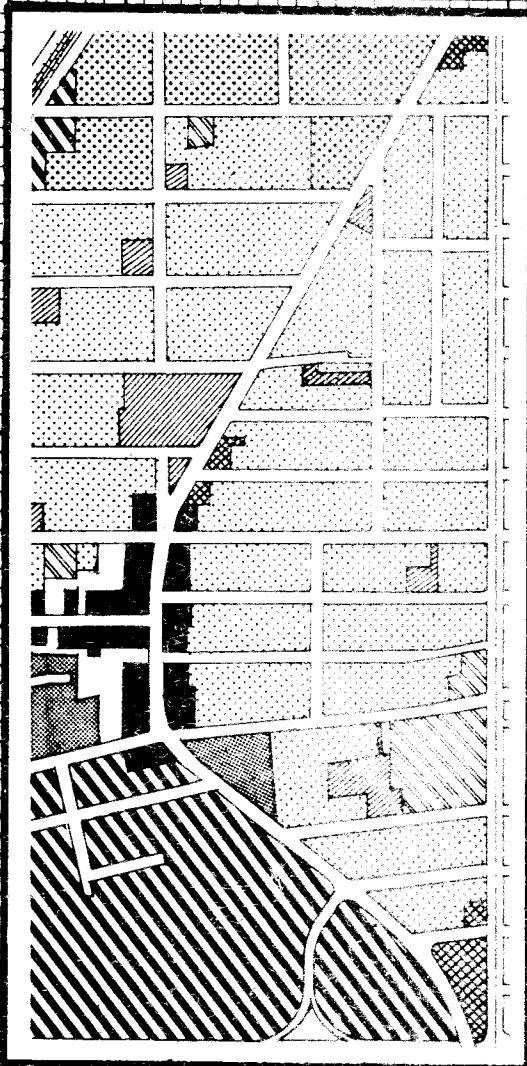


EAST RUTHERFORD MASTER PLAN



REPORT NUMBER 2

MASTER DEVELOPMENT PLAN

JULY 1967

STAFF SERVICES : PASSAIC VALLEY CITIZENS PLANNING ASSOCIATION

EAST RUTHERFORD MASTER PLAN

Report No. 2

MASTER DEVELOPMENT PLAN

The preparation of this report was financially aided through a Federal grant from the Urban Renewal Administration of the Housing and Home Finance Agency, under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.

The remainder has been financed by local funds and by an appropriation of the State of New Jersey as part of the Co-operative Governmental Planning Program.

Staff Services: Passaic Valley Citizens Planning Association

July, 1967

A Report to the
East Rutherford Planning Board

Rossa Cole, Chairman

Councilman Anthony Cammarata	Arthur Grady
Councilman Harold Hollenbeck	Mayor Thomas Jones
Henry Cheval	John Kugler
Peter Goedhart	Albert Meniketti

and to the

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MASTER DEVELOPMENT PLAN

The purpose of Master Planning is the formulation of goals for the future physical advancement of the community and the development of proposals designed to attain these goals, which are aimed at providing a better place to live and work. The Master Plan serves as a guide to the future development of land uses, circulation pattern and community facilities.

Since it is a guide, rather than a blue print, it should not be considered as rigid and unchangeable, but should be altered when necessary to conform with changing conditions. On the other hand, a deviation from the Plan should not be made for the sake of expediency, but only when it provides an equally good or better method of attaining a community goal without endangering other elements of the Plan.

The Master Development Plan for East Rutherford is designed to further the achievement of the following community goals:

1. To make East Rutherford a better place to live by improving the quality of housing and shopping facilities, reducing traffic on neighborhood streets and expanding recreational opportunities and community services.
2. To retain a balanced community which provides both jobs and living places.
3. To help house the region's increasing population by providing additional dwellings of a variety of types.
4. To provide for safe and efficient movement of people and goods throughout the Borough.
5. To retain and expand the industrial portion of the economic base, while minimizing the adverse effects of industrial land use upon the residential sector.

The Master Plan is directed toward the most economical means of attaining these goals, solving existing problems and insuring the best use of the Borough's resources.

LAND USE PLAN

East Rutherford's Master Development Plan proposes the retention of a community where both places to live and places to work are provided, but where both are improved by separating one from the other as much as practicable.

Industry produces heavy traffic and sometimes noise, odor, unsightly buildings and crowding of the land which detract from residential neighborhoods. The Master Plan proposes the eventual replacement of many such industries with residential and recreational uses. On the other hand, expansion of industry in some areas is hampered by a sprinkling of homes which are poorly located with respect to community facilities and major roads, and in many cases are suffering from blight. The Plan proposes the gradual elimination of housing from these areas.

Other improvements proposed by the Plan are the strengthening of the central shopping area, the replacement of deteriorating housing and non-conforming uses by apartments and the provision of additional recreation areas. The proposals are shown on the Land Use Plan on the following page. A summary of the land use proposals by neighborhoods follows.

Carlton Hill

The major proposal to improve this neighborhood is the eventual elimination of most of the industry west of Willow Street and its replacement by parks and residences. Most of the industrial uses have a blighting effect on their surroundings by reason of their unsightliness and their noise, odor and traffic-producing activities. Some are proposed to be acquired for parks and some to be made non-conforming uses through rezoning, thus preventing their expansion with the expectation that they will eventually be sold for uses more compatible with the neighborhood.

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Franklin

The provision of additional housing in the form of garden-type and medium density apartments, encouragement of the trend toward converting business to residence along Paterson Avenue and the provision of increased recreation area are major land use proposals for this neighborhood. Two- or three-story apartments should be encouraged to replace sub-standard housing and non-conforming uses along Herman and Mozart Streets, the business zone should be eliminated from much of Paterson Avenue and parks and playgrounds should be added. A medium density apartment zone is proposed for lower Park Avenue. Existing light manufacturing at the edge of the neighborhood will not be disturbed.

Lincoln

The greatest change proposed for this neighborhood is the shrinking of its area by gradual elimination of all residences south of Paterson Avenue and west of Hackensack Street. This section, cut-off from the rest of the neighborhood by heavy traffic, is deemed more suitable for industrial use. Scattered residences in the industrial zone in the southeast corner of the neighborhood are also proposed for eventual elimination. Population would be increased, however, by the proposal to provide for medium-density apartments, principally between Park Avenue and Hackensack Street. Additional recreation areas and elimination of scattered businesses from Paterson Avenue are also proposed.

Meadows District

It is proposed to eliminate all residence from the meadows and to use the area for industrial, recreational and flood control purposes.

Details of the various elements of the Land Use Plan are explained below.

Residence

One and Two-Family

Since most residential blocks in the Borough have both one and two-family houses, no attempt is made to set up separate areas for these uses. They are compatible with each other, and zoning controls will prevent conversion to two-family houses on small lots so as to avoid crowding.

A new area of one or two-family homes is proposed for the 12-acre tract off Madison Street now owned by the Shell Company. The Company plans to sell this partially developed property and it is now in the process of being rezoned in line with the Master Plan policy of the eventual removal of most of the industry west of Willow Street.

The only other new one and two-family homes proposed are those that may be built on vacant lots in existing residential areas.

Multi-family

The Planning Board feels that multi-family housing should not be mixed indiscriminantly with one and two-family homes. Apartments produce increased traffic and must have off-street parking areas, factors which detract from the livability of single and two-family neighborhoods. In order to minimize these influences, apartments should be placed at the edge of the neighborhood and on or near a major or collector street. For the convenience of commuters and those without cars, it is also desirable to locate multi-family dwellings near bus lines and neighborhood shopping facilities.

Four major areas where apartments should be permitted are proposed by the Master Development Plan. In addition to the requirements mentioned above, an important factor considered was the chance to eliminate sub-standard or obsolescent housing and non-conforming uses by private renewal. Given the current rents which

apartments in the Borough are commanding, a builder could afford to buy up several residential properties at current market prices and profitable redevelop the properties for multi-family housing at the recommended densities. Public renewal through clearance and redevelopment is not possible in the Borough since there is no block where sufficient buildings are deteriorated to a point warranting clearance.

Another factor considered was the location of existing multi-family housing. Thus, the apartment area shown at Paterson Avenue and Franklin Place is now almost entirely in multi-family use, and the lower Park Avenue area has one existing and one proposed project.

Other areas in which the Plan proposes that apartments be encouraged are Main Street at Edison Place and Van Winkle Street, Paterson Avenue at Hackensack Street, parts of Herman and Mozart Streets and the Carlton Avenue-Cottage Place area. In addition, two sites are proposed for long-range future apartment development. The obsolete industrial buildings at Carlton Avenue and the railroad should be zoned for multi-family use now so that no expansion or alteration is possible. Eventually the obsolescence of the buildings combined with lack of expansion opportunities will lead to abandonment of the industry. The remainder of the Park Avenue and westerly Van Winkle Street frontages below Main Street are also proposed as possible future apartment sites. The majority of the homes are now sound, but increasing traffic and the addition of more rooming houses may lead to deterioration. Here is a logical site for multi-family development if the market for them is still strong after other areas have been developed.

The apartment area along the Park Avenue-Hackensack Street axis is planned for medium density housing (40-50 families per acre). Acquisition costs in this area are such that private money would not be invested in a lower density project

and the area, being close to all major bus lines, railroad transportation and the central shopping area lends itself to this kind of development. The other areas are suitable for garden-type or three-story apartments at densities of 25-30 families per acre. The long-range Carlton Avenue site would probably have to be developed at medium density, but a better determination can be made in the future, since the relation between rents and acquisition costs is subject to change.

A senior citizens housing project is recommended to provide accommodations specially designed for those of the Borough's large proportion of older people who prefer apartment living. Such a project could be built by a local housing authority with federal funds to accommodate low-income senior citizens, or by a non-profit corporation with a low-interest federal loan in order to provide reasonable rents. Federal rent-supplement payments for low-income families or individuals living in such a project are available. According to the 1960 Census figures, a large proportion of the Borough's senior citizens would be eligible for public housing or rent supplements. A site near the Park Avenue business center would provide the desired convenience to bus lines and shopping facilities. The Bergen County Housing Authority could be asked to build a low-income project. It will also assist with advice in planning other projects.

Business

As pointed out in the Land Use Study and the Economic Analysis, East Rutherford's retail trade in the "comparison shopping" goods sector suffers because of the lack of a more convenient and compact shopping center. In order to rectify this situation, it is proposed to eliminate the business zone from most of Paterson and Park Avenues in order to encourage the establishment of a strong retail and office area in the blocks around the intersection of these two streets. Other important parts of the shopping center plan are the establishment of off-street parking lots behind the stores for the convenience of customers and the easing of traffic flow on Park Avenue by eliminating parking on one side (see the Circulation Plan). Stores that cannot locate or expand elsewhere in the Borough will be established at the center. More stores, coupled with greater convenience, will attract

more shoppers, which in turn attract more stores, and so a circular process would be set up which could possibly increase the total retail trade, capturing some of the money that is now spent in Rutherford and other centers. The apartments proposed for this area will substantially increase trade also.

In order to keep all of the Borough's "comparison goods" trade in this location neighborhood shopping areas should be strictly limited to convenience stores such as supermarkets, drug and stationery stores, barber shops and laundries. Stores selling furniture, clothing, sporting goods, flowers, gifts and similar items should be permitted only in the central shopping area.

Parking lots to serve existing businesses are shown on the accompanying map. The first stage of the proposed plan is the acquisition of the parking lot on the west side of Park Avenue and the elimination of on-street parking on this side of the street. This lot will provide about 185 off-street spaces and about 12 more will remain on Paterson Avenue, for a total of 4.7 spaces for each 1,000 square feet of existing first floor store and office area (including walls). This is somewhat less than desirable, and does not provide parking for the apartments above the stores, but it is a great improvement over what is now available.

The second stage is the construction of the parking lot on the east side of Park Avenue. This plus the available curb parking would provide six spaces for each 1,000 square feet of first floor store area plus adequate space for second floor apartments. In both these blocks, it is expected that first floor offices will eventually be replaced by stores as the improvement of the area increases the demand for store space, and that offices will replace some of the second floor apartments. Parking requirements should be figured on this basis.

Several neighborhood shopping areas are provided by the Plan. These are located at the edges of neighborhoods to keep traffic out of residential areas. As outlined above, these areas should be reserved for day-to-day convenience shopping.

It is proposed that highway oriented business, such as eating places and motels be permitted in the meadows at the intersection of Routes 3 and 95, and that office buildings be permitted in industrial areas.

