

COMPREHENSIVE MASTER PLAN

BOROUGH OF PARK RIDGE

BERGEN COUNTY, NEW JERSEY

- LAND USE PLAN ELEMENT
- GREEN BUILDINGS & ENVIRONMENTAL SUSTAINABILITY PLAN ELEMENT
- OPEN SPACE & RECREATION PLAN ELEMENT
- HISTORIC PRESERVATION PLAN ELEMENT
- CIRCULATION PLAN ELEMENT
- RECYCLING PLAN ELEMENT

2009 COMPREHENSIVE MASTER PLAN

BOROUGH OF PARK RIDGE BERGEN COUNTY, NJ

PREPARED FOR BOROUGH OF PARK RIDGE PLANNING BOARD
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Brigette Bogart PP, AICP, CGW
Professional Planner # 5679

BOROUGH OF PARK RIDGE PLANNING BOARD MEMBERS

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Richard Cassata
Terence Maguire- Alt I

Lyn Beer, Board Secretary

BOARD ATTORNEY

John Ten Hoeve Jr.
3 University Plaza-#17
Hackensack, NJ 07601

BOARD ENGINEER

EVE MANCUSO, PE
Brooker Engineering
76 Lafayette Avenue
Suffern, NY 10901

MASTER PLAN PREPARED BY

The Borough Planner
Brigette Bogart PP, AICP , CGW
Burgis Associates, Inc.
25 Westwood Avenue
Westwood, NJ 07675
Ph 201-666-1811
Fx 201-666-2599

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1.0 Introduction

1.1 Legal Requirements for Planning

The Municipal Land Use Law establishes the legal requirements and criteria for the preparation of a master plan, which may be adopted or amended by the board only after a public hearing. The plan must be reviewed or reexamined by the board at least once every six years. The MLUL identifies the required contents of a master plan and the master plan reexamination reports. The statute requires that the master plan include the following:

- A statement of goals, objectives, and policies upon which the proposals for the physical, economic and social development of the municipality are based.
- A land use element which takes into account physical features, identify the existing and proposed location, extent and intensity of development for residential and non-residential purposes, and states the relationship of the plan to any proposed zone plan and zoning ordinance.
- The preparation of a housing plan and recycling plan by the municipality. The Borough has adopted a recycling plan and is in the process of petitioning the New Jersey Council on Affordable Housing for third round certification. These plans should be considered as part of this master plan.

In addition, the MLUL identifies a number of other plan elements that may be incorporated into a comprehensive master plan document, such as circulation, recreation, community facilities, and historic preservation. The Borough of Park Ridge has elected to complete each of these elements, which are included in this comprehensive document. The Borough has also chosen to adopt a green buildings and environmental sustainability plan element to align its land-use decision making and policies with smart growth development and sustainable land use practices. A Master Plan also gives the community the legal basis to control development in the municipality through the adoption of development ordinances that are designed to implement the plan's recommendations.

This land use plan enumerates a detailed and definitive set of goals and policy statements regarding the Borough's existing and future development. It recognizes that one of its most significant attributes is its uniform land use arrangement, with limited intrusions of non-residential development in residential neighborhoods. The plan's land use recommendations are designed to protect and reinforce the prevailing detached single family residential development patterns in the community, encourage attached residential development only in those areas specified in the plan, preclude any introduction of incompatible non-residential use in areas designated for residential use.

1.2 Background

This section of the master plan details, in summary form, the municipality's location, a brief history, an overview of the surrounding development pattern and existing land uses.

A. LOCATION

The Borough of Park Ridge is located in the north- central portion of Bergen County, in an area known as the Packsack Valley. The Borough occupies an area of 1,651 acres, or 2.56 square miles. It is contiguous with four municipalities, including Montvale to the north, River Vale to the east, Woodcliff Lake to the south and west, and Hillsdale in the southeast.



B. History

As indicated, the Borough of Park Ridge is located in the Pascack Valley. The word Pascack is said to mean "place where the waters divide", noting that the waters divide where Pascack Brook joins the Hackensack River in Harrington Park. Pesqueck, one of several variant spellings, appears on a 1694 document as a word meaning "Indian planting grounds". Still others say it means "place where the road forks" referring to Pascack Road, an old Indian trail near its intersection with Mill Lane, one branch leading towards New York State in a northwest direction and the other towards Tappan and the Hudson.

The Pascack Valley area was a neutral ground through which numerous Indian tribes traveled. Prior to becoming the Borough of Park Ridge in 1894, the land was settled by the Lenni Lenape tribe. This tribe was a smaller territorial group from the Algonquins who inhabited the wilderness of much of the east coast.

In the early 1700's one of the early settlers took advantage of the two Indian trails that crossed at the present location of Mill Lane and Main Street (Pascack Road). Here they constructed the "Block House". It was a fortified structure built to withstand an attack. It was the first commercial business in this section of Bergen County.

About 1750 Captain Garret Ackerson built his home directly opposite the Block House. He later erected a store opposite his home just south of the Block House. It was operated by his nephew Cornelius Demarest, and became known as the "trading post". The building was declared unsafe and demolished in 1938.

The Ackersons were the first to recognize the value of the Pascack Brook as a source of water power. They built a dam across the brook, where the town now has its municipal field, and built and operated a woolen mill. This later became the Campbell Wampum Mill (1789), operated by William Campbell and his four sons. They were the first to realize the value of wampum as a means of trade between the Indians and the "whites". They had built a "special" machine for making the wampum and it is on display in the Historical Museum on Ridge Avenue. Campbell made wampum is in the Smithsonian Institute in Washington.

In 1870 the Van Riper Manufacturing Company built a mill on what is now Mill Pond and here they made bobbins and wooden spools on which silk thread was wound. Park Ridge, at one time, was a silk producing area, but the venture was not profitable. This structure was destroyed by fire in 1876. In 1894 the land was incorporated as the Borough of Park Ridge.

During the middle of the 18th century, settlers of Dutch and Scottish descent settled in the area. Today descendants and structures of those times remain. One of those structures is the Wortendyke Barn, which has been refurbished into a museum. The Pascack Historical Society Museum also reminds the community of its roots with the past. The Pascack Reformed Church remains active in the community.

C. Today's Development Pattern.

The Borough has developed in a traditional growth pattern, with its main commercial areas centered around the train station in the middle of the municipality. Two major county roadways act as the Borough commercial corridors, and occupy the central portion of the municipality from the northern most border with the Borough of Montvale to the southern most border with the Borough of Woodcliff Lake. At its widest point the area extends along Park Avenue in an east west direction for .6 miles.

Also located within this core area are a number of multifamily developments. In 1985 the Burroughs Corporation industrial complex adjacent to the railroad station was razed and a 114-apartment condominium complex completed now called "Park Ridge Crossings". In addition, two smaller condominium units totaling 51 units were built in the center of the community. One complex was on the site of a storage yard for construction equipment; the other on a site for construction materials, so that both have had a very beneficial impact on that immediate neighborhood. Those complexes are now known as Williamsburg Estates and Whispering Pines.

In addition to the commercial and multi-family development within this central core, there are also several public facilities, including the municipal complex, fire department, police department and Borough recreational park system. The commercial area combined with the park system, virtually divide the municipality into two sections, the east and west, each section mainly developed with single-family residences and its own school system.

On the west side of the municipality, in addition to the single-family residential development, there are a number of other noteworthy developments. These developments were a result of a two new zone classifications that were created from rezoning an old industrial district. In 1976 the Governing Body rezoned a 180-acre tract in the westerly part of the Borough known as the "Bears Nest" from a light industrial zone to 100 acres of office and research laboratory (ORL) zone, now know as Brae Boulevard. This district now includes 4 corporate buildings, which as of 2009 have assessments of \$98,907,900 or 5.5% of the Borough's total assessments.

The remaining 80 acres of the industrial zone district were rezoned for townhouse (TH) development. Included within the 80 acres is 40 acres of swampland that are now covered by the Department of Environmental Protection regulations as "protected wetlands." As of April 2000, 190 of the approved townhouse units have been built. Initially designed by renowned architect Eleanor Pederson, this private community was the home of former President of the United States, Richard Nixon and Mrs. Nixon between 1989 and 1993. The assessments total an estimated \$209,564,720 and comprises over 11.6% of the Borough's total assessments.

Recreation and Open Space System

To supplement the residential community life of the Pascack Valley, Park Ridge provides recreational facilities for both young and old. An Olympic-sized municipal swimming pool, operated as a self-sustaining utility, provides summertime fun. A 12-acre pond makes an attractive park area. All total the Borough has over 50 acres available for recreational uses, including baseball, softball, soccer, tennis, basketball and track facilities.

Education System

For many years, Park Ridge High School was a regional school for the area communities. In the 1960's the Pascack Valley School District was formed, but the residents of Park Ridge declined to join the regional district. Today Park Ridge has its own high school, and two elementary schools, one on the east side and one on the west side of the Borough, strategically located to each serve half of the municipality. The three schools provide a K-12 school system based on the neighborhood school concept.

Utilities System

Park Ridge is one of the only nine municipalities in New Jersey to own and operate utilities which supply both water and electricity to its residents. In 1904, the Borough dammed the Pascack Brook and installed a hydro-generator to supply the electric needs of 17 consumers. In 1977 the Borough, through its Board of Public Works, completed the construction of a \$750,000, 26 KVA substation to transform and distribute power purchased wholesale from Pubic Service Electric and Gas to supply over 3000 homes and businesses. Over the years, significant additional improvements have been made to the electric distribution system and the substation to reduce the number of electrical outages.

Similarly, in 1924 the Borough started its own water supply system. Today, 19 wells supply the Boroughs of Park Ridge and Woodcliff Lake with high purity well water at costs substantially below other water companies. The Park Ridge Water Utility has been a leader in New Jersey with the installation of carbon filters on its wells to ensure a water supply that meets and exceeds all the standards of the NJ Department of Environmental Protection and Energy and the United States Environmental Protection Agency.

1.3 Existing Land Use Map and Background Planning Analysis

The Master Planning process is a several step process which includes a substantial amount of analysis and review prior to the final plan being prepared. The Borough of Park Ridge's Planning Board completed this entire process in slightly over a year's time.

A. Review of the Zoning Board Annual Report

Starting in January 2008, the Planning Board reviewed the Zoning Board of Adjustment's annual report. This report detailed all the zoning and development issues which the board has been struggling with over the past year. This report was a good starting point for understanding the current development world in the Borough. After several weeks of analyzing the regulations and establishing goals and a process by which to address these issues, the next step was for the board to review and analyze the Borough's existing land use map. This map sets forth the Borough's development pattern and assists the Board in identifying the areas of the municipality on which the plan should focus. The zoning board of adjustment's report detailed the four main zoning issues that the board struggles with on a daily basis.

These four issues are as follows:

- ◆ Floor Area Ratio regulation
- ◆ The Building Height regulations
- ◆ The Driveway Design Standards.
- ◆ Rear Yard Coverage

Each of these issues detailed above have been reviewed in detail by the Planning Board as part of this master planning process. The review has resulted in specific recommendations for zoning regulations changes to address all of the concerns of the zoning board. These recommendations are addressed in detail a later section of this document.

B. Creation of the Existing Land Use Map

The Planning Board has spent a substantial amount of time analyzing background data in order to make informed decisions and develop a comprehensive land use plan. The first step that was undertaken was the review of the Borough's existing development pattern. In reviewing the existing development patterns and current planning issues affecting a municipality is to create a base map to review its development pattern. In order to create a base map of the municipality detailing all for the existing land uses a several step procedure was undertaken. First a base parcel map was obtained from the Bergen County Department of Planning from their digital database. Secondly, using the Borough's current tax records each parcel was tagged with an existing land use classification. The land use classifications were divided into the four categories, and then the entire municipality was categorized to provide for the analysis of how much land area is occupied by each of the four categories. The following table provides for a break down of the entire municipality by land use category.

A review of the existing land use survey confirms that Park Ridge, which covers approximately 1,689 acres, is mostly occupied by residential land uses. Specifically, 1,114 acres, or 66 percent of the Borough's total land area. As seen in the accompanying table, single-family residential parcels make up a majority of this total, comprising 58 percent of the total land area, while two-family residential and multi-family residential comprise approximately 8 percent of the total land area.

**TABLE 1:
SUMMARY OF EXISTING LAND USES**

| Land Uses | 1997 Percentage of Borough Land (Source: 1997 reexamination report) | 2009 Percentage of the Borough Land |
|---------------------------|--|-------------------------------------|
| RESIDENTIAL | | |
| Single-family | 55.1 | 57.71 |
| Two-family | 7.7 (includes attached single family, 2 and three family dwellings) | 2.04 |
| Multi-family | 1.2 | 6.15 |
| NON-RESIDENTIAL | | |
| Residential/Professional | n/a | .20 |
| Office | 3.7 | .16 |
| Commercial | 3.0 | 6.61 |
| Industrial | 0.001 | .13 |
| MISCELLANEOUS | | |
| Public | 2.6 | 3.19 |
| Semi-Public | 0.8 | 1.33 |
| Open Space and Recreation | 4.8 | 6.66 |
| Vacant | 1.9 | 3.01 |
| Parking | - | .06 |
| Railroad | .40 | .40 |
| Right of Way | 16.1 | 12.44 |

The second largest land use presence in the Borough is that of non-residential land uses, which occupy a total of 117 acres, or 6.9 percent of the Borough's total land area. Commercial uses are the most dominant type of non-residential land use, representing 6.6 percent of the total land area. Industrial land uses compromise a significantly smaller area at .13 percent of total land area.

The Borough's open space and recreation facilities are located throughout the municipality with approximately 6.6 percent of the land in Park Ridge preserved as open space, either by public entities, such as the County or the Borough itself. Public and semi-public uses occupy approximately 76 acres or 4.5 percent of its total land area. These facilities include municipal buildings and utilities, public schools, as well as religious institutions.

Some of the parcels on the Existing Land Use Map have a diagonal line through them with two different land use designations; this represents a mixed use parcel. For purposes of the above noted calculations, the land use which occupies a majority of the parcel was utilized. There are a couple of areas within the Borough which have a substantial mix of a land uses. These are the areas where this land use plan has concentrated to plan for their future development. These areas are addressed in the next section of this document, summary of emerging development considerations.

C. Compilation of Census Information.

As part of the planning process, one of the items of base information is the housing and population data provided by the census bureau. This information provides for a good understanding of the base population and housing stock. Unfortunately this plan was completed a year before the census of the next decade will be completed in 2010. The census statistics are outline in Section 11.0 of this document.

With these tools in hand, the next step in this process was to establish goals and objectives of the Borough. These goals and objectives once established have guided the creation of this comprehensive planning document. Detailed in the next couple section of this report, are the elements of the existing Borough that the plan focuses on, the detailed goals and objectives that the Borough has established to address these elements and lastly, the detailed land use plan which was established to address the existing elements and achieve the established goals and objectives.

2.0 Summary of Emerging Development Considerations

2.1 Scale of Single-Family Neighborhoods. Detailed in previous Master Plan documents is the Borough's desire to maintain the existing character and scale of development throughout the municipality, particularly the single-family residential neighborhoods. In recent years, this goal has become more and more important due to two main issues. The first being the prevalence of "tear downs" where existing homes are replace by substantially larger dwellings that are not consistent with the scale and character of the surrounding neighborhood. This issue is summarized in the Zoning Board of Adjustment's annual report for 2008, which identifies concerns regarding the Borough's building height and floor area ratio regulations.

In order to address the impact that the larger structures have on the adjacent properties, the Borough has reviewed different regulatory options. However, the planning concerns at the heart of this issue are complex, still remain unresolved and will continue to be explored by the Borough. Therefore, in recognition of the complexity of this situation, detailed in this plan are goals that have been established to protect the residential neighborhoods and encourage future development to draw from the character and scale of the district in which it is located with the overall goal of maintaining the existing scale of the streetscape.

The second issue pertaining to the scale of single-family neighborhoods is the continued threat of proposed multi-family developments within established single-family districts. It is a strong goal of the Borough to protect the single-family districts from over development and encourage higher density developments near mass transit, the train station and the center of the municipality. The land use plan within this document details the intended densities of development proposed for each parcel within the municipality. The plan's goal is to encourage development consistent with these prescribed densities and limit development to the scale, location and levels prescribed on the land use plan.