Industry

Under the general heading of industry we have included manufacturing plants, trucking terminals and warehouses, wholesale establishments and such utility installations as transformer stations.

The adverse influence of heavy impact industries on other uses has been detailed in the Land Use Study and the Neighborhood Analysis. The Master Plan proposes that only light impact industry - that free from objectionable noise, odor, smoke, glare, vibration and safety hazard - be permitted west of Route 17. Eventual removal of the offending industrial uses west of Willow Street has been proposed. Effective enforcement of more stringent anti-pollution measures now being proposed by the State will mitigate the adverse influence of many others.

Under present conditions of high land and reclamation costs, industry and highway business are considered the most appropriate use of land in the meadows. Most of the industrial development in the meadows east of Route 17 is of light impact nature, consisting of light manufacturing and warehousing on large landscaped lots. Encouragement of such development should continue, but there is room also for well regulated heavy impact uses such as trucking terminals and manufacturing which produces tolerable amounts of noise, glare and vibration, as provided for by the current zoning ordinance.

Smoke, odor and other pollutants, both air and water should be restricted according to proposed State limitations. Heavy impact uses should be limited to certain sections of the meadows, so that they do not interfere with the well-being of workers in light impact plants and travelers on the highways. The proposed

Zoning Ordinance will establish detailed restrictions for all types of industrial uses permitted. Further discussion of uses appropriate for various sections of the meadows appears in the Meadowlands Special Study.

Public and Semi-Public Uses

Proposals for local public land use, including recreation areas and public buildings are detailed in the Community Facilities Plan. A significant increase in the amount of land devoted to parks and playgrounds is proposed. The proposed County Park along the Passaic River is discussed also in the Community Facilities Plan.

No matter what reclamation scheme is eventually adopted for the meadows, some area will probably be designated as flood plain or ponding area, but its size and location could vary greatly. The "ponding area and flood plain" along Berry's Creek shown on the Master Development Plan is a variation of the ponding area delineated on the Meadowlands Regional Planning Board plan for the Hackensack Meadows drawn by PVCPA. The Bergen County Master Plan shows a similar, though larger, area denoted as "recommended conservation area." The Netherlands Engineering Company plans for damming the Hackensack River show a water storage area along the River. Since there is ample land available for development in the meadows, it would be wise if the Borough restricted building in both of these areas until a meadows reclamation plan is formally adopted.

Existing semi-public uses are shown on the Master Plan. No large additions in this category are expected.

Meadowlands Development

As noted in the Meadowlands Special Study, the way in which the meadows are developed will have a significant impact on development in other parts of the Borough. If the State or other agency implements a plan which differs to some degree from that proposed by the Planning Board, the Borough plan will have to be re-examined.

If, for instance, a sizable area of the meadows in or near East Rutherford is used for multi-family housing, apartment developments proposed by the Borough Plan will probably proceed much more slowly than expected, and other measures to improve residential areas will have to be devised.

FUTURE POPULATION

If East Rutherford develops as proposed by the Master Plan, a gradual but substantial increase in the population can be expected. The new homes and apartments planned for present vacant and industrial areas, plus the increases in density in those sections where apartments replace houses will bring a growth which will exceed the decrease caused by replacement of housing by industry, parks or highways.

Table I shows the estimated future population of the Borough, both for short term (15 to 20 years) and long range situations. The calculations are based on the overall assumption that current Borough population trends will continue. A more detailed calculation is not justified for estimates this far in the future, since there are so many variables which could be affected one way or another by regional conditions such as meadowlands development policy.

The calculations are based on the following assumptions:

- 1) Population in existing housing will remain the same as the 1966 estimate. Out-migration will continue to be balanced by natural increase and in-migration. Any rise in fertility rate (births per 1,000 women of child-bearing age) will be offset by the decreasing proportion of women in this category as the older segment of the population becomes larger.
- 2) Family size in housing vacated to make room for industry or apartments will be equal to the present average family size - 3.14 persons. The housing to be replaced is a mixture of one-, two- and multi-family housing roughly in proportion to the present composition.
- 3) Family size in new one- and two-family homes will be four persons. The Shell tract development is figured at 8.74 families per acre (one-family homes on 50 foot lots).

Table 1
Estimated Future Population by Planning Unit

	<u>Carlton Hill</u>	<u>Franklin</u>	<u>Lincoln</u>	<u>Meadows</u>	<u>Total</u>
<u>Short-Range</u>					
Existing population	3,425	2,195	3,190	90	8,900
Subtractions	-20	-25	-170	-45	
New Homes and conversions	360	30	45	0	
Apartments ⁽¹⁾	115	595	480	0	
Total	3,880	2,795	3,545	45	10,265
<u>Long-Range</u>					
Subtractions	-15	-25	-170	-45	
New homes	75	0	0	0	
Apartments ⁽¹⁾	1,250	145	310	0	
Total	5,190	2,915	3,685	0	11,790

Note: All figures rounded to the nearest 5.

(1) Net population added by replacement of existing uses by apartments in accordance with the Land Use Plan.

- 4) Family size in garden apartments will be 2.5 persons and density will be 30 families per acre; in medium density apartments, density is figured at 50 families per acre and family size at two persons.
- 5) Half of the homes in non-residential areas will be unoccupied in 15-20 years.

- 6) All separate residential lots presently vacant will have homes on them and all stores in residential areas will be converted to two apartments per lot.
- 7) All areas proposed for multi-family housing in the short-range plan will be developed in apartments in 15-20 years.

These assumptions are chosen to reflect maximum growth possibilities. Thus, the short-range population estimate (10,265 in 15 to 20 years) should be considered the high end of the range, with perhaps 500 less people as the low estimate. Similarly, the long-range estimate which may be considered the ultimate population under the proposed plan would range from about 11,000 to 11,800 people.

The short-term estimated growth in population is about 10 to 15 percent. The growth in number of families is larger than this, but the family size is expected to decrease as the proportion of apartment dwellers increases. Pre-school children, young married couples and older couples whose children have grown are the groups most likely to occupy the apartments, so that these segments of the population would rise in proportion to the total. The long-term population is estimated at 24 to 32 percent over the present size of the Borough.

COMMUNITY FACILITIES PLAN

The Community Facilities Plan illustrated with the Land Use Plan shows existing facilities and those proposed to meet the needs of the residents and remedy deficiencies pointed out in the Existing Conditions report. The parks, schools and other public buildings reflect, in some degree, the character of the community and are a source of civic pride.

Recreation

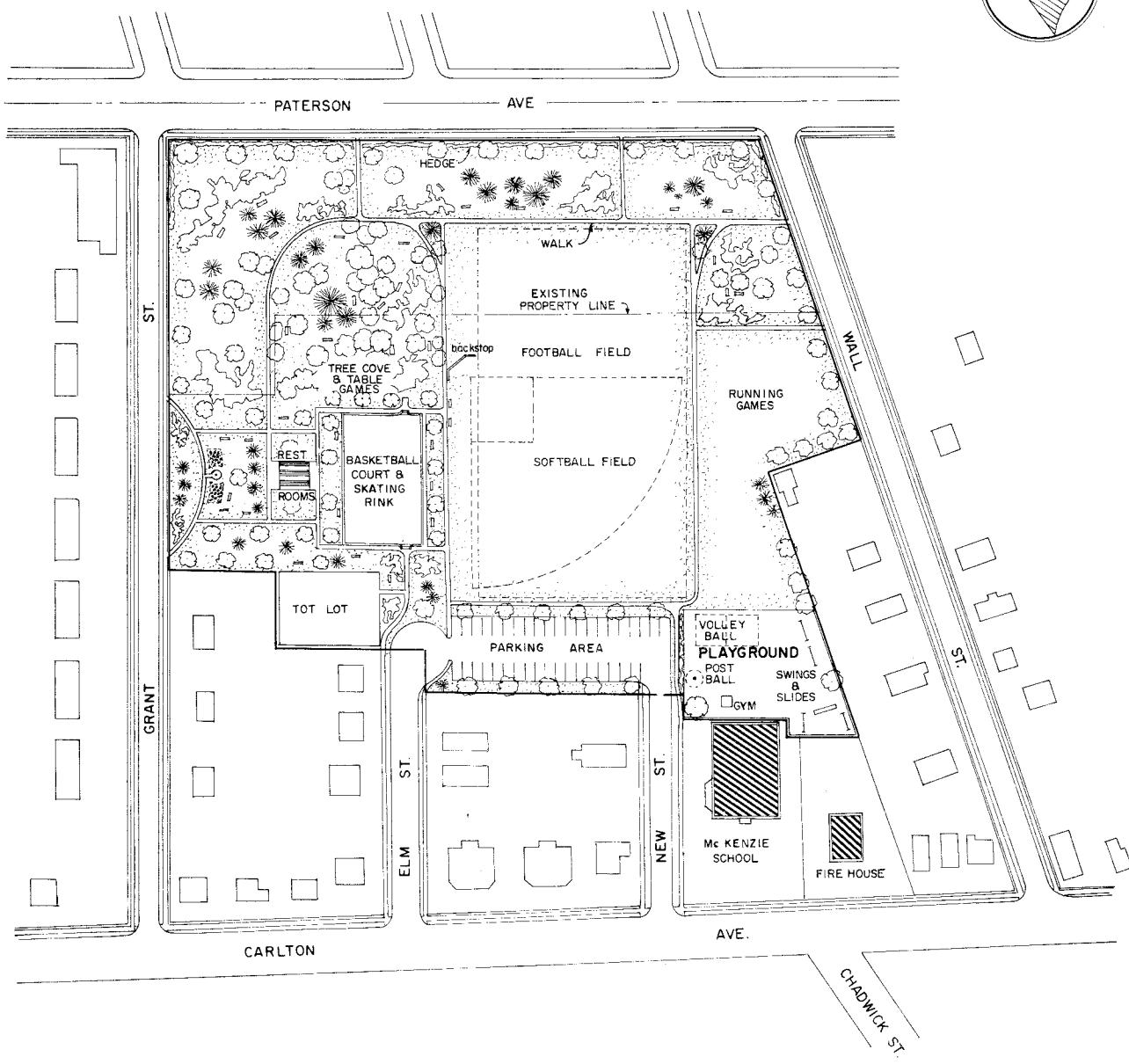
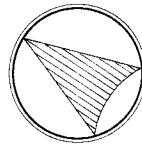
One of East Rutherford's most serious deficiencies is in park and recreation space. Existing neighborhood play areas are well organized and intensively used, but there is not enough space for either playgrounds or neighborhood parks and the athletic field is poorly located and severely restricted as to use by the community. There are no large community-wide parks.

East Rutherford should have at least seven acres of outdoor recreation area for each 1,000 persons, but suitable open space is very scarce. Areas now used for other purposes will have to be acquired if the Borough is to even approach adequate park and playground facilities. Federal funds are available to pay up to 50 percent of acquisition and development costs of park lands. Existing and proposed recreation areas are shown on the Land Use and Community Facilities Plans and in Table 2. Table 3 shows neighborhood facilities.

Carlton Hill

In order to serve this large neighborhood adequately, the Carlton Hill recreation center should be enlarged and developed as shown in the accompanying illustration. Both neighborhood park and playground facilities should be added to the site. The acquisition of the properties on Paterson Avenue will rid the Borough of some of its worst eyesores and improve the value of nearby residences.

BOROUGH OF WALLINGTON



BOROUGH OF EAST RUTHERFORD

Mc KENZIE SCHOOL PLAYGROUND
& CARLTON HILL RECREATION AREA

PROPOSED SITE PLAN

Table 2

Total Recreation Space

	Existing, Acres	Developed Acres/1000 Population	Ac./1000 1985		Proposed Acres	Ac./1000 Population	Ac./1000 1985
Playgrounds	5.44	.61	.53		8.91	1.00	.87
Neighborhood Parks	1.21	.14	.12		5.55	.62	.54
Athletic Fields							
Riggin Field	12.45	1.40	1.21	12.45			
Carlton Hill				4.72			
Total					17.17	1.93	1.67
Community Park	0.00	0.00	0.00		24.10	2.71	2.35
TOTAL RECREATION SPACE	19.10	2.15	1.86	55.73	6.26	5.43	

Table 3

Neighborhood Recreation Facilities

	<u>Existing</u>		<u>Proposed</u>			<u>Total Future</u>		
	Play-Ground	Park	Publicly Owned	To be Acquired	Play-Ground	Park	Play-Ground	Park
<u>Carlton Hill</u>								
Tot lot		.16						
McKensie Field		1.84						
School Playground		.79						
Carlton Hill Recreation	.66			.69				
Carlton Hill Park		.38						
Cottage Place Park		.13						
Shell Site					.50	.50		
Public Service						1.16		
Carlton Hill addition					.48	1.72		
TOTAL	3.45	.51	.69		.98	3.38	5.12	3.8
Acres/1000 Population	1.01	.15					1.49	1.1
Acres/1000 1985 Popu.	.89	.13					1.32	1.0
<u>Franklin</u>								
Tot lot		.14						
Garden Spot Playground		.38						
School Playground		.34			.14*			
Park Ave.-Railroad			.10			.09*		
Borough Hall Park			.24					
High School				.80**		.43		
Uhland Street							.32	
Park Ave.-Main Street							.19	
TOTAL	.86	.34	.94	.09	.43	.51	2.23	.9
Acres/1000 Population	.39	.15					1.01	.4
Acres/1000 1985 Popu.	.31	.12					.80	.3
<u>Lincoln</u>								
Uhland St. Playground		.12				.12		
Uhland Street Park							.13	
Ann Street Playground		.12						
School Playground		.89						
Memorial Park			.36					
George Street Park					.14*		.09	
George Street Tot Lot						.14		
Van Winkle St. Playground						.17		
TOTAL	1.13	.36		.14	.43	.22	1.56	.7
Acres/1000 Population	.35	.11					.49	.2
Acres/1000 1985 Popu.	.32	.10					.44	.20

*Street closing

**Part by street closing

An additional neighborhood park for mothers with small children and older people should be provided in the eastern part of Carlton Hill. Part of the "buffer zone" portion of the Public Service property would be ideal for this purpose. The Utility is permitted only underground installations and must maintain the property in a suitably landscaped condition. Walks, benches and trees could be laid out so as not to interfere with the utility's lines, and the Borough could agree to maintain the property in return for its use.

These improvements will provide adequate neighborhood space for the present population, but will not provide for the growth expected if the Shell property is developed for residential purposes. A small playground and park on this property is shown on the Plan. An alternate site would be a nearby non-conforming use such as the trucking operation on the north side of Norton Street. Either site would provide play space for small children in this part of the neighborhood so that they would not have to cross Carlton Avenue.

Long-range plans call for development of about 12.5 acres of industrial land in medium density apartments. This type of multi-family housing is usually occupied by couples or by families with small children whose needs for neighborhood recreation facilities can be met ~~partly~~ by on-site tot lots and sitting areas. The Zoning Ordinance regulating apartment developments should require provision of such areas by the builder.

The Carlton Hill neighborhood has no athletic field facilities for high school children and adults within the desirable one-mile distance. Part of the Public Service "buffer zone" property and the adjoining vacant Flintkote and oil company property should be developed as a small athletic field to serve the Carlton Hill residents (see accompanying illustration).

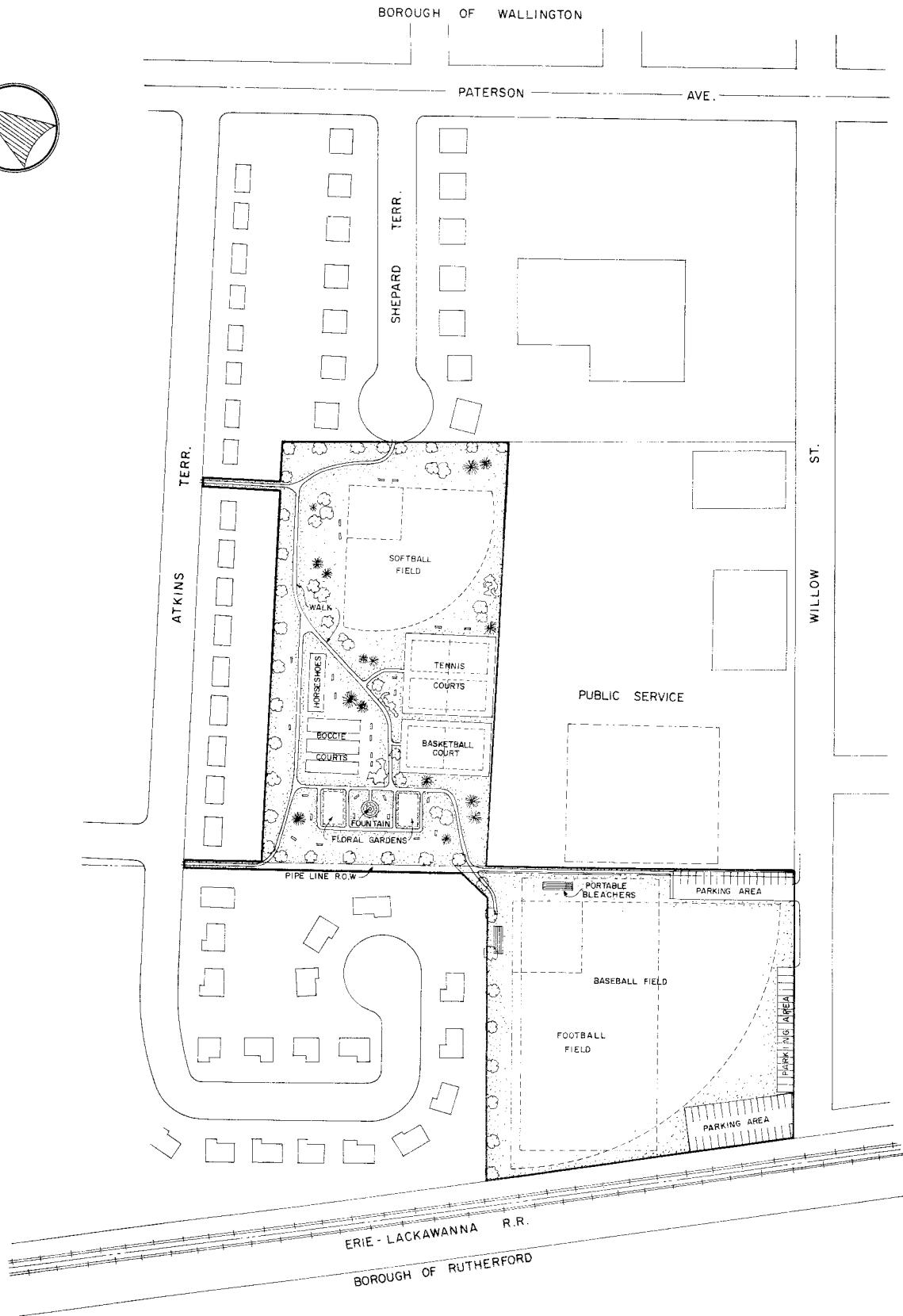
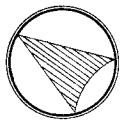
Franklin Neighborhood

This neighborhood has a severe shortage of park and playground space. All the recreation facilities are very small in size and there is no play area at the high school. The Master Plan provides for more than double the present recreation area, although this will still furnish less than the minimum desirable standard.

BOROUGH OF WALLINGTON

PATERSON

AVE.



BOROUGH OF EAST RUTHERFORD

RECREATION AREA

PROPOSED SITE PLAN

Top priority should be given to provision of a playfield at the high school, whether this area is to be used in the future as a middle school or for older children. A small playfield can be provided by closing Grove Street between Uhland Street and Everett Place and developing it and the property south of it as a recreation area. This will necessitate the acquisition of three houses and the moving of the temporary classrooms, but it will provide a much-needed softball field and space for field games for both the school and the children of the neighborhood. The street closing will remove through traffic from Grove Street and improve safety at the school, as well as providing the needed 200 feet of depth necessary for the ballfield.

Other recommended additions to the recreation facilities of the neighborhood are the enlargement of the Franklin School playground by the closing of part of Main Street, the acquisition of two small landscaped properties (at Uhland Street and Railroad Avenue and at Park Avenue and Main Street) in order to preserve them as neighborhood "quiet parks", and the enlargement of the small triangle park at Park and Railroad Avenues by the closing of part of the street north of the park. The last two areas will provide pleasant sitting places for residents of the apartments planned nearby as well as "putting parks on Park Avenue". The Main Street park will also provide an attractive buffer between the business and residential areas. All will provide small but much needed green "breathing areas" in this rather densely built neighborhood.

The builders of apartments planned for this neighborhood should be required to provide play areas for small children and sitting areas so as not to overcrowd the already sparse facilities when population is added to the neighborhood.

Lincoln Neighborhood

The Lincoln School neighborhood has the most serious deficiency in recreation area and also has the fewest possibilities for additional park sites. Because of the hilly topography it is difficult to find level space large enough for field games, even though this kind of facility is badly needed north of Paterson Avenue. Unlike the other sections of the Borough, there are no areas of non-conforming uses or poor housing the replacement of which by a playfield would be an asset to the neighborhood. Thus, the children must use the proposed Grove Street field, which makes its provision doubly important.

Improvements recommended for the Lincoln neighborhood are a tot lot and passive park at George Street, a park off Randolph Avenue connecting with the Uhland Street playground, and a playground on Van Winkle Street. The closing of George Street and the acquisition of an adjoining parcel now containing a garage will provide a tot lot for the neighborhood and an adjoining park for passive activities. The long, narrow lot on Randolph Street can be terraced to provide a passive park off the street and an enlargement of the small, crowded Uhland Street playground to the rear. A vacant lot on Van Winkle Street should be acquired without delay and be reserved for future playground or tot land for the children in this area so that they will not have to cross busy streets to reach a play area.

The Master Plan calls for the eventual change of the southern section of this neighborhood from homes to apartments and industry. Although the total population will be higher, there will be fewer school age children and the neighborhood recreation needs in the section will be chiefly for tot lands and quiet parks.

The playground connected with St. Joseph's School has not been included in the recreation area for the neighborhood, but it is open to the use of nearby children from both Carlstadt and East Rutherford after school hours and during the summer.

It is hoped that this policy will continue at the playground to be connected with the new school across the street to alleviate the shortage of place space in this neighborhood.

Athletic Fields

Riggin Field provides more than the recommended 1 $\frac{1}{2}$ acres/1000 of athletic field area for the present population, and almost enough for the future population, but it is poorly located at the edge of the residential area and is not within a mile of the Carlton Hill section. An auxiliary athletic field for this section has been described previously. Because of the shortage of area for field games in the east part of the Borough, some arrangement should be made with the Little League and the school board for better utilization of their facilities at this site, and the Field should be more fully developed. Perhaps the Borough could maintain the fields in exchange for their more general use by the community as a whole.

Community Park and Swimming Pool

A 24-acre community park is proposed for a piece of Borough-owned land adjoining Berry's Creek. Future reclamation of the meadowlands should drain this area and free it from mosquitoes. A community swimming pool is proposed as the focal point of the park. If damming the Hackensack River does not allow the leaching of salt from the soil so that trees will grow, roofed pavilions to provide shade for picnicking could be erected and shallow-rooted shrubs planted for landscaping. A nature trail, an ice skating rink and ballfields which could be used by workers from nearby industries as well as residents would be desirable facilities.

Community House

The Community House has undergone an extensive rehabilitation and is now being used by local organizations for meetings and other activities. Thought should be given to the possibility of more intensive use of the building for recreational use, such as for planned activities during the year for scouts, arts and crafts, etc.

Auditorium

There is no auditorium in the Borough large enough to hold more than 200 people. A need exists for a facility with stage with a capacity of at least 400 persons for large meetings and cultural programs. If the new high school does not supply such an auditorium which can be used for local events, consideration should be given to building one at the middle school.

County Parks

The large park along the Passaic River is a reduced version of the one shown on the County Master Plan. The County Plan shows the park extending east to Locust Street and Carlton Avenue. This is a long-range plan scheduled to take place as housing in the area deteriorates and becomes obsolete, and is open to change if local officials show convincing arguments. Since the land provides housing for 400 families and includes 101 post war structures, the County Plan seems particularly susceptible to change in this area.

The area shown on the Borough Master Plan will provide a pleasant waterfront area which can be developed by the County as part of its system for regional recreation needs. Because of the regional nature of County parks, this area must not be counted on to fill local space requirements, but will be a definite plus value for residents when developed.