2.2 B-3 Business District. The current B-3 zone district is located at the northern most section of Kinderkamack Road and encompasses several commercial and industrial lots located on the municipal border. It is developed in a haphazard manner, with a combination of industrial and commercial uses, undefined circulation aisle, and numerous expansive entrance and exit drives. Based on the current zoning regulations, the Borough has seen little development/redevelopment of this area. In recognition of the fact that this site is located at the northern entrance to the municipality on one of its main corridors, its upgrade and improvement is an important aspect of the Borough's land use plan. Modifications to the regulations in this district to reflect market conditions, current development trends and to encourage its redevelopment in a more cohesive manner are appropriate.

2.3 Affordable Housing. With the affordable housing issue at the forefront of State planning goals, the Borough has established strong policies to encourage the development and rehabilitation of affordable units within the downtown area. As detailed above, one of the most important goals for the municipality is to encourage the proper scale of development that reflects and enhances the existing character of the Borough. This goal along with the goal to encourage the redevelopment of the downtown area, adjacent to the train station, have guided the development and planning decisions for the municipality for decades and are the basis for the Borough's Third Round Fair Share Plan. This plan calls for the development and rehabilitation of affordable housing units in the downtown area.

Not only are these goals and objectives consistent with the Borough's Third Round Fair Share Plan but they are also consistent with a number of principles of Smart Growth by encouraging the production of affordable housing near and around the train station, mass transit and town center neighborhoods. It promotes mixed land uses, compact, clustered community design, a range of housing choices and opportunities. It further encourages walkable neighborhoods where the prospective new residents would be adjacent to job opportunities and mass transportation options. The Borough's submission is consistent with the State Plan encouraging transit oriented housing and higher density development in and around mass transit with similar land use. It is important to ensure that any development opportunities which may exist in these designated areas be encouraged to include an affordable housing component or assist in addressing the Borough's affordable housing obligation.

2.4 Park Avenue Streetscape. A majority of the land uses along Park Avenue are pedestrian oriented, such as nail salons, delis, bagel shops, etc. However, because of the design of the roadway and the store fronts, it is not as pedestrian friendly as it could be. Consistent with the Borough's "Vision Plan", the goals of this Master Plan are to create a more pedestrian friendly environment by implementing new streetscape design standards, store front standards, revised signage regulations, and to establish a more pedestrian friendly streetscape by implementing traffic calming features.



This plan includes a detailed streetscape improvement plan that was based on the dimensions and standards provided by the Bergen County Planning Department. It is a goal of this plan to pursue the potential implementation of streetscape improvements and traffic calming measures along Park Avenue.

2.5 Green Belt and Green Streets. In the heart of the Borough, extending from its northern most border to its southern most border are a series of recreational facilities and open spaces. The open space plan element as well as the "Vision Plan", detail the significant opportunity to connect all these facilities through a green belt which would link into the Borough's main corridor, Park Avenue.

In the north the belt would start with Mill Pond. The Mill Pond site contains approximately 14 acres of land, with the central focus being the pond itself. Currently there is a walking path which extends around the pond. The Borough has recently completed a landscape plan to enhance this existing walkway. A walkway could be completed around the entire pond, also is an opportunity to connect this passive park system with Davies Field. This site occupies approximately 14 acres and is located directly north of the Municipal Building., often referred to as Memorial Park. The site includes a baseball field, a playground, indoor restrooms, and a new picnic pavilion. This site has a number of opportunities for pedestrian connections to the adjacent residential neighborhoods and to the existing recreation facilities across Park Avenue. When completed this green belt would allow for pedestrians to walk from Mill Pond, to Davies Field down Willet Street, onto Park Avenue. Once on Park Avenue, pedestrians could take advantage of the retail opportunities in the downtown or continue south to the tennis courts.

Once at the Tennis Courts, pedestrian can cross this facility onto the immediately adjacent fields owned by the Board of Education and the Sulak fields owned by the Borough which includes a walking/jogging track. The implementation of this green belt, would improve the accessibility of the existing recreation facilities as well as the down town. The open space plan element calls for the connection of this green belt to the larger municipal wide green streets system. This plan encourages the Borough to pursue the implementation of this green system for not only recreation benefits but transportation and economic benefits as well.

2.6 Spring Valley Road. Spring Valley Road acts as a divide amongst a majority of the single family neighborhoods on the west side of the Borough and the higher intensity uses located along the municipality's western border. In addition to several established single-family neighborhoods on the west side of Spring Valley Road there is the Bear's Nest Townhouse complex, and the corporate offices located along Brae Boulevard.

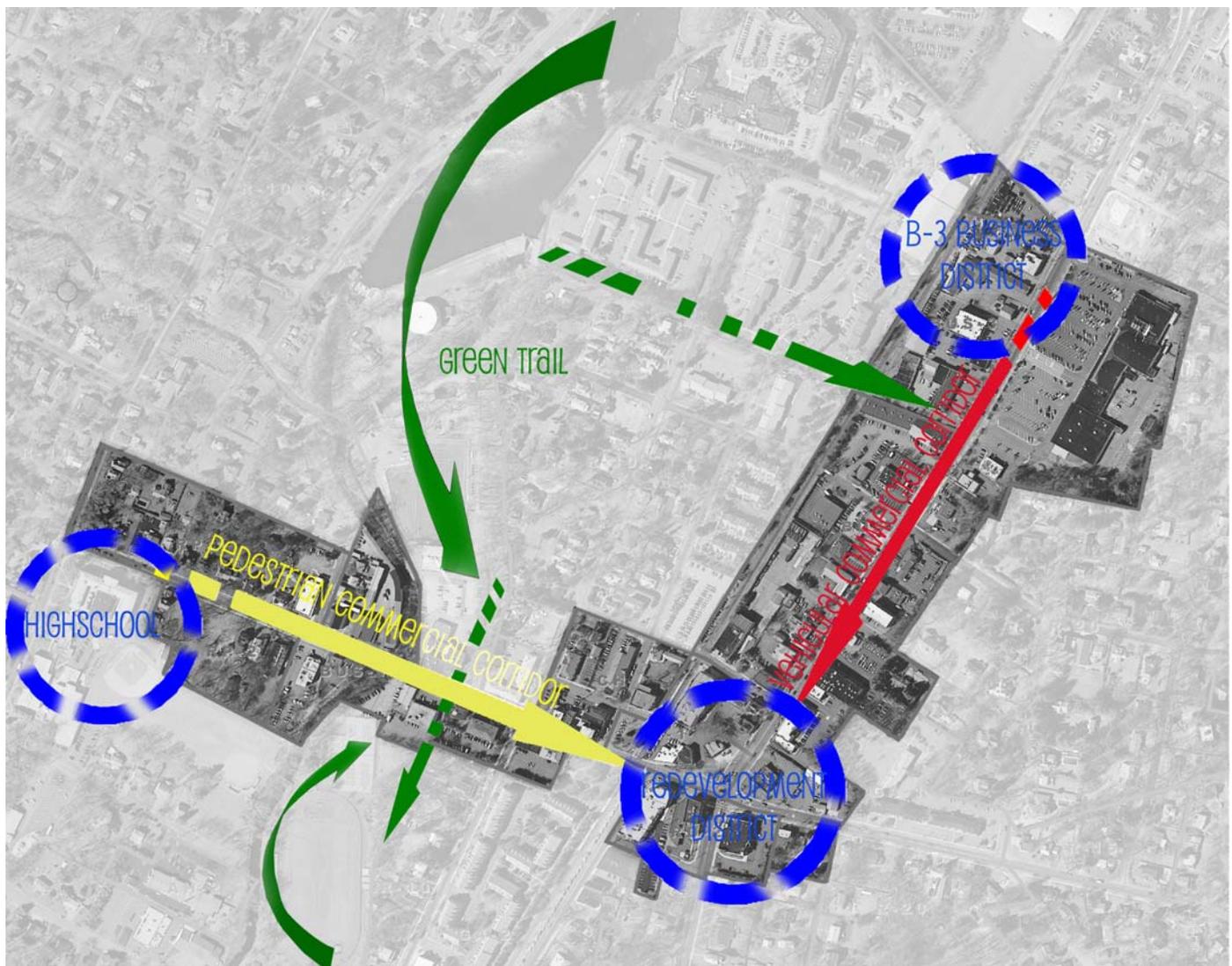
Up and down Spring Valley Road there are three restaurants which have been in existence prior to the zoning ordinance. With such a mix of land uses, the future of this area has been reviewed carefully as part of this plan. Detailed in the land use plan are important goals and objectives which specifically address this section of the municipality. These well established restaurants have "grown up" with the adjacent single-family neighbors, and while not currently out of place, their future should be carefully considered to ensure that any modifications to these uses do not negatively impact the nature of this area

2.7 Kinderkamack Road Area: The Kinderkamack Road Commercial corridor in Park Ridge is bound by its intersection with Park Avenue to the south and the municipal border with the Borough of Montvale to the north. Both of these areas anchor the Kinderkamack Road corridor and therefore their design, and future are key components to this master plan as detailed below.