A location south of the Union Avenue extension across Berry's Creek is suggested for the proposed County marina. The County will have to provide such a facility if it builds a fixed bridge across the Creek. Since the Borough will also need a fixed bridge in order to extend Union Avenue, negotiations should be made with the County for a site agreeable to both bodies.

Schools

The future course of the Borough's school system will depend in large measure on whether East Rutherford joins with other communities to build a regional high school. If a regional school is built, the existing high school will almost certainly be used as a middle school for grades 6-8 or 5-8, thus relieving the burden on the elementary schools temporarily.

The Master Plan does not show a site for a possible new high school within the Borough since the school board has made no determination of where such site might be, if needed. None of the sites which have been put forth as possibilities would interfere with the functioning of the Master Plan, although some would take much-needed recreation area, while others would add to it (presuming an athletic field would be included). If the present high school is continued in use as such, additions would have to be made, and a middle school built on a new site, in order to house the growing school population. The future use of the Becton-Dickinson Reading Clinic Building cannot be guaranteed, and it is isolated from other school facilities to which the children must travel for gym, laboratory work, etc.

Although the Franklin School is old, its use will have to be continued unless sizable additions are built on the other schools. If entering kindergarten classes average the same as in the past few years, grades K-5 would fill present elementary schoolrooms by September, 1970 (1969 for McKensie School) and grades 6-8 would fill the 14 rooms of the high school by September, 1971 assuming high school students are housed elsewhere. The four temporary classrooms can be moved at relatively small expense to fill the most urgent deficiencies after a new high school is built. Using the temporary rooms on their present site would not only fail to fill the most pressing need, which will be at McKensie School, but would deprive the middle school and the neighborhood of a much needed recreation area.

Borough Hall

Unless the Borough experiences an unforeseen population growth requiring a considerably larger municipal staff and record space, the present building should be adequate for future needs. There is now unused space at the ground floor level which should be utilized as meeting rooms for official Borough boards and committees and for community organizations.

Police Headquarters

Except for the addition of detention cells, which should be built soon, the Police Department is adequately housed for the foreseeable future.

Fire Department

A new fire station should be located east of Route 17 to put the industries and homes of this area within required response distances. A firehouse located near the intersection of the Union Avenue extension and the proposed north-south road in the meadows would serve the entire meadowlands. This company should be manned at least partly by employees of firms located in the area to insure adequate response times.

Although the Carlton Hill fire station could be used as either a branch library or as an addition to the McKensie School, no appropriate site for a new fire house can be found in the neighborhood. Although there is a possibility of the post office branch being discontinued, the property is not large enough for the engine house and club room now incorporated in the Wall Street building.

Library

Since the present library is located in the middle of its site, adequate expansion would have to go in three or four directions, or upwards to a new floor combined with horizontal expansion. Since these alternatives would be expensive in relation to the space gained, other measures should be considered.

A branch library in Carlton Hill would be desirable, but would not have to be as large as the existing library to meet the current space deficiency. A bookmobile could provide only a third, at most, of the additional volumes needed, but would be relatively low in cost and could service the the schools as well as all parts of the Borough on a regular basis. A combination of a bookmobile with either moderate expansion of the present library or establishment of a small branch would be perhaps the soundest eventual goal. The Federal government provides matching funds for both library construction and books.

Utilities

The future of the Tri-Borough Joint Sewer Meeting which operates the sanitary sewage system is still in doubt. Carlstadt wishes to withdraw from the Meeting, and the State Health Department has ordered that the treatment plant be reconstructed in order to discharge less harmful effluent. If Carlstadt withdraws from the Meeting, the excess capacity could be used to service East Rutherford's growing needs, at least for a time, but the reconstruction will be expensive, and it may be more economical to convert the treatment plant to a pumping station from which to pipe the sewage to the Bergen County plant for treatment. Any decision will have to be made in accordance with other members of the Meeting.

Other utilities are adequate and capable of expansion to meet future needs.

Civil Defense - Disaster Control

The Borough Civil Defense-Disaster Control Unit is presently inactive and without proper facilities. Space in the basement of the Borough Hall could be made available as an operations and emergency equipment and supplies center if the unit is reactivated.

Hospital

East Rutherford residents are presently served by nearby hospitals in Passaic and Hasbrouck Heights. The Board of Directors of the South Bergen Hospital in Hasbrouck Heights is planning an expanded facility on a new site in order to better serve the South Bergen area. A site in the Hackensack Meadows seems a good possibility. If the hospital should locate in the East Rutherford sections of the meadows,

changes should be made in the Master Plan to allow for a small business district adjacent to it for florist, gift shop and eating facilities.

CIRCULATION PLAN

The street system is a major element in the development of the Master Plan. Ease of vehicle movement on primary streets and absence of heavy traffic from local streets make an important contribution to the safety and livability of the community. The purpose of the street system portion of the Plan is to define a desirable circulation pattern for the Borough, establishing streets according to function and offering solutions to existing traffic problems. The Circulation Plan also forms the basis of the Official Map.

Proposed Circulation System

The Circulation Plan following this page shows the proposed circulation system for the Borough with streets designated in the categories of highways, primary streets, collector streets and minor streets as defined in the Circulation and Transportation Study. The function performed by each type of street serves as a guide to design standards to insure the adequacy of the road to carry safely the traffic demanded of it. These standards include right-of-way and pavement width, roadway construction and service, sharpness of turns and steepness of grade. Most of these standards are included in the Borough Subdivision Ordinance.

Highways - New Jersey Routes 3, 17 and 20 and proposed Interstate 95 were discussed in the Circulation Study. The Circulation Plan Map shows the proposed alignment of Route 95, and the proposed interchange and jug-handles for Route 17. Route 95 will furnish additional lanes for the New Jersey Turnpike, of which it is a part, and will be a toll road under the control of the Turnpike Authority. Its interchange with Route 3 will provide easier access to East Rutherford.

Route 17 improvements in the Borough will include widening to six lanes, an overpass for Paterson Avenue, thus alleviating the serious bottleneck at the present intersection, and jug-handles at Union Avenue to eliminate left turns from the highway at this intersection. Property acquisition necessary for these improvements is now underway.

Future projects are the widening of Route 3, the improvement of Route 20, including the installation of a center barrier and traffic lights. The latter project is seriously needed, as indicated by the high number of fatal accidents in recent years, but the improvements are not scheduled by the State Highway Department until 1968. The Route 3 widening, which will include installation of a center barrier was scheduled to start in March, 1967, but the drawing of plans was delayed so that they could be coordinated with the Route 95 interchange. Current plans call for making the East Rutherford section of Route 3 a limited-access highway with service roads for access to abutting land.

The extension of the Route 21 expressway north to Route 46 will not pass through East Rutherford, but its location just across the Passaic River, particularly if it crosses into Bergen County in East Paterson as now planned, will provide a desirable alternative to County Route 507 and should relieve traffic on Locust Lane and Carlton Avenue.

Primary Streets - No change is proposed in the primary street system for the near future. A long-range objective, however, should be the relocation of County Route 507, now on Locust Lane and Carlton Avenue. The high volume of traffic carried by this route is both hazardous and noisy and is a blighting influence on the residential area which it bisects. Such a route should, if possible, go around a neighborhood rather than through it. Two possible new routes are indicated on the Circulation Plan.

Route A uses Locust Lane, then continues south along Madison Street and runs on or adjacent to the railroad right-of-way to rejoin the present alignment at Jackson Avenue. If the industries off Carlton Avenue no longer need the railroad spur at the time of the construction, the new artery could run along the railroad right-of-way; the embankment could be removed and sold for fill. Otherwise, the road could cross the unused end of the railroad in a cut and run along the northern edge of the park in Rutherford. Route A would still pass through the Carlton Hill neighborhood, but would have a considerably shorter route through it and would not separate so many children from the school and recreation areas. Adequate right-of-way

for the route south of Morton Street could be provided readily. Whether or not the northern section will need widening depends on the extent to which Route 21 will reduce traffic on the County road.

Route B is an extension of a new road proposed in the Wallington Master Plan which would curve eastward from the present County route and follow the Erie-Lackawanna Railroad south to Paterson Avenue opposite Willow Street. The route would continue south through East Rutherford on Willow Street and cross the railroad spur to Erie Avenue in Rutherford rejoining the present Route 507 at Jackson Avenue. A grade crossing of the railroad would be practical because of the low rail traffic on the spur.

The County Traffic Engineer has indicated that Route A could be built only if Wallington will secure property for widening the road on Locust Avenue, and that, in any case, no new road will be constructed unless traffic becomes considerably heavier than at present. Forecasts of probable future volumes cannot be made until the effect of Route 21 is ascertained. If there should be a permanent drop in Carlton Avenue traffic, a new route would not be necessary.

All of East Rutherford's primary streets are County roads. The County standard for its primary highways in urban areas is 46 feet of pavement, curb-to-curb, which allows for four lanes of fast-moving traffic. A 66 foot right-of-way should be provided to allow for 10 feet on each side of the street for sidewalks and planting strips. Table 4 shows present pavement and right-of-way widths. Volumes, capacity and recommendations for widening are discussed below.

Collector Streets - Although collector streets do not carry as heavy a traffic volume as do the major arteries, the volume and kind of traffic (including trucking) carried makes it desirable to exclude these streets from residential areas. Collector streets should go around, rather than through neighborhoods where possible. To accomplish this, one important change in the street system is recommended.

Herman Street and Railroad Avenues should be widened at their intersection so that they can function for their entire lengths as collectors, carrying traffic around the neighborhood to the industrial areas, and relieving Mozart Street of through traffic. Although traffic counts were not made on Mozart Street, the accident map indicates that more than local traffic uses this street, coming from both Hoboken Road and Paterson Avenue to Central and Railroad Avenues. To keep this through traffic off Mozart Street it should be made one-way north for its entire length.

A long-range alternative to the Herman Street section of this collector system is the extension of Poplar Street along the Erie Railroad to Railroad Avenue. Since the siding now occupying this space would have to be removed or relocated to make the extension possible, the project is not immediately feasible. In any case, there is room for only a one-way street south of Grove Street between the existing building and the railroad.

An important addition to the future collector system is the extension of Union Avenue to Route 20, with a bridge across Berrys Creek, and a north-south road crossing the meadows from Paterson Plank Road to Route 3. These roads will open the meadows to further development. The alignment need not be exactly as shown on the Circulation Plan, but the roads should cross each other at right angles and should have no jogs, in order that traffic movement will be easy and safe. Road systems in proposed developments in the meadows should be required to conform with the general alignment shown in the Plan. A specific layout shown on the Official Map will offer a further protection to the Plan. If minor adjustments in the alignment are needed by a developer, the Official Map can be amended.

There is a possibility that the County will incorporate these roads in its system and maintain them after they are built. The County Traffic Agency is planning a road from Paterson Plank Road to Route 46 which would incorporate the South Commercial Avenue extension through Carlstadt. If East Rutherford's north-south road is aligned so as to meet South Commercial Avenue at Paterson Plank Road, the Boroug

road could become a part of the County system. Suggested roads to serve other portions of the meadows are also shown on the Circulation Plan.

A minor addition to the collector system is the inclusion of Willow Street in the Central Avenue-Maple Street route. Willow Street is better suited to truck traffic than is Oak Street because the buildings are not so close to the roadway and the visibility at the corners is better. Since Willow Street does not pass through a residential neighborhood, the traffic ordinance should be amended to permit through trucking on this street.

Collector streets should be at least 36 feet wide curb-to-curb if parking is to be permitted on both sides, 40 feet wide if there is heavy trucking. Where parking is heavy, such as in shopping areas, a minimum of 44 feet is needed to keep traffic flowing around cars entering or leaving parking spaces. A 60-foot right-of-way is desirable, and is required for collector streets by the subdivision ordinance.

Only Union Avenue and Orchard Street and parts of Park and Railroad Avenues now meet the required standards for parking on both sides (see Table 4), but most collector streets have parking bans which provide adequate capacity on present roadway widths. Those needing either a parking limitation or widening are Poplar and Willow Streets and parts of Park and Railroad Avenues. Poplar Street and Willow Street are only 22 feet wide. Poplar Street should be widened to 36 feet and curbed, with parking permitted on one side only. Willow Street should be widened to 30 feet with parking prohibited since ample off-street facilities are provided there. Railroad Avenue should be widened to 28 feet between Herman and Mozart Streets and should be straightened at Everett and Clinton Places. As traffic is shifted to Railroad Avenue by these improvements a one-side rush hour parking ban may be necessary if there is a substantial amount of truck traffic during these peak traffic periods.

Since it is not practical to widen Park Avenue between Main Street and Paterson Avenue (the needed 44-foot pavement would leave only 5 feet of sidewalk each side) parking must be banned on one side of the street. This will not only allow room

for two-way traffic to pass parked cars, but will cut in half the interruption of traffic caused by parkers re-entering the flow. The proposed off-street parking facilities will provide the needed additional parking space. The number of driveways entering on this block must also be reduced. Driveways from Park Avenue should be for exit from the lots only with entrances and also exits on other streets. Left turns onto Park Avenue from the exits should be prohibited. Through trucking should be banned from the street to allow better traffic flow.

Since the Land Use Plan proposes the replacing of business with apartments on lower Park Avenue, the present 41 to 42 foot width there is deemed sufficient.

The Maple Street Bridge over the Erie Railroad has a steep approach and a low load capacity which limits its use by trucks coming to the Central Avenue industrial area. However, half the bridge is in Rutherford, and any improvement must be made jointly. Since a better bridge would probably increase traffic on Erie Avenue in that Borough, it probably will not be interested in making the improvement. There is no mention of the bridge in the Rutherford Master Plan.

Local Streets - The local street pattern avoids the regular grid which encourages through traffic and higher speeds except in the Franklin neighborhood. The closing of parts of Grove and Main Streets is designed to cut down traffic within the neighborhood as well as to provide additional play space. It is proposed to close Grove Street between Uhland Street and Everett Place. A similar measure is proposed for the portion of Main Street adjacent to the Franklin School, with provision for a right-of-way along the southerly side of the street for access to the parking lot. Even if the playground is not built, the street should be closed to prevent the use of the Herman-Street-Railroad Avenue-Main Street route as an alternate route to the Park Avenue shopping center. Another street closing recommended is that of George Street, a little-used street planned for future park property.

A street pattern which will discourage through traffic should be adopted for the Shell property to insure proper development of a pleasant residential area in the future. A suggested street system is shown on the Circulation Plan.

Local streets should be at least 26 feet wide and preferably 30 feet to allow for one lane of moving traffic and intermittent parking on both sides of the street. Streets carrying truck traffic in industrial areas should be at least 30 feet wide, but truck traffic should be banned from residential streets. Trucking should be banned from the residential sections of Morton and Madison Streets, and River Street and Van Winkle Place* should be widened and realigned with parking allowed on one side only on River Street and banned on Van Winkle Place in order to accommodate trucking to the industrial uses on these streets.

In the parts of the Franklin neighborhood where there are many homes with no off-street parking, so that streets are parked solid on both sides, streets should be made one-way to provide for ease of traffic flow and increased safety. In addition to Mozart Street, already discussed, Clinton and Humboldt Streets should be one-way south and north respectively.

Volumes and Capacity

Traffic volume on Borough streets has been discussed in the Circulation Study. The capacity of most of the streets is limited by the capacity of signalized intersections. Adequate capacity of such an intersection is considered to be that which allows most of the cars to pass through the intersection on one cycle of the signal.

The most serious lack of capacity (next to the Paterson Avenue-Route 17 intersection which will be remedied by the overpass soon to be built) occurs at Hackensack Street and Paterson Avenue, according to the Bergen County Traffic Engineer. The improvement recommended is the widening of Hackensack Street to 42 feet. If the Borough agrees to secure the necessary property (about five feet on the west side and about 1/2 foot on the east for 200 feet north and south of the intersection) the County will widen the road, replace the signal, which is out-dated and in poor repair, and will also maintain the signal, a job now done by the Borough.

*The term Van Winkle Place is used to indicate the Van Winkle Street on the west side of Town at River Street to avoid confusion with the other street of the same name on the east side. It is recommended that the name of the west side street be changed.

Since most of the property needed for the widening is vacant, the cost to the Borough should be small for this much needed improvement.

The traffic volumes at the Paterson Avenue-Locust Lane intersection also exceed capacity, but to a minor degree. Sufficient capacity can be achieved here by a parking ban on all streets for 200 feet from the intersection thus allowing left turn lanes at the light. There is little entering traffic at the other two signalized intersections on Paterson Avenue, and the lights there should be replaced with activated signals. New techniques make installation and maintenance of the activating devices relatively inexpensive.

There is sufficient capacity at the Hoboken Road-Hackensack Street intersection provided by the existing parking bans, but the County Traffic Engineer recommends that the activation of the signal by the crossing guard be eliminated to allow proper flow of the vehicular traffic.

Volumes approach or exceed capacity in rush hours on Paterson Avenue between the Erie Railroad and Herrick Street, a section of the road not limited by a traffic signal. A parking ban is needed in this stretch during hours of heavy traffic to provide four lanes of moving traffic on the existing roadway. The County Traffic Agency would like to have four lanes of moving traffic during rush hours on all of Paterson Avenue. This would be possible now west of the Railroad. Implementation of off-street parking requirements for new construction or conversions could make a rush-hour ban feasible east of the Railroad in the future.

Hackensack Street has sufficient capacity for the present volumes and may decrease somewhat because of the Route 17 widening, but a long-range increase in traffic is probable and sufficient right-of-way for future widening by the County should be reserved.

Volumes on Paterson Plank Road are approaching capacity of the 34 foot pavement and the Berry Creek Bridge is old and will need replacement in the next five years.

The County plans to provide a 56 foot divided highway and improve the alignment of the road at the bridge. In order to construct a fixed bridge, the County will provide a small marina for those boats now moored upstream of the road. Efforts are being made by the Planning Board to have the site of this marina located south of the proposed Union Avenue Bridge across the Creek.

Intersection Improvement

The five corner intersection of Paterson Avenue with Hoboken Road, Poplar and Garden Streets has high volumes and complex turning movements causing a high accident rate. Effective signalization requires the realignment of Poplar Street opposite Garden Street. If the Borough deeds the necessary property, the County will install a two-cycle signal and necessary channelization. If eastbound traffic is to be allowed to continue onto Hoboken Road, the gas station on the corner would also have to be acquired to channel westbound Paterson Avenue traffic onto Hoboken Road (see inset, Circulation Plan). Signalization without the realignment of Poplar Street would necessitate the elimination of left turns.

The improvement of the Hackensack Avenue-Erie Railroad underpass necessitates realignment of the road in Rutherford. The Rutherford Master Plan proposes realignment of Erie Avenue so that Hackensack Street can extend 60 to 75 feet further from the overpass and visibility and safety at the intersection with Erie Avenue can be improved.

Channelizing of the traffic at the intersection of Paterson and Carlton Avenues is recommended to ease traffic flow in this area.

The closing of Grove Street at the school will necessitate the fire engines using Uhland Street to reach Paterson Avenue. To eliminate the acute angle intersection at the southeast corner, Uhland Street should be widened to intersect at 90 degrees at this corner, and the sidewalk should be located on present school property. A similar improvement would be desirable at Mozart Street and Paterson Avenue where the situation is aggravated by the narrowness of the Mozart Street pavement.

The difficulty of entering Paterson Avenue from Herrick Street (and Mt. Pleasant Avenue in Wallington) in rush hours should be alleviated when a parking ban on Paterson Avenue eases the flow of traffic. If this is not sufficient, the two Boroughs should investigate the possibility of securing a light for this intersection.

The "traffic circle" at Paterson Plank Road and Route 20 presents a dangerous situation because of the abruptness with which the road becomes one-way westbound. The dividing island should be extended further west and better warning signs should be provided. There is a possibility that the state will construct an interchange at this intersection as part of the Route 20 improvement.

Parking

A serious lack of off-street parking exists in the Park Avenue shopping area. Plans for parking lots behind the stores to alleviate traffic congestion and attract more trade have been detailed in the Land Use Plan.

The Borough currently has parking bans on several primary and collector streets in order to facilitate traffic flow, and recommendations have been made above for additional limitations. (The Circulation Plan shows existing and proposed parking prohibitions.) Local streets also have no-parking zones where needed for safety, such as at intersections and at the firehouse, or to provide adequate width on narrow streets. However, not all streets where parking is prohibited by ordinance have signs, and a program to replace missing signs should be initiated.

An additional no-parking zone should be instituted on the east side of Uhland Street at the school as a safety measure, and some off-street parking space should be provided on the school site. To facilitate traffic flow on Boiling Springs Avenue north of Main Street, parking should be banned for 200 feet south of the traffic light at Paterson Avenue and permitted on one side only in the rest of the block. South of Main Street the 36 foot pavement width permits parking on both sides.

When Herman Street is widened at Railroad Avenue, so that it functions as a collector street, the parking bans on Mozart Street and Central Avenue east of Herman Street can be removed. The ban on Clinton Street can be lifted when it is made one-way.

Passaic River Bridge

The proposed bridge to cross the Passaic River from Paulison Avenue in Passaic should connect with Paterson Avenue in East Rutherford, and not with Carlton Avenue as shown on the Passaic Master Plan. Carlton Avenue passes through a residential area on a narrow right-of-way. Both East Rutherford and the Bergen County Traffic Department urge a Paterson Avenue connection for the proposed bridge.

Public Transportation

Bus transportation is generally adequate in the Borough for the present with the exception of service to the industries in the meadows. Slight extensions of existing lines would provide stops in the meadows for passengers from Newark, Paterson, Passaic and the George Washington Bridge as well as for local residents. It is hoped that the increase of workers in the Borough as the population rises will make it possible to run more trains to New York City.

Table 4

Existing and Proposed Street Widths

Primary Streets	Existing			Proposed		
	Right-of-Way (Ft.)	Pavement (Feet)	Parking	Right-of-Way (Ft.)	Pavement (Feet)	Parking
Paterson Ave-Carlton to Hoboken	66	40	Yes	66	40	Partial ban (1)
Paterson Ave-Hoboken to Route 17	60	40	Yes	60	40	Partial ban (2)
Paterson Plank Road-Route 17 to Route 20	66	34	On shoulder	76	Divided	On shoulder
Paterson Plank Rd.-Bridge Hoboken Road	66	32	No	66	56	No
	66	40	Except at Hackensack	66	40	As Now
Hackensack St.-north of Union 50	30	One side		66(3)	46(3)	Partial ban (4)
Hackensack St.-south of Union 50	30	No		66*	46	No
Carlton Ave-Locust to Morton 50	30±	One side (5)		60*	30	One side (5)

Table 4 (cont.)

	Existing			Proposed		
	Right-of-Way (Ft.)	Pavement (Feet)	Parking	Right-of-Way (Ft.)	Pavement (Feet)	Parking
Carlton Ave-Morton to Erie Railroad	50	30±	No	60*	30	No
Carlton Ave-Paterson to Locust	50	30±	Yes	50	30	Yes
Locust Lane	46	30	Yes	50-56	30(6)	Partial ban (7)

Collector Streets

Park Ave-north of Main	55-60	35-40	Yes	60*	35-40	One Side
Park Ave-south of Main	70	41-42	Yes	70	41-42	Yes
Herman Street	50	16-28+	One side	60*	30	One Side
Railroad Ave-west of Clinton	50	16-28	Yes	50	28	One Side
Railroad Ave-east of Clinton	50	35-37	Yes	50	36	Yes
Union Ave-east of Hackensack	60	40	No	60	40-50	No
Union Ave-west of Hackensack	50	30 1-way	Yes	50	As is	Yes
East Union Avenue	80	64 divided	Yes	80	64 divided	Yes
New Meadows Road	-	-	-	80	64 divided	Yes
Willow Street	50	22	On shoulder	60*	30	No
Poplar Street	50	22	On shoulder	60*	36	Partial ban (9)
Central Ave-Willow to Herman	50	28-30	No(8)	60*	As is	No
Maple Street	50	25.4	No	60*	As is	No
Orchard St-Hackensack to Park	60	36	Yes		As is	

Local Streets

River Street	33-50	16-18	Yes	50	30	One Side
Van Winkle Place	16.5	16±	Yes	33	22	No
Boiling Springs Ave.- north of Main	50	30	Yes	50	30	Partial Ban (9)
Madison St.-north of Van Winkle	33-39	22±	Yes	39	26	Yes

- (1) No parking rush hours only.
- (2) No parking 200 feet each side of Hackensack Street and 200 feet south of re-located Poplar Street, rush hours only.
- (3) From Union Avenue to 200 feet north of Paterson Avenue; right-of-way to be dedicated as new construction takes place for possible future widening by County.
- (4) Both sides, 200 feet north and south of Paterson Avenue; one side elsewhere.
- (5) Rose Street to Locust Lane, daytime only.
- (6) May need to be widened in future if Route 507 is relocated.
- (7) No parking 200 feet south of Paterson Avenue; one side rush hours elsewhere.
- (8) Except one side, Oak to Willow.
- (9) No parking 200 feet south of Paterson Avenue, one side elsewhere.