In between these two anchors the commercial areas along Kinderkamack Road itself are well established and well maintained. Therefore the goals and objectives related to this area mainly pertain to the enhanced aesthetics of the store fronts, and streetscape rather than encourage wholesale change. In this respect the goals for this area are very similar to that of the Park Avenue corridor.

The intersection of Park Avenue and Kinderkamack Road is not only a key intersection for the Borough's commercial development, but also the most utilized intersection by vehicles as well as one of the main entrances into the Borough, therefore its design is a significant part of the Borough's plan for the future.

Conceptual Planning Analysis of the Borough's Downtown



3.0 Land Use Plan

3.1 Overview

The overall intent of this Master Plan is to preserve and enhance the established character of the community by maintaining and enhancing existing areas of stability, encouraging a proper distribution of land uses, restricting incompatible land uses from established residential areas, encouraging state-of-the-art design approaches, and providing the community with facilities and amenities that meet the needs of the residents. Given the established development pattern of the Borough, this plan takes a planning approach that is designed to protect and support the established character of the community while identifying those areas warranting a modified planning and zoning methodology.

During several months of meetings with the master plan subcommittee, numerous planning issues were identified as important to the community. In order to create a plan that encourages the enhancement of the community with facilities and amenities that meet today's needs of the residents, a detailed existing land use map was created to analyze existing conditions. Based on this analysis and all the background work identified in the prior sections of this document, the following goals and objectives have been established.

3.2 Purposes of Zoning

The Municipal Land Use Law requires that all municipal master plans set forth a statement of objectives, principles, assumptions, policies, and standards upon which the master plan recommendations are based. This section of the Park Ridge land use plan element sets forth the Borough's goals, objectives, and supportive policy statements. The land use plan is predicated on the following general objectives, which are consistent with the "purposes of zoning" as defined in the Municipal Land Use Law.

- A. To encourage Borough actions to guide the appropriate use or development of all lands in Borough of Park Ridge which will promote the public health, safety, morals and general welfare.
- B. To secure safety from fire, flood, panic and other natural and man-made disasters.
- C. To provide adequate light, air and open space.
- D. To ensure development within the Borough does not conflict with the development and general welfare of neighboring municipalities, Bergen County and the state as a whole.
- E. To promote the establishment of appropriate densities and concentrations that will contribute to the well being of persons, neighborhoods, communities and regions and preservation of the environment.
- F. To encourage the appropriate and efficient expenditure of public funds by the coordination of public development with land use policies.
- G. To provide sufficient space in appropriate locations for a variety of uses and open space, both public and private, in a manner compatible with the character of the Borough and the environment.
- H. To encourage the location and design of transportation routes which will promote the free flow of traffic while discouraging the location of such facilities and routes which would result in congestion, blight or unsafe conditions.

- I. To promote a desirable visual environment through creative development techniques and good civic design and arrangements.
- J. To promote the conservation of historic sites and districts, open space, energy resources and valuable natural resources, and to prevent urban sprawl and degradation of the environment through improper use of land.
- K. To encourage senior citizen housing construction.
- L. To encourage coordination of the various public and private procedures and activities shaping land development with a view of lessening the cost of such development and to the more efficient use of land.
- M. To promote the maximum practicable recovery and recycling of recyclable materials from municipal solid waste through the use of planning practices designed to incorporate the State Recycling Plan goals and to compliment municipal recycling programs.

3.3 GENERAL LAND USE GOALS AND POLICIES

- A. To maintain and enhance existing areas of stability in the community and encourage a proper distribution of land uses by designating areas which have their own uniform development characteristics. A principal goal of this plan is to preserve and protect the residential character of the community by restricting incompatible land uses from established residential areas.
- B. To ensure that any prospective development and/or redevelopment is responsive to Park Ridge's environmental features, including steep slopes, and wetlands.
- C. To encourage and provide buffer zones to separate incompatible land uses.
- D. To recognize and protect the watershed lands in the Borough as an important regional source of potable water.
- E. To support the overall philosophy of the State Development and Redevelopment Plan (SDRP) as a means of providing growth management on a state-wide basis while retaining the principals of home-rule.
- F. To ensure that child-care centers are located on suitable sized lots which provides sufficient outdoor play areas, appropriate buffers to separate and screen on-site activity from adjoining residents, and sufficient parking to accommodate the parking needs, including employee parking, visitor parking, and pick-up/drop-off areas, of the facility.
- G. To preserve and encourage the development of passive and active recreational facilities and open space.
- H. To facilitate or provide improvements to community facilities to provide a higher level of service, safety, and enjoyment for residents.

3.4 RESIDENTIAL GOALS AND POLICIES

- A. To preserve the existing character of the residential neighborhoods in the Borough by encouraging development that is consistent with the existing densities and development patterns; limit the scale of development to the level and locations, prescribed herein; preserve open spaces; preserve historic sites; and strengthen noise ordinance and enforcement.
- B. To promote the continued maintenance and rehabilitation of the Borough's housing stock.
- C. To provide a variety of housing types, densities, and a balanced housing supply, in appropriate locations, to serve the Borough and region.
- D. To discourage the creation of residential lots that are designed as flag lots and through lots in the Borough. To affirmatively address the community's low and moderate income housing obligation in the manner established by the Borough of Park Ridge Housing Plan.
- E. To ensure that any future development of the community's infrastructure be limited to solely accommodate the Borough's present level of intensity of development as identified in this plan.
- F. To preserve the historic features of the Borough as an integral part of the community's unique character and as established in the Borough's Historic Preservation Element.
- G. To ensure that Park Ridge's zoning and land use ordinances reflect the most current state of the art, promotes new development that is in keeping with the character of the community and protects the health safety and welfare of the residents of the Borough. The following new regulations should be established.
- H. To preserve the mature vegetation and wooded areas in Park Ridge.
- I. To maintain high quality government and services by reviewing and updating Borough ordinances; maintaining the excellence of schools while controlling costs; and improving services.
- J. To adequately address storm water runoff impacts from development.

3.5 COMMERCIAL GOALS AND POLICIES

- A. To encourage the revitalization and upgrading of the Park Avenue corridor in the vicinity of Broadway and Kinderkamack Road into a pedestrian-friendly "main street environment by implementing new streetscape design standards, storefront standards, revised signage regulations and traffic calming measures.
- B. To enhance the Kinderkamack Road commercial area, between Park Avenue and the Borough of Montvale, through improved storefront and streetscape standards, encouraging the assemblage of small properties to foster an efficient and attractive design, and encouraging the consolidation and expansion of off-street parking to provide greater convenience for shoppers and reduce conflicting traffic movements on Kinderkamack Road.

- C. To improve the aesthetics and safety of the northernmost section of the Kinderkamack Road corridor through the redevelopment of the B-3 zone district, which is presently developed in a haphazard manner with a combination of industrial and commercial uses, undefined circulation, and numerous entrance and exit drives.
- D. To establish a strong, distinct image for the Park Avenue and Kinderkamack Road commercial corridors through unified signage and streetscape design elements, as well as an attractive design for the intersection of these two corridors that signals the gateway to the Borough's commercial district.
- E. To encourage the coordination of all building renovations and the construction of all new buildings in the commercial district through the utilization of complimentary building materials, colors, and streetscape elements.
- F. To preserve the aesthetic enhancements of the commercial district through general maintenance of all buildings, parking areas, storefronts, sidewalks, and other public areas.
- G. To integrate landscaping into all development and redevelopment proposals for the commercial district.
- H. To promote a safe and efficient traffic circulation system that serves the community, while retaining the community's suburban setting within the overall framework of a local circulation system.