*Right-of-way to be dedicated as new construction takes place for possible future widening.

URBAN RENEWAL

The Neighborhood Analysis has described the condition of housing and non-residential buildings and detailed the causes of blight and deterioration in the various sections of the Borough. Most of the buildings considered substandard suffer from only minor deterioration and there are only a few blocks in which 20 percent or more of the buildings appear (from the exterior survey) to be deficient. Since the Neighborhood Analysis was made, several substandard buildings have been removed or repaired, and efforts have been made to abate the local air pollution, one of the major blighting influences.

Types of Programs

There is no area or block in the Borough where there is sufficient deterioration to warrant a federally-aided clearance and redevelopment project in which all or most of the buildings are removed and replaced with new structures. Conservation and rehabilitation and private redevelopment projects appear to be the measures needed to eliminate and prevent the spread of blight in East Rutherford. Federal assistance is available for two kinds of housing rehabilitation - a "Conservation Project" under an Urban Renewal Program, or a Concentrated Code Enforcement Project.

Under an Urban Renewal Conservation Project, long-term, low-payment FHA loans may be secured by property owners to bring their structures up to standards established for the project. In addition, Federal grants to aid low income owner-occupants in rehabilitating their homes are available. Federal aid is also available to the Borough to pay 3/4 of its costs of (1) developing and administering the program, (2) provision of necessary community facilities, and (3) the net cost of spot clearance of non-conforming uses or buildings beyond repair and homes purchased and rehabilitated for demonstration purposes and later resold.

Under a Code Enforcement Program, establishment of a formal Urban Renewal Program is not necessary. Federal aid amounting to 3/4 of the Borough's expenses in planning and carrying out a concentrated program of enforcement of local housing, building, electrical and sanitary codes in one or more areas is available providing the following requirements are met: (1) A determination must be made that at least 20 percent of the structures in the area have code violations and that the violations are uniformly distributed throughout the area, (2) the municipality must have a "Workable Program for Community Improvement" (described below) and be carrying out an effective program of code enforcement, and (3) there must be a reasonable expectation that the concentrated enforcement program can be completed within three years. In a code enforcement area, federal rehabilitation grants to low income owner-occupants and low interest rehabilitation loans are also available.

Since at least 20 percent of the buildings must be substandard to qualify for an Urban Renewal Program, there appear to be only a few isolated residential blocks in the Borough which could meet this qualification for a Conservation Project, although, as noted in the Neighborhood Analysis, an interior survey might turn up more substandard buildings. Another qualification requiring a demonstration that the rehabilitation measures will bring about lasting improvement in both housing and environmental conditions cannot be met for most of the blocks: industry and/or heavy traffic nearby are exerting blighting influences and their removal is not feasible. In these cases, redevelopment to multi-family housing by private interests has been recommended by the Master Plan. Well built, modern apartments with desirable room sizes, off-street parking and on-site recreation areas have proved able to retain their attractiveness and stability even though located adjacent to industry and railroads. Through traffic streets are a good location for apartments and well planned site layout can minimize adverse effects of adjacent uses.

Rehabilitation Through Code Enforcement

A program of rehabilitation through code enforcement, neighborhood improvement and zoning controls seems better adapted to East Rutherford's situation than an Urban Renewal Program. In such a program, updated housing and building codes are established, dwelling units are surveyed to determine where code enforcement is needed and housing is rehabilitated by bringing it in line with the various codes. Neighborhoods are improved where necessary by provision of more adequate recreation facilities, exclusion of through traffic, street repair and sidewalk installation. Zoning controls to keep undesirable uses from growing or intruding into residential areas are established.

Codes - East Rutherford has a modern, up to date Fire Prevention Code, and the Sanitary Code is now being revised, but the Building Code is outdated. In order to qualify for Federal aid, the Borough must have codes that are comparable to the most recent national model codes. In addition, a Housing Code should be adopted in order that existing residential buildings and their grounds may be inspected and property owners may be required to repair, clean and paint their premises, inside and out, where necessary to bring them up to the standards of safe, sanitary and attractive housing required by the Housing Code and other Borough Codes. The State of New Jersey has prepared a Housing Code, which may be adopted by reference, and sample ordinances which provide for inspection and enforcement procedures.

Neighborhood Improvement - An important part of a rehabilitation program is the provision of facilities which make a neighborhood a better place to live. The parks, playgrounds and street improvements needed for East Rutherford are detailed in the Master Plan. These improvements will make each neighborhood more desirable, increase the pride of residents in their area and thus provide incentive for them to cooperate in the code enforcement project and to maintain their properties in good condition.

Zoning Controls - Zoning ordinance provisions which will keep undesirable uses out of residential neighborhoods, prevent overcrowding of the land and aid in the elimination of non-conforming uses are a necessary adjunct to a neighborhood rehabilitation program. East Rutherford's present Zoning Ordinance has provisions regulating these matters. They will be studied during the zoning ordinance phase of the Master Plan program and strengthened where necessary.

The Board of Adjustment (Zoning Board) also plays an important part in zoning controls. The granting of a variance which increases density, takes a neighbor's sun light, increases street congestion or allows a non-conforming use to be altered or expanded, thus prolonging its existence, can contribute to the causes of blight. The Zoning Board should keep the aims of the Master Plan and the rehabilitation program in mind when hearing requests for such variances, and should grant them only when there are overriding considerations of community benefit (in the case of use-variances) or of exceptional practical difficulty in the use of a particular piece of land. A variance should not be granted because it would increase ratables or get rid of a deteriorating home; the code enforcement program is designed to eliminate the effects of blight and thus increase the value of buildings.

Carrying Out the Code Enforcement Program

Once the necessary codes have been adopted or updated, the code enforcement program can get underway. The ordinance adopting the Housing Code will designate a local official, such as the building inspector or zoning officer to make inspections and detail improvements needed. A checklist of all items required by the Housing Code is a useful tool. The Housing Code makes it mandatory for building, electrical, plumbing, sanitary and fire prevention codes to be complied with in all existing dwellings. For a concentrated code compliance program, additional staff, or added hours by present employees would be necessary. In a federally aided project area, 3/4 of this cost would be met by federal funds.

The Housing Code compels property owners and in some cases, tenants, to bring their dwellings into compliance with the code. In many cases the expenditures will be low, involving painting, cleaning up and minor repairs. In some cases where major repairs or new fixtures are necessary, FHA insured home improvement loans are available. In a federally aided project, rehabilitation grants and loans are available. The Borough may fine property owners who fail to comply with the code after written notice of deficiencies. In extreme cases, the Borough could make the repairs and recover the costs through a lien on the property.

Federally-Aided Code Enforcement

In residential areas where a preliminary survey finds that 20 percent or more of the buildings appear to have code deficiencies, federal aid for a concentrated Code Enforcement Program is available. Sufficient violations of the State Housing Code are obviously present in blocks having 20 percent or more substandard dwellings, and probably in blocks 10 to 15 percent substandard, but brief interior surveys should be made in other blocks so as to include as large an area as possible in a federally aided project.

In a qualifying Concentrated Code Enforcement Area, the following federal aids are available:

- 1) Payment of 3/4 of the costs of: code administration including program planning and coordination, inspections, checking plans, advising owners, and court and appeals proceedings; related services in connection with relocation and federal loans and grants; and provision or repair of streets, curbs, sidewalks, street lighting and tree planting needed to improve the area.
- 2) Rehabilitation grants to aid low income owner-occupants in the repair of one- and two-family dwellings.

- 3) Low interest (3%) rehabilitation loans to property owners.
- 4) Relocation payments for those displaced from any buildings needing extensive repairs.
- 5) Rent supplement payments available to owners of code enforcement area housing meeting code standards to supplement rent paid by low income elderly or handicapped persons, or low income families formerly living in substandard housing.

In addition to the requirements mentioned above, the following additional requirements must be met to secure federal aid for a code enforcement requirement:

- 1) The Borough must demonstrate that the proposed program of enforcement and public improvements will be adequate to eliminate violations and arrest the decline of the area.
- 2) The Borough must agree to maintain the normal level of expenditure for code enforcement outside the project area.
- 3) The Borough must agree to relocate any families displaced by rehabilitation in decent, safe and sanitary housing.

A federally aided Concentrated Code Enforcement project will give East Rutherford its best chance to continue and accelerate the improvement of its neighborhoods. Areas not included in such a project should not be neglected. Every effort should be made to secure code compliance in all parts of the Borough.

Workable Program

A basic requirement for most forms of federal aid administered by the Housing and Urban Development Department is the establishment of a "Workable Program for Community Improvement". Its elements are outlined below.

- 1) Codes and Ordinances - Adequate building, plumbing, electrical, housing and fire prevention codes, and zoning and subdivision ordinances that provide sound standards for the construction and use of buildings must be established, and an active program for the administration and enforcement of these standards must be instituted. Existing zoning and subdivision ordinances will be reviewed as a part of the Master Plan contract and recommendations for improvements made where necessary.
- 2) Comprehensive Plan - A comprehensive community development or master plan, to include land use, circulation and community facilities plans and a capital improvements program must be under preparation or have been adopted and kept current. This consultant is presently preparing an updated development plan for the Borough under the 701 federal Urban Planning Assistance Program.
- 3) Neighborhood Analyses - An examination of the potentials, needs and housing and environmental conditions of each neighborhood with recommendations on the steps needed to eliminate and prevent blight. This requirement has been covered by the Neighborhood Analysis section of the Master Plan Studies, with further information on blight elimination in the foregoing report.
- 4) Administrative Organization - In order to effectively carry out the Program for Community Improvement, there must be a local administrative organization adequate to plan, carry out and coordinate the various elements of the program.
- 5) Financing - Adequate and efficient financing for planning, code enforcement and public improvements outlined by the Workable Program must be provided. Both a long-range and six-year capital improvements program as well as the annual operating budget are part of the financing program.

The Master Plan will include short and long-range capital improvement programs.

- 6) Housing for Displaced Families - A plan for relocation assistance for families that may be displaced by governmental action such as code compliance program or a housing project must be set up.
- 7) Citizen Participation - Citizen participation in the Community Improvement Program must be assured by establishment of an officially designated community wide, representative citizens advisory committee which should assist in the formulation of programs and goals, including a program of community action to provide housing for minority groups if such is not available on a full-equality basis.

MEADOWLANDS STUDY

East Rutherford's greatest potential for development lies in its meadowlands. About three-quarters of the Borough's area lies east of Route 17 in this former cedar swamp known as the Hackensack Meadows and most of it is vacant. Because of its proximity to Manhattan and its location in the midst of the New Jersey portion of the New York Metropolitan Area, the meadowlands, which stretch from Route 46 south through Hudson County to Newark, is potentially an extremely valuable piece of real estate. Since the soil is swampy and subject to tidal flooding, the meadows have remained largely vacant and thus constitute a resource, which if not wasted through lack of intelligent planning, can bring benefits in the form of jobs, shopping facilities, living places and recreation areas to all the residents of the Jersey portion of the Area, as well as fiscal benefits to the communities in which the meadows lie.

A regional plan covering all the Hackensack tidal lands is the best way to bring about all these benefits. Since the reclamation problem must be solved on a regional basis, a regional land use plan is the logical accompaniment.

Recent Planning Efforts

Many plans for the development of the Bergen and Hudson County meadows area have been made in the past. The most recent efforts started in June, 1955 when East Rutherford, Lyndhurst, Carlstadt, Rutherford and North Arlington formed the Meadowlands Advisory Committee which became the Meadowlands Regional Planning Board in September, 1956. In 1957, the Passaic Valley Citizens Planning Association was employed to make a master plan study for the five-municipality area. In 1958 and 1959, four reports constituting the Master Plan were published. This master plan was the most extensive work to date in dealing with the overall development of the

meadowlands since it investigated practical economic, legal and administrative means to realize the plan, but it was limited to the Bergen County section of the meadows. In 1958 the Meadowlands Regional Planning Board hired a Dutch engineering firm (NEDECO) to report on the feasibility and costs of a closure dam across the Hackensack River. Attention was now drawn to reclamation of the entire meadowlands instead of a portion of it.

At about this time, the State became interested in the problem and groundwork for the formation of a Meadowlands Regional Development Agency was laid. When it was formally constituted in 1960, the MRDA had ten member municipalities including East Rutherford and three others joined later. The Agency was staffed by the State Planning Bureau. In 1959 and the first half of 1960 a series of five background reports prepared by the Bureau were issued by the Agency. Then the MRDA became more directly connected with the Department of Conservation and Economic Development which issued a report combining all reports over the three preceding years, including the NEDECO and PVCPA reports. Methods of obtaining funds, controversy over ownership of riparian rights, legislation and other problems caused inaction again for the remainder of the early 1960's.

In 1963, Governor Hughes announced a five-point program to encourage meadowlands development: (1) solve the riparian rights problem; (2) conduct a resource development survey including possible reclamation methods; (3) set up a plan for cooperation among the 13 municipalities involved; (4) develop a regional land use plan for the meadows; and (5) cooperate with the MRDA.

On December 16, 1963, former Governor Richard B. Meyner was appointed chairman of the New Jersey Commission to Study Meadowlands Development. This organization was a bipartisan body formed to "prepare a comprehensive plan for the reclamation and development of the New Jersey meadowlands", but which concentrated on management and riparian rights problems. The nine member Commission was appointed early

in 1964: three members appointed by the Governor, three by the Speaker of the Assembly and three by the President of the Senate. The Columbia University Law School and the Bechtel engineering firm were hired to recommend a solution to the problems of meadowlands management and riparian ownership. The Commission recommended in a June, 1965 report that the State: (1) create an administrative process for adjudicating disputes as to meadowlands titles; (2) grant long-term leases of riparian lands; and (3) form a State agency to reclaim and develop the meadows. Since little local participation was recommended, the idea of a State agency met with opposition.

The Commission was reconstituted in February, 1966 and charged to "implement" its earlier report after consulting with the MRDA and the Department of Conservation and Economic Development. These consultations resulted in an amended recommendation that the State agency reclaim, but not develop the meadows, the planning and development now to be undertaken by a local agency composed of two representatives each appointed by Bergen and Hudson County Freeholders and one by the Governor.

The second part of the five-point program is being undertaken by several Federal agencies. The Army Corps of Engineers is making an engineering feasibility study of various reclamation plans, including a closure dam at the mouth of the Hackensack River, a diking system, and filling the entire meadowlands above flood levels. For each alternative, a "cost-benefit ratio" will be made which will weigh the benefits in flood protection, recreation, mosquito control, pollution abatement, etc. against the costs involved.

The U.S. Public Health Service has made an environmental engineering study of health factors involved, such as water supply, sewage and garbage disposal, water and air pollution and mosquito and rat control.

The U.S. Geological Survey will make a preliminary investigation of ground water potential for possible reservoir sites, and the Federal Bureau of Outdoor Recreation will plan for possible parks.

The third part of the program, the Intergovernmental Cooperation Study, is being undertaken by the Division of State and Regional Planning under a federal "Section 314" Demonstration Study Grant to devise a plan for an intermunicipal re-development agency, including a cost-benefit sharing formula, acceptance of which is essential before regional planning can be implemented. Much of this study is being made by Rutgers University's Bureau of Government Research under contract to the State.

The fourth part, the meadowlands master plan is being prepared by the Division of State and Regional Planning. All the basic studies have been made, including a regional economic base study prepared by Rutgers' Bureau of Economic Research, and five development alternatives based on various growth concepts for the New York Metropolitan Region have been established.

The economic base study projected economic growth to 1985. Specific projection as to dwelling units, open space and commercial and industrial space needed for the 46-municipality "Meadowlands Economic Impact Area"⁽¹⁾ were based on this analysis. The percentage of the needed acreage to be provided in the meadowlands for each of the development concepts formed the basis for five alternative land use plans drawn by the Division.

These plans will be reviewed by the Land Use and Planning Committee of the MRDA, the Tri-State Transportation Committee, the Regional Plan Association, the State Planning Section of the Division, the Port Authority and the Corps of Engineers before presentation to the MRDA. A final plan selection is expected to be made during the summer of 1967.

(1) Area which will be influenced most by Meadowlands development; includes Hudson County, Bergen County south of Route 4, and Passaic and Essex Counties west of the Parkway as far south as Newark.

The Kiefer Bill

The latest development in planning for the meadowlands is the introduction by Senator Kiefer of the "Hackensack Meadowland Title and Development Act" which implements the major provisions of the second Heyner Commission Report with some changes. Public hearings on the bill have been held and changes will doubtless be made before it is brought to the floor in the fall. If the bill is passed, it may be in much altered form.

In its present form the bill provides for the establishment of a Hackensack Meadowland Development Commission to plan and direct reclamation and development of the meadows in 18 Bergen and Hudson County municipalities, and a Meadowlands Title Board to adjudicate meadowlands ownership claims and to administer sale or lease of state-owned lands.

The Development Commission would have powers similar to those of local planning boards and redevelopment agencies. It would draw a Master Plan for the Meadows District, adopt subdivision regulations and building codes, float bonds and improve and sell property. Although one section provides that the municipality may override the recommendation of the Commission in regard to public projects in the meadows, another section provides that "no action involving the master plan, zoning ordinance, subdivision, building or site plan approval, the official map or the grant of variance or special exception shall be taken" by a municipal public body "which shall be inconsistent with the District Plan". The latter provision gives the Commission its power to carry out regional planning. Without it, many of its plans would be destroyed and there would result 18 separate municipal plans with little relation to one another or to the needs of the region.

The Commission as presently set up by the bill would consist of 11 members: the Commissioners of Community Affairs, Transportation and Conservation and Economic Development; the State Treasurer; three citizens appointed by the Governor; one

member from each County (Bergen and Hudson) appointed by the Freeholders of the County; and one member from each County elected by the Mayors of the District Municipalities of the County. One of the major criticisms of the bill has been that not enough representation is given the municipalities. However, a State, rather than local, majority would prevent deadlocks and help insure a plan which would consider all the needs of the region and not just ratables.

The bill provides for reimbursing municipalities for costs of servicing additional population and school pupils within the meadows and for sharing taxes from all new meadows ratables.

If the bill, or a similar one, is passed, it is reasonable to suppose that the plans and studies made by the Division of State and Regional Planning will be used as a basis for a master plan by the Commission. Meanwhile, the Land Use Committee of the MRDA is preparing a report on the five alternate plans to its parent body. If a state agency is not set up, the MRDA might be strengthened so that it could develop the meadows in a fashion similar to that proposed by the Kiefer bill.

Impact of the Plans on East Rutherford

Fiscal

All of the alternate plans for the meadows under consideration propose manufacturing and warehousing as the predominant use, taking from 41 to 65% of the land area. This, together with the small amount of business area proposed should provide a sound fiscal base in terms of costs vs. revenues, since industry generally brings in tax revenues which are many times the costs of servicing. Apartments, a major use in two of the plans usually provide an excess of revenues over costs also, since there is a relatively small percentage of school-age children among the occupants of privately built units with moderate to high rents.

It is thus believed that the meadowland revenues collected by all the meadows municipalities will exceed the total municipal servicing costs. The excess would be shared among the member governments according to a formula, perhaps based on the percentage of meadowlands in each municipality, as proposed by the Kiefer Bill. Another possibility would be to have a separate taxing district for the Meadows with payments in lieu of taxes shared by the municipalities on a similar basis. This sharing will allow a land use plan for the best development of the meadows as a whole without inequities in the costs or revenues.

Population

Whether or not East Rutherford will experience an increase in population will depend on the plan finally adopted. Two of the plans propose a sizable high-density residential development, part of which would be in the Borough. Over 100,000 new residents might live in the East Rutherford meadows under one plan. This would be equivalent to the establishment of an entire new community, physically separated from the present residential area by a broad industrial belt. The integration of this new community into the Borough would present a major sociological problem, more severe both in size and in scope than that occasioned by substantial apartment developments in existing residential areas. On the other hand, unless substantial areas throughout the Metropolitan Area are rezoned for medium and high density residence, there will soon be no other residential land available within a reasonable distance of work centers. By 1985 it is projected that in the Meadowlands Economic Impact Area there will be a deficiency of almost 200,000 housing units if present zoning is continued.

Community Facilities

If a sizable population is established in the Borough's meadows, schools, parks, libraries and firehouses will have to be provided. Parks present no problem, since

local parks and playgrounds would be provided as part of the residential development, and large areas of regional parks are a part of all meadowlands plans. Land for elementary schools would probably be set aside in the development plans. The logical solution for high school students would be a regional school on a meadows site. All municipalities with sizable areas of meadows residence could participate, and the district could be limited to the meadowlands or a larger district with several zones, utilizing existing high schools as well could be set up.

A regional library in the meadows would be preferable to enlarging the various existing municipal libraries. New fire stations, each serving its municipality's meadowlands could be incorporated into the present individual volunteer systems. If no residential facilities are built in the meadows, the companies would have to be made up of business and industrial employees, with the existing volunteer companies covering the area at night.

If there is a marked population increase, staff in all Borough departments will have to be enlarged to handle the increased municipal business, and additional office and headquarters space will be needed. Public Works and Police Department as well as all Borough Hall offices would need additional equipment and personnel.

Business and Industry

Plans for residential centers in the meadows would not aid the Borough's existing business district, since neighborhood and community shopping areas would be integrated with the residential development and there are also plans for a large regional shopping center. A regional center, if located near East Rutherford would probably detract somewhat from the local business district, and the hoped for expansion might never be realized.

Existing local industry is not expected to be directly affected by meadowlands development.

Traffic and Transportation

State and county highways will be subject to substantial traffic increases as people from other parts of the area commute to the many new jobs which will be created in the meadows. Trucking will also be greatly increased. If part of the land is used for residence, the automobile traffic will be heavier, but will be two-directional rather than into the Borough in the morning and out at night. Existing local streets will be affected only if a new residential area is established. This will increase traffic to all community facilities that are not duplicated in the meadows.

A new residential center would create a demand for improved rapid transit which would benefit upland commuters as well.

Reclamation Methods

Three major methods of reclaiming the Hackensack Meadows are feasible: controlling tidal action by a dam near the mouth of the river, with either dikes and storage basins or a lowered river to control storm run-off; confining both normal river flow and tidal water by means of dikes, with ponding areas for storm water; and raising the level of the land above flood stage by filling.

The last method would be most expensive because of the enormous amounts of fill that would be needed to raise the land above flood level. The first method would require more pumping capacity but less ponding area (or lower dikes) than the second. The method finally selected will probably affect the ultimate amount of land available for development in the East Rutherford meadows.

It is expected that the Army Corps of Engineers' study will clarify the question as to whether permanent ponding areas in the Borough will be needed if the relatively low pipe line road is used as a dike and the Hackensack River is not dammed, and also whether the foreshore area between river and dike is needed for storage or eventually can be filled and used for water-oriented industry. Until

this matter is clarified, the Borough should limit further building on the area that may be needed for ponding.

Aside from the matter of size and location of open space, the reclassification route finally selected will not affect the character of the land use planned for the meadows.

Local Considerations

Although East Rutherford is ready to cooperate with the IRDA and other regional planning bodies, the Borough must proceed on its own in developing its meadowlands master plan for the present, since adoption of a plan for the entire meadows is still in the future.

Present conditions affecting planning for the meadowlands have been considered in the Existing Conditions Studies previously published. Development in the meadows since the 1956 Master Plan, has been largely industrial, as recommended by that Plan, although there has been some commercial development along Route 3. The bulk of the industrial building has occurred in the East Rutherford Industrial Park between Route 17 and Berry's Creek. Twenty-five manufacturing and warehousing structures covering 100 acres have been erected here on filled land.

The improvement of Route 3 and the construction of Route 95 according to present plans will alter development possibilities as presented in the Hackensack Meadows Master Plan done by the PVCRA for the Meadowlands Regional Planning Board in 1959. That plan envisioned a wide belt of water-oriented industry between the north-south expressway and the Hackensack River, and considerable commercial area adjoining Routes 3 and 20. The location of Route 95 close to the River leaves little room for water-oriented industry, and much of the area formerly planned for business uses will be taken by interchanges, maintenance and toll booth area and service roads for the various highways.