3.6 ECONOMIC DEVELOPMENT GOALS AND POLICIES

- A. To work with organizations such as the Park Ridge Chamber of Commerce, Bergen County Economic Development Corporation (BCEDC), Bergen County Improvement Authority (BCIA), and New Jersey Economic Development Authority (NJEDA) to strengthen the image and identity of Park Ridge's business sector and to beautify the commercial corridors.
- B. To enhance and encourage the retention of existing businesses and establishment of new entrepreneurial businesses through the implementation of a program to support small business, implementation of an incentive program to avoid long-term vacancies of existing commercial properties, and implementation of policies to encourage/enable appropriate home businesses.
- C. To continue efforts to reduce unemployment, provide year-round employment opportunities and enhance the ratable base of the Borough by encouraging compatible industrial, commercial, office and retail facilities to locate or expand in Park Ridge.
- D. To encourage sustainable development through the revision of zoning regulations to promote sustainable business development projects and environmentally sensitive business practices.
- E. To designate areas that are appropriate for infill development, such as underutilized commercial parcels on the Park Avenue and Kinderkamack Road corridors, and develop new zoning and land use standards that will ensure smart growth in infill and redevelopment areas.
- F. To encourage and promote partnerships to acquire financing for infill and redevelopment projects.

3.7 Land Use Categories

During a review of the master plan in 2003, the planning board analyzed all of the parcels of land that are located in single-family residential districts. The analysis included a detailed review of all the lot areas and lot widths of the individual parcels. From that review the Borough's former R-20 district was divided into several different land use categories and hence different zoning districts. Detailed below are the single-family residential land use categories that were created in 2003, their established densities of development, their locations and extent of coverage. Most of these details have not changed since that analysis; therefore the narrative detailed below is similar to that in the 2003 reexamination report. However, it should be noted that there is one area of the Borough that has been modified from the Low-density 2 category to a medium density residential category as detailed below.

A. *Low Density-1 Residential. (R-40)* The rural low density residential category provides a density of one dwelling unit per acre and exists in two limited areas of the Borough. One area is located in the northerly portion of the Bear's Nest along sections of Emily Drive and Doxey Drive. The other area is located in the southern portion of the Bear's Nest along Glenbrook Drive and a small portion of Spring Valley Road. These areas have, for the most part, developed as one acre lots, consistent with the present one acre residential zoning in the Borough. The Plan recommends retention of this development pattern in these portions of the Borough.

B. *Low Density-2 Residential. (R-20)* This low density residential category defines a housing density of approximately two dwelling units per acre. This designation encompasses the approximately half of the residential areas in the Borough.

This area has developed in a relatively uniform residential pattern with most of the area characterized by detached single-family residences on lots approximately 20,000 square feet in area. There is one street, South Fifth Street, which has been developed on lots significantly smaller than 20,000 square feet; this plan recommends that these lots be designated as medium density development in accordance with the existing development pattern. A primary objective of the residential component of the land use plan is to reinforce this existing scale of development at this single-family residential density. It is recommended that future development in this portion of Park Ridge be in accordance with this density.

C. *Moderate Density Residential. (R-15)* The moderate density residential development category is designed to permit a density of approximately three dwelling units per acre. A majority of the eastern portion of the Borough is designated for this residential category. In addition to the eastern side of the Borough, there are several neighborhoods on the western side of the Borough that are designated for moderate density residential use, this includes a large area along the southern municipal border, west of Pascack Avenue. These neighborhoods have been developed with lots approximately 15,000 square feet in area.

The primary objective of this land use category is to compliment the character of the existing neighborhood by reinforcing setback requirements to ensure there is adequate light, air and open space associated with all new developments.

D. Medium Density Residential. (R-1) The medium density residential development category is designed to permit a density of approximately four dwelling units per acre. Medium density land use category is for those residential areas of the community and which have historically developed residences on lots approximately 10,000 square feet in area.

The neighborhoods that make up this land use category have been developed with smaller setbacks than the remainder of the municipality. Given this fact, it is the primary objective of this category to ensure that all new developments, renovations and additions be sensitive to the adjacent dwellings by maintaining adequate setbacks, and constructing structures which are in scale with the surrounding neighborhood.

E. Multi-Family Residential. (GA, RT, AH-1, AH-2 and AH-3) The multi-family density residential category includes those portions of the community which have developed with garden apartment uses. The proposed density of twelve units per acre is consistent with the developed character of the garden apartments and current regulations. Certain portions of this category contain affordable housing. The Borough encourages any new multi-family developments located within this land use designation to include an affordable housing component.

The areas in this category include the Park/Highview Avenues area, the North Maple area in the vicinity of the Mill Pond, the Park/North Maple Road and South Maple Road areas, an area along Hawthorne Road, and the Park Ridge Crossing development, and the townhouse development on the 66 acre portion of the Bear's Nest area. It is noteworthy that at the time of the 1985 Master Plan the Park Ridge Crossing site was occupied by an industrial use. The Plan designated this property for residential redevelopment, and this recommendation was implemented with the result that a complementary residential use replaced an incompatible industrial activity. This master plan places the assisted living facility located on the municipalities northern border in this multi-family category. The planning board feels that this is a more appropriate land use designation than the previous B-2 category.

F. Housing for the Handicapped. (HH) In 1984, the Borough sanctioned the construction of a multi-family development designed exclusively for handicapped persons. The thirty-six unit development consisting of two one-story buildings is located on Sulak Lane. It was the first of its kind in the entire County, and the Plan identifies this site as a separate land use category to acknowledge this development.

G. Residential Professional. (RP) The residential/professional office use category is designed to permit single-family residences at a density of four units to the acre, as well as professional office uses within existing residential structures. This designation encompasses parcels on at the west end of Park Avenue, just east of its intersection with Pascack Road. This category includes parcels on both the north and south sides of Park Avenue

The intent of this category is to provide property owners with the option of using the existing buildings for professional office use. A shared parking arrangement, located to the rear of the structures, is suggested in order to provide: greater efficiency in terms of traffic circulation and number of parking spaces; a desirable aesthetic appearance; and substantial buffering to screen adjoining properties. This category is designed to require the retention of the existing structures, as opposed to constructing new buildings, and to ensure that this area of the Park Avenue corridor remains residential in appearance. Parking within the front yard area is to be prohibited. The following detailed design goals should be considered for any development within this land use category.

- i. Shared entrance and exit drives along Park Avenue. Shared vehicular access is required in order to minimize the number of curb cuts and conflicting turning movements into and out of the tract.
- ii. A joint/shared parking arrangement to the rear of the structures. A shared parking design, which encourages parking within the rear yard area, is proposed. This design will allow for greater efficiency in terms of traffic circulation and number of parking spaces. The accompanying zoning ordinance should mandate landscaping and buffer features to increase the aesthetics of the corridor.
- iii. Buffers and screening of parking areas. The design of the parking area improvements should include substantial buffers along the side and rear property lines to screen the proposed parking areas from adjoining residences.
- iv. Vehicular circulation and parking. The vehicular circulation should include shared access driveways which would reduce the number of intersections with Park Avenue. This design will allow for greater efficiency in terms of traffic circulation and number of parking spaces. The design should include both at-grade parking and garage spaces.
- v. Landscaping and pedestrian circulation. The proposed design should incorporate a substantive buffer and landscaped area along the perimeter of the site. Foundation plantings and street trees should also be included in any development. Additionally, pedestrian circulation is proposed from Park Avenue, as well as from within the interior courtyard area between the rear of buildings.
- vi. Open Space and Recreational links. The proposed design should incorporate a recreational link between the open space and recreation facilities to the south and Park Avenue. This design concept will assist in the furtherance of the goals and objectives that are identified in the Borough's open space plan that is being prepared in conjunction with this document.

H. Community Shopping District. (CH) A community shopping designation encompasses a majority of the commercial parcels located along Kinderkamack Road from Madison Avenue northward to the municipal boundary line with Montvale. This area currently provides for a variety of retail and service uses, and provides "community" amenities, and quick convenient everyday stores and services. This plan supports its continued operation for quick convenient services recognizes the daily needs of the residents, however, encourages this area's design to be revamped to encourage shared parking, cross access easements, reduction in the number of curb cuts, and more pedestrian safety elements and streetscape amenities such as benches, planters, lighting and landscaping. Further the design goals identified above for the residential professional land use category for site improvements apply to the community shopping area as well. In addition there are several areas within this land use category that are developed with multi-family housing. As with the multi-family residential land use category, the Borough encourages affordable housing units to be created within this area.