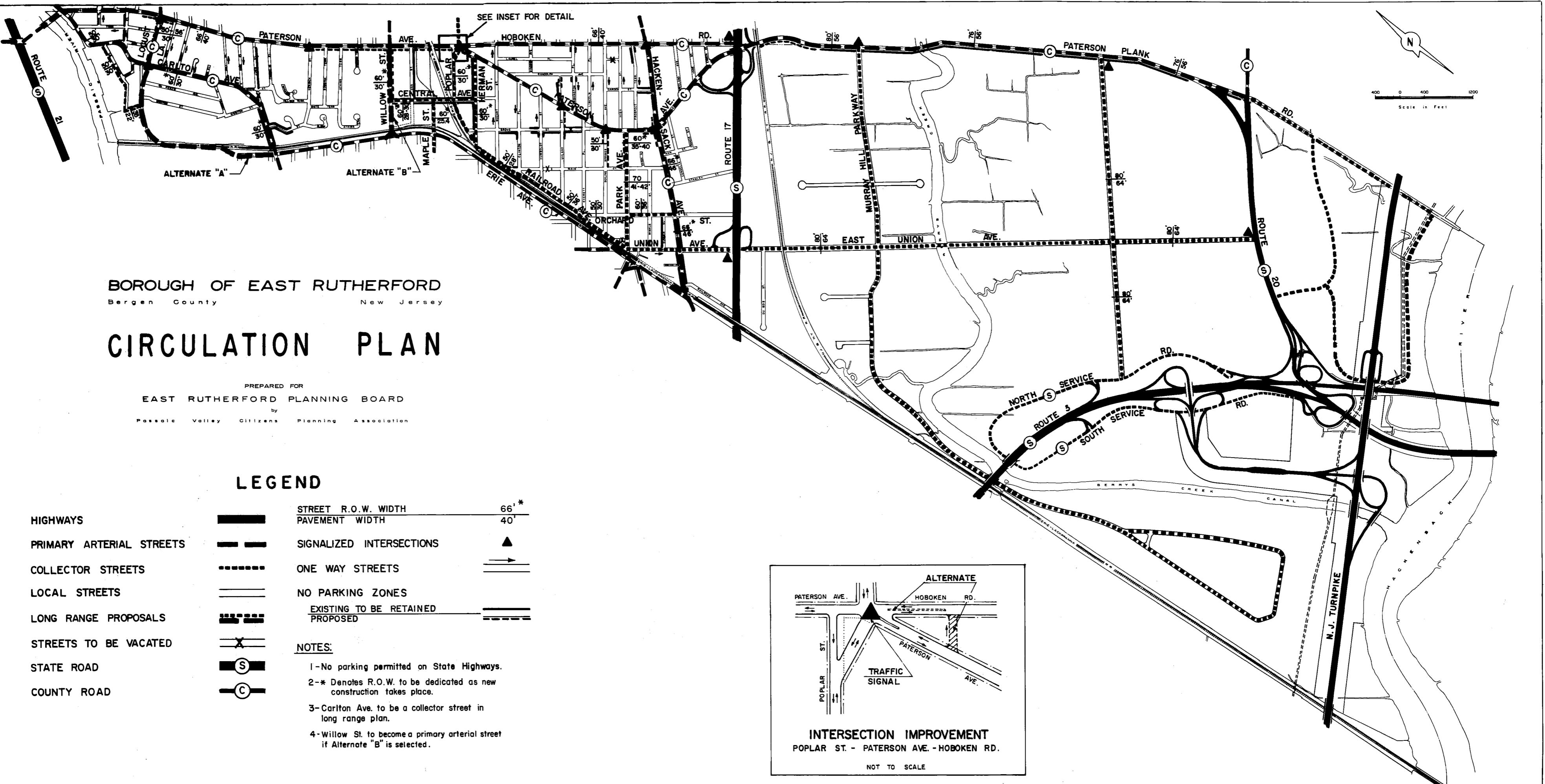
The conversion of Route 3 to a limited access highway with service roads about 400 feet from it on each side will eliminate the gas stations and most other businesses now adjacent to Route 3. The Master Plan proposes a highway business district for motels and restaurants at the Route 3-Route 95 interchange. The land between Route 3 and its service roads will be landscaped State property and will not be available for development. The remaining meadows area not needed for ponding or recreational purposes is proposed for light and heavy industrial development as explained in the Land Use Plan. Office buildings, warehousing and highway, rail and water-oriented industries can all be accommodated, although, as noted, present highway plans reduce the area available for water-oriented industry severely. A major land owner and developer in the meadows had planned a substantial port facility on the Hackensack at the Erie Railroad, but the Route 95 location would make this impossible unless Berry's Creek Canal was widened and deepened and a bridge high enough to admit freighters constructed over it.

No residential area in the meadows is proposed by the East Rutherford Master Plan. Any development which would fill the social and housing needs of the region would have to be large in area, amounting to a new town, so that it would not be a pocket-like enclave surrounded by industry. Reclamation measures and air pollution control to make the land suitable for residential development must be done on a regional basis. It would seem that residential development in the meadows should likewise be the subject of a regional effort.

THE MASTER PLAN 1957-1967

There are no startling differences between the 1957 Plan and the 1967 proposal. The major change is the setting aside of certain areas where apartments will be permitted instead of allowing them anywhere in a residential zone. This measure stems from a recognition of the increasing need for multi-family housing near the core of the metropolitan area.

Other changes are the elimination of the "strip" business area along Paterson Avenue, following the continued trend to grouping of stores; a plan for an improved and strengthened central shopping area with off-street parking; the increase in recreation space; the reworking of the road system in the meadows in line with changes in major highways; the improvement of the local traffic system to handle the increased traffic flow; and the long-range plan for the replacement of certain industrial areas with parks and residence.



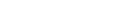
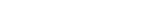
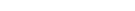
BOROUGH OF EAST RUTHERFORD
Bergen County New Jersey
LAND USE PLAN

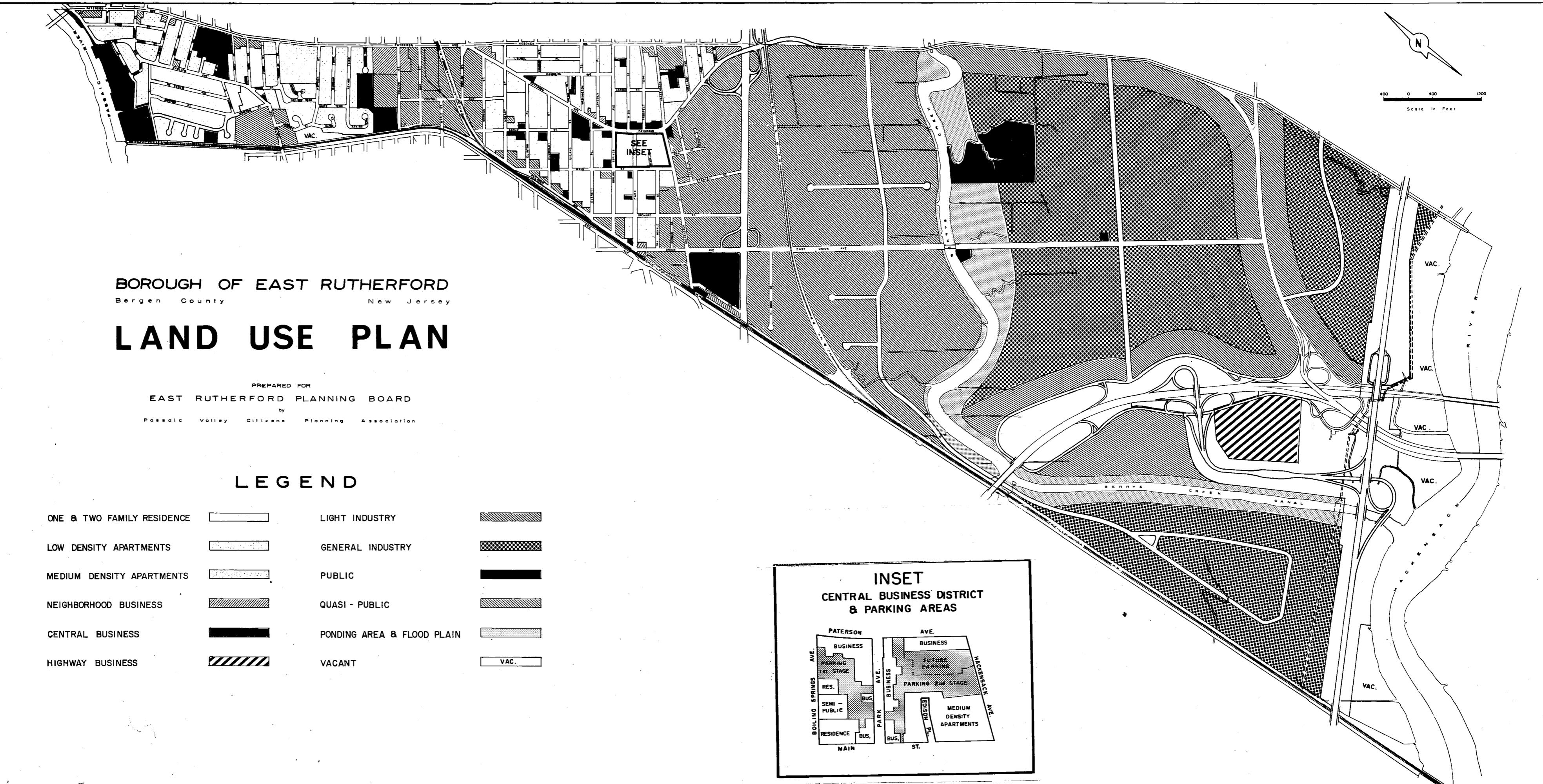
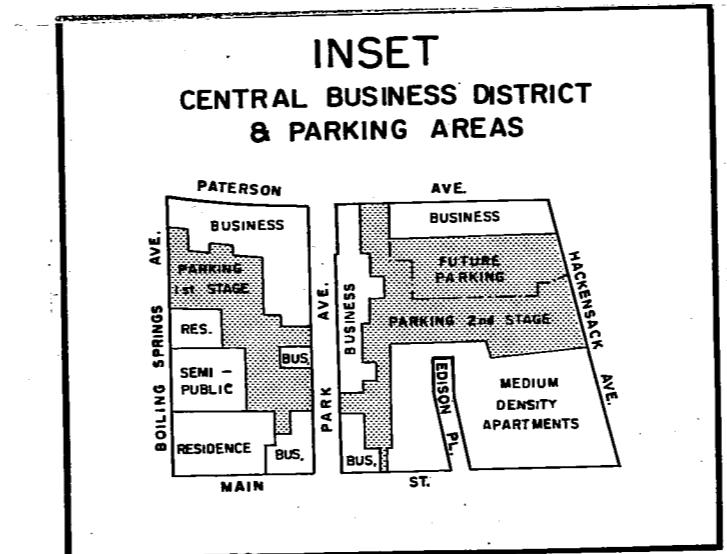
BOROUGH OF EAST RUTHERFORD
 Bergen County New Jersey

PREPARED FOR
AST RUTHERFORD PLANNING BOARD

Sierra Valley Citizens Planning Association

EGEND

ONE & TWO FAMILY RESIDENCE		LIGHT INDUSTRY	
LOW DENSITY APARTMENTS		GENERAL INDUSTRY	
MEDIUM DENSITY APARTMENTS		PUBLIC	
NEIGHBORHOOD BUSINESS		QUASI - PUBLIC	
ENTRAL BUSINESS		PONDING AREA & FLOOD PLAIN	
IGHWAY BUSINESS		VACANT	



BOROUGH OF EAST RUTHERFORD

Bergen County

New Jersey

COMMUNITY FACILITIES PLAN

PREPARED FOR
EAST RUTHERFORD PLANNING BOARD
by
Passaic Valley Citizens Planning Association

LEGEND

TYPE OF FACILITY	EXISTING	PROPOSED
BOROUGH HALL	B	NONE
POLICE DEPARTMENT	P	NONE
FIRE HOUSE	F	F
LIBRARY	L	NONE
PUBLIC WORKS GARAGE	G	NONE
POST OFFICE	P.O.	NONE
PAROCHIAL SCHOOL	TO BE RELOCATED	■
PUBLIC SCHOOL	1	NONE
PLAYGROUND	▲	▲
TOT LOT	T	T
NEIGHBORHOOD PARK	●	●
LARGE PARKS	NONE	■■■■
ATHLETIC FIELD	DOOR	DOOR
COMMUNITY HOUSE	C	NONE