I. Mixed Use Development. (B-3) This land use category encompasses the northern most area on the west side of Kinderkamack Road, generally opposite the Ridgemont Shopping Center. This area is the only area of the Borough's Kinderkamack Road corridor that has developed in a haphazard fashion with a unsafe mix of uses and poor circulation design. Given the existing development pattern, and the Borough's goal to achieve a more appropriate mix of uses, and better design for the area, it has been given a separate land use category with goals specific to encourage its redevelopment. The purpose of this classification is to encourage a comprehensive, coordinated approach to the redevelopment of this area, incorporating a unified design approach with shared parking and loading, unified and integrated landscaping and architectural features, common driveways to minimize the number of access points along the roadway, coordinated lighting and related benefits of a planned development concept.

The district is designed to encourage for a mixed use development which incorporates retail and service commercial uses, residential and offices, in a comprehensive design which may be constructed over a period of time, resulting in a final product that will be a properly designed, integrated into the surrounding land use pattern along Kinderkamack Road.

- J. *Redevelopment 1. (RD-1)*** The Redevelopment 1 land use category encompasses the north side of the Park Avenue corridor, between Kinderkamack Road and the railroad tracks. This land use category is designed to permit retail sales and service establishments, restaurants, banks and financial institutions, business and professional offices, and residential units as apartments above principal permitted uses. The goal of the Redevelopment 1 land use category is to encourage an upgrade to the existing commercial uses in this area, which are presently underutilized, by allowing an increase in floor area; improving vehicular and pedestrian circulation and parking configurations and ensuring the creation of sensitive landscape and aesthetic amenities as part of a comprehensive and integrated approach to development.
- K. *Redevelopment 2. (RD-2)*** The Redevelopment 2 land use category encompasses the south side of the Park Avenue corridor, between the railroad tracks and just east of the intersection with Kinderkamack Road. This land use category is designed to permit retail sales and service establishments, restaurants, banks and financial institutions, business and professional offices, and residential apartments—either at grade or above permitted uses. In contrast with the Redevelopment 1 land use category, the Redevelopment 2 category is intended to reflect the greater presence of existing residential dwellings in this area. As such, one of the goals of the Redevelopment 2 land use category is to encourage such residential uses as a means of creating a captured market for the commercial uses in both the RD-1 and RD-2 land use categories.
- I. *Neighborhood Business (CH, B-2 and part of the B-1)*** This land use category encompasses the parcels of land located in the center of the Borough along Park Avenue and Broadway. These two roadways intersect at the Borough's historic train station. This area represents the Borough's main pedestrian oriented commercial district. While the area originated as a pedestrian oriented commercial shopping district more recent developments have encouraged its transition to a more vehicular dominated area. It is the goal of this plan to recreate the pedestrian shopping district and encourage its upgrade and rehabilitation by improving the building facades, creating better display windows, increasing the landscaping and street furniture. This area encompasses two important corridors in the Borough's downtown area. The first being Park Avenue from Kinderkamack to Pascack and the second being Broadway from Park Avenue south almost to Highland. This land use category is designed to provide for a variety of retail and service uses to meet the needs of the community, and provide for office and residential uses above first floor. These unique retail corridors intersect in the Borough's town center at the historic train station and are therefore an important element to the Borough's central core. Therefore, not only are the potential land uses an important part of this area, but also their aesthetics and site design. The development of this area should encourage the following:
- i. The rehabilitation of buildings and sites and the adaptive reuse of many of the older buildings should be actively encouraged.
 - ii. The provision of adequate off-street parking to serve the shopping district. The Borough should encourage shared parking and access easements to encourage improved off-street parking configurations, reduce curb cuts along right-of-ways, and reduce impervious coverage.
 - iii. The continued provision of street furniture, sidewalk and facade improvements, landscaping and other similar public and private actions will reinforce the integrated and unified character of the Borough's business district.
 - iv. The assemblage of small properties should be encouraged to foster a unified site design and an efficient and attractive area. This is a significant issue which would ensure the creation of sufficient lot areas which can accommodate suitable building sizes and associated parking.

- M. Office and Research Use. (ORL)** The Business and Professional Office designation reflects the area currently developed with offices located on Brae Boulevard. The Land Use Plan seeks to reaffirm the integrity of the Office and Research Use category as an executive office park. The plan seeks to reaffirm its developed character and its continued occupancy for executive office and research use.
- N. School. (part of Residential district)** The Land Use Plan recognizes the three existing schools sites, which include East Brook Elementary, West Ridge Elementary, and the Park Ridge Middle School/High School. The Land Use Plan seeks the continued use of these sites by the Park Ridge School District and also seeks to maintain the compatible relationship between the schools and the surrounding land uses, while ensuring that any future development of these properties, maintains this compatibility. The compatible relationship includes the schools integration with the surrounding neighborhoods, with both vehicular and pedestrian paths.
- O. Open Space/ Parks & Recreation. (part of Residential district)** The Land Use Plan seeks to continue all existing park and recreation uses and encourages the expansion of all exiting facilities. The Open Space/Parks & Recreation category includes existing municipal facilities including the municipal building complex, and the post office. In addition, the reservoir land which is the land holdings of the Hackensack Water Company is designated to be retained as permanent open space. There are 32.7 acres of reservoir and watershed property in Park Ridge at the southern end of the Borough.
- P. Proposed Open Space.(part of Residential district)** Consistent with the Open Space and Recreation Plan, the Land Use Plan identifies six sites for future recreation and open space areas. These sites, in addition to being listed I the Borough's open space plan are identified as an overlay land use category in the land use plan. All of these sites are an important component to the Borough's comprehensive open space plan which includes a municipal wide trail system with multiple open space and recreation destinations.
- Q. Cemetery. (part of Residential district)** This land use category recognizes the existing cemeteries in Park Ridge. A total of 11.4 acres, representing 0.7 percent of the Borough's total land area, are devoted to this use, which includes two small cemeteries. Both of these are on the east side of Pascack Road in the vicinity of Sulak Lane. The Land Use Plan seeks to maintain the compatible relationship of these cemeteries and the surrounding land uses, while ensuring that any future development of these properties, including the construction of mausoleums, maintains this compatibility.
- R. Railroad. (part of Residential district)** The Railroad land use category identifies those parcels associated with the New Jersey Transit rail line, which runs north/south through the Borough between Woodcliff Lake and Montvale. The Borough seeks to maintain this corridor for rail service, but recognizes conflicts with vehicular circulation when trains are stopped at the station. Accordingly, the Borough seeks to resolve this conflict by working with NJ Transit to find alternatives, which may include relocating the train stop. This project is further detailed in the circulation element of the master plan.

3.8 Recommended Amendments to Zoning Map

- A. BUS-2.* The current Bus-2 Zone District, Business -2 is comprised to two major sections, one on the north end of the municipality which is developed with an assisted living facility, and the Broadway corridor which has developed with a mix of uses, similar to those recommended for the neighborhood commercial land use category. This plan recommends that the Bus-2 be deleted in its entirety and those parcels that are currently designated Bus-2 be rezoned as follows: The area along Broadway is place in the neighborhood commercial district and those parcels should be rezoned to reflect the same or similar zoning regulations that should be implemented for the Park Avenue corridor. The parcel developed with the assisted living facility should be rezoned to the GA, Garden Apartment district, and those zoning regulations should be amended to accommodate assisted living facilities as a conditional use, as outlined in the current B-2 zoning regulations.
- B. Single-family Lots.* There are two areas in the Borough that contain several lots that are not consistent with their current zoning designation. The first area is located at the intersection of Ridge Avenue and South fifth Street and the second area is located on the east side of Pascack Road. Both of these areas are currently designated as R-20 zone districts, and in the low density residential land use category in the previous master plan document. These lots are actually more fitting to the medium density land use category and this master plan recommends that they be rezoned as such.
- C. CH Zone district.* This new land use plan identifies a new land use category for the downtown area, entitled neighborhood commercial. This new land use designation is appropriate for the current commercial housing zone district as well. It is recommended that the parcels currently located in the CH district, be incorporated into the new zone for the neighborhood commercial district. As such, the parcels currently designated as CH are now in the neighborhood commercial. In addition, the Borough owned parcel to the north of the CH district is also designated as neighborhood commercial to encourage its redevelopment consistent with the Borough's Vision Plan, which sets forth the concept of this parcel being developed with a one or two story parking structure wrapped in retail uses at the ground level. It should be noted that any new development on this parcel should be aware of and sensitive to the adjacent single-family neighborhood to the north and west. The parking structure should be designed with minimal visibility and intrusion into that area. If an appropriately scaled design can not be completed on this parcel, then the parking structure should not be constructed.
- D. AH-2 and RT zone districts.* Currently on the west side of the Borough adjacent to the RT zone district, there is a AH-2 designation. This designation was associated with Regional Contribution Agreement to construct affordable housing off site. This contribution and agreement was completed and this site does not contain affordable housing. In fact, the area currently designated as AH-2 contains environmentally sensitive lands which were deed restricted to prohibit further development. As such, it is recommended that this AH-2 designation be removed and this parcel be identified for open space and conservation purposes.

3.9 Recommended Amendments to Zoning Regulations

A. Dwelling Volumes and Floor Area Ratios.

In recent decades, residential remodels and new construction in the Borough have significantly changed the character of many of its neighborhoods. There are also growing community concerns about the incremental, but profound, physical changes that are taking place. The Borough zoning board of adjustment has struggled with numerous Floor Area Ratio variance application for dwellings which are not compatible with the scale of their surrounding neighborhoods. In many instances, some of the special qualities of a place that attracted residents to particular neighborhoods are being diminished, or have been lost to recent development.

The primary challenge posed by new single-family projects in existing residential neighborhoods is to create desirable new development which: (1) preserves the scenic built and natural setting; (2) allows mixed (sizes and styles) residential communities while maintaining the predominant community character; and (3) improves the pedestrian and bicycle access environment within and between neighborhoods.

In order to protect and enhance the remaining character found in these areas, it is recommended that new area and bulk regulations that address the concepts of floor area ratio and dwelling volume, be developed for all the single-family zoning districts in the Borough. The goal of these new regulations should be to emphasize the important of the preservation of natural resources, encourage development of new and renovated dwellings that are compatibility with existing neighborhood character, establish the appropriate building scale, form and mass and create an proper setback relationship to the street and to the adjacent dwellings.

Key design and planning principles that should be considered when establishing the new regulations and when residents/developers plan a home renovation or the construction of a new dwelling are as follows:

- Encourage the use of building setbacks on the upper floor levels to maintain adequate space, light, and a sense of openness from surrounding residences in existing residential neighborhoods;
- Promote alternative locations and orientations for garage and parking areas in order to emphasize the pedestrian qualities of the streetscape;
- Discourage fencing and retaining walls that front on public streets;
- Encourage building designs that reflect the natural landscape and scale of the surrounding neighborhood through use of smaller building components, cantilevered overhangs, and articulated exterior vertical walls;
- Establish massing and roof design criteria that emphasize the use of smaller elements that reflect the scale of the neighborhood;
- Provide more detailed design guidelines addressing grading, drainage, stream and tree preservation, resource conservation, green building, and universal design principles;
- Respect the existing views, privacy, access to light, and safety of neighboring properties;
- Reflect the local design goals and policies as expressed in the local community plan.

The diagrams on the following page detail the impact that simple residential additions can have on the scale and character of a streetscape. Any new development and or regulations which are created to address this issue, should encourage development that is more consistent with the designs identified in the scaled addition streetscape.



SCALED ADDITIONS



EXISTING CONDITIONS



OUT OF SCALE ADDITIONS

1. Neighborhood Compatibility

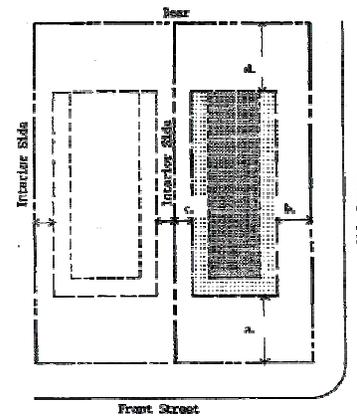
New development and remodel/additions should not be disharmonious with the existing street setback patterns. One of the objectives of this plan is to promote single-family residential development (including additions and alterations) that are compatible with the existing neighborhood character. The design of these developments should consider the composition and integration of the outdoor spaces and the buildings that make up the physical neighborhood. The relationships between properties, including the existing setbacks and spaces between buildings, the heights, lengths and materials of walls, roof forms, fences and plantings should be considered. Generally speaking, the floor area of the proposed development should not substantially exceed the median home size in the surrounding neighborhood, taking into consideration site-specific factors, such as lot size, bulk and mass, topography, vegetation, and the visibility of the proposed dwelling.

The relationships between residences on adjacent properties and between houses and the public street or area can be complex, and need to respect the privacy, views, light, solar access and noise effects on neighboring properties, to name a few. The relationships of building size, scale, image and location related to the public street are also important issues in the design of a single family dwelling. The following diagrams illustrate the architectural design that is encourage and discouraged in the development of additions and new dwellings.

2. Building Setbacks and Setbacks

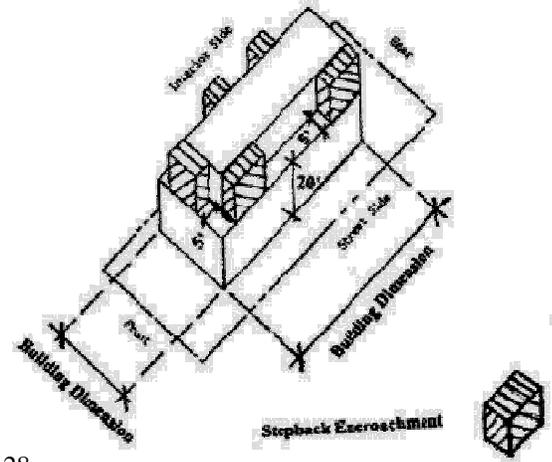
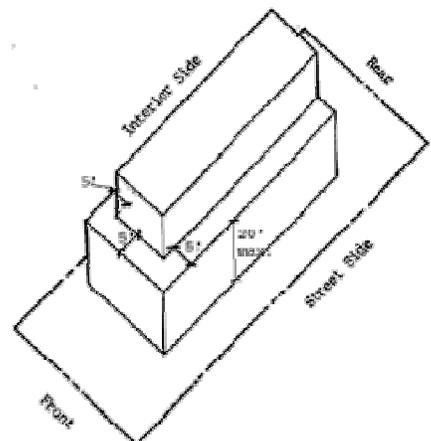
In order to improve the relationship between properties where side yard setbacks are typically the only separation between structures and to maintain adequate space, light, and open space, upper level "setbacks" should be incorporated into the design of residences. Set back are intended to avoid excessive building bulk viewed from adjacent lots and front and street side elevations.

A building set backs should be incorporated on all walls facing the front, street side and interior side property lines, and rear property lines. Within the Set back Zone, a lower height limit should be observed. To allow for design flexibility, an encroachment could be permitted into the Set back Zone as detailed in the adjacent diagrams.



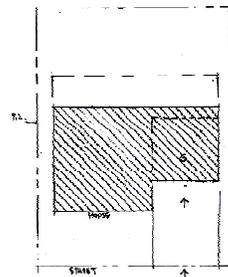
Stepback Zone (5 feet wide)
Full Height

Setbacks
a. Front
b. Street Side
c. Interior Side

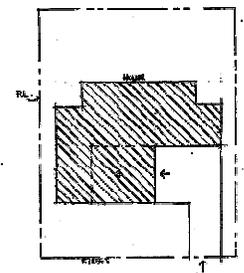


3. Garages

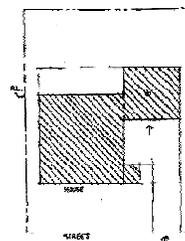
The location and orientation of the garage should be designed to minimize its visual presence as seen from the adjoining street. By recessing and/or turning the garages away from the street front, groups of properties create a more continuous pedestrian oriented street frontage. Consideration should also be made to locate garages to the rear of the property. The garage should be detached from the dwelling, where feasible.



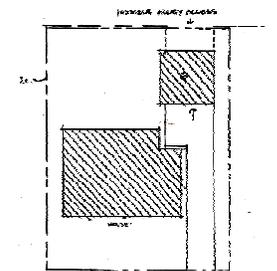
A. Recessed front garage



B. Garage access turned away from street frontage



C. Side drive attached garage located to rear



D. Side drive detached garage or possible alley access)

B. Driveway Regulations

It is recommended that the Borough review and revise its regulations pertaining to driveway and curb cut designs including their size and location. Proper regulations for the design of these features can improve safety, reduce negative environmental impacts (stormwater runoff), and improve the visual character of neighborhoods by providing a coordinated and consistent design.

The regulations should reflect their context to provide the most appropriate designs. For example, narrower driveways are appropriate in low-density residential neighborhoods. The designs should maximize safety while ensuring that circulation will not be substantially impacted.

The Borough should review the distance between driveways and property lines, the width of pavement for driveways and for curb cuts, and the number of curb cuts permitted. An excess number of curb cuts and wide driveways near the street increases pedestrian vulnerability to accidents. They also disrupt the aesthetic character of neighborhoods. Restrictions on the widths of curb cuts should also be provided to reduce the speed of vehicles as they maneuver in and out of driveways. The code should also consider specific regulations for driveways with front loaded garages versus side loaded garages.

C. Rear Yard Coverage

The zoning board's annual report suggested that the regulations for rear yard coverage be reviewed. Section 101-21A of the ordinance details all the regulations that govern accessory structures in residential zone districts. The regulations set forth in Section 101-21A(3) are extremely restrictive and appear to be somewhat repetitive with the remainder of this of Section 101-21A. Given this it is recommended that Section 101-21A(3) be deleted in its entirety. The remainder of the section would still include minimum setback restrictions, maximum floor area of sheds and similar structures of 150 square feet. If the board feels that a regulation restricting the maximum size of other accessory structures is warranted, then Section 101-21A(3) should be amended to reflect that. This could possibly include detached garages and pool houses.

D. Parking Requirements.

An analysis of the existing off-street parking requirements reveals a need to update the ordinance. This analysis is based on the standards provided by the Institute of Transportation Engineers (ITE) and on a review of the requirements of other communities in the region. The Borough should amend its ordinance to reflect current and future development needs, and to avoid undesirable impacts incurred by inappropriate standards. Specifically, the Borough should seek to minimize impervious coverage to the extent possible, and to reduce the aesthetic impacts that can result from excessive parking requirements. While this is an important goal, it should not be achieved at the cost of providing the appropriate parking and circulation design.

In some instances, the existing ordinance appears to require too much parking including the requirements for continuing care facilities, housing for the handicapped, and medical/dental offices. In other places the requirements are too general and do not reflect current development trends including, for example, banks, industrial and manufacturing uses, and restaurants.

E Shared Parking

It is recommended that the zoning ordinance be revised to take advantage of shared parking opportunities in the community, especially in the Borough's downtown area. Opportunities for shared parking could include the sharing of private parking areas among different buildings and facilities to take advantage of different peak periods, maximizing the amount of high-turnover on-street parking along commercial streets, and providing off-street public parking facilities with in lieu fees from developers or building owners. Cross access agreements or easements should be encouraged between lots to further the possibility of shared parking.

The implementation of shared parking strategies affords a number of benefits. For example, shared parking can significantly reduce parking facility costs, allow greater flexibility in site design, and reduce the amount of land area that is paved. It can also reduce the amount of curb cuts, which improves the streetscape and reduces the risk of vehicular accidents. In addition, shared parking can be employed as a tool to encourage a more mixed-use, compact and pedestrian-friendly downtown area.

F. Lot Width of Undersized Lots.

The Borough's ordinance sets forth area and bulk which impose various setback and dimensional requirements on all lots in the municipality. Several lots located along Ridge Avenue in the R-15 and R-20 Residential Zones are long and narrow with minimal widths, between 30 and 65 feet. While current zoning regulations for these areas recognize the average lot area and widths for these neighborhoods, these long and narrow lots with existing dwellings are currently considered non-conforming. Therefore residents of these properties often have to come before the Board to improve or develop their respective properties as their lots have existing nonconformities. The Borough recognizes that these specific areas are pre-existing non-conforming lots and wishes to establish more sensible land use regulations that do not create an unfair burden or hardship on Borough residents who wish to improve or develop their property. Therefore a modification to the existing zones regulations which permits dwellings on lots that have less than the required width to be expanded upon without requiring a lot width variances. Further dwellings on these lots that encroach upon required side yards maybe redeveloped without the need of a side yard variance unless the proposed dwelling is increasing its encroachment into the side yard, or the dwelling is being lengthened by a significant amount.

4.0 Green Buildings and Environmental Sustainability Plan

4.1 Introduction

On August 5, 2008, Governor Jon S. Corzine signed into law Assembly bill A1559, which amends the Municipal Land Use Law to authorize a local planning board to include in its master plan a green buildings and environmental sustainability plan element. The purpose of this element is to "provide for, encourage, and promote the efficient use of natural resources and the installation and usage of renewable energy systems; consider the impact of buildings on the local, regional and global environment; allow ecosystems to function naturally; conserve and reuse water; treat stormwater on-site; and optimize climatic conditions through site orientation and design." Based on the overall purpose of the green buildings and environmental sustainability plan, as defined in the MLUL, the following goals and policies have been established.

4.2 Sustainability Goals and Policies

- A. To encourage sustainable development policies, which seek to protect and preserve the Borough's environmentally sensitive features by utilizing energy efficient heating and cooling methods, minimizing waste, and incorporating resource-efficient and recycled materials.
- B. To encourage new development and redevelopment projects to be compatible with the principles of LEED ND (Leadership in Energy and Environmental Design for Neighborhood Development), although LEED certification is not mandatory.
- C. To ensure that any prospective development is responsive to the Borough's environmental features, and can be accommodated while preserving these physical characteristics. In particular, the Borough seeks to limit development to that which preserves steeply sloped area, wetlands, and flood plains, and retains such natural features as existing vegetation and habitat for Endangered, Threatened and Rare species.
- D. To adopt and enforce land-use policies that reduce sprawl, preserve open space, transportation option variety, and create compact, walkable developments, wherever possible.
- E. To make energy efficiency a high priority for the Borough through building code improvements, and retrofitting Borough facilities with energy efficient lighting and water conservation technologies.
- F. To protect the Borough's limited water supplies through restrictions on certain uses of water not essential to the health, safety and welfare of Park Ridge citizens.
- G. To promote environmental quality through landscaping methods sensitive to the ecosystem.
- H. To engage in community education and outreach to promote an understanding of sustainability in the Borough.

4.3 *Environmental Features*

An analysis of the Borough's physical characteristics is important in determining limits to development and where sensitive environmental features may need protection. The principal environmental features which are typically assessed within the framework of a master plan include topography, slope, wetlands, and flood plain characteristics. Each of these five elements is described below, as well as an assessment of Category One waterways and threatened and endangered species habitat. While this municipal-wide environmental review provides pertinent information, it should be noted that physical features and environmental factors are best reviewed on a site by site basis as development applications are submitted to the Borough's local review agencies.

A. Topography and Slope

Topography in Park Ridge is varied and presents difficulties to development in a number of sections of the Borough. Elevation ranges from highs of approximately 370 feet above sea level, at a ridge top in the northwestern portion of the Borough in the vicinity of West Ridge Elementary School, to lows of approximately 80 feet, in the southeast corner of the Borough. Slopes in excess of 15 percent are found throughout the Borough, posing considerable challenges to development. Specifically, steep slopes are limiting in terms of run-off control, soil erosion, suitability of terrain for specific land uses, and potential for safe road access.

The most significant bands of steep slopes are located in the southern portion of the Borough, including areas just north of Bear Brook, just east of Fifth Street, and just east of Broadway. These areas are heavily dominated by single-family residential land uses, but also contain some dedicated open space.

The accompanying Environmental Constraints map (page ____) provides a detailed analysis of all of the Borough's steep slopes and their location. This map was created from New Jersey Geological Survey data, which presents contours at an interval of ten (10) feet for this portion of the state. As such, this map provides a good indication of where steep slopes are located in Park Ridge, but only evaluations of individual properties can officially determine their presence.

B. Floodplains

As shown on the accompanying Environmental Constraints map (page ____), 100-year floodplains are associated with all of Park Ridge's streams, including Holdrum Brook, Hillside Brook, Pascack Brook, Mill Brook, Echo Glenn Brook and Bear Brook. The map also shows that 500-year floodplains are located in more limited areas adjacent to Pascack Brook, Mill Brook, Echo Glenn Brook. This data was derived from the Federal Emergency Management Agency (FEMA) as part of the National Flood Insurance Program.

Although this data does provide a broad overview of potential flood problems throughout the municipality, it does not necessarily show all areas in the Borough that are subject to flooding. To reduce the potential of flood damage, as well as pollutants in stormwater runoff, the Borough has adopted a Municipal Stormwater Management Plan which requires environmentally sensitive site design and structural source controls for all major development. It is a goal of the municipality to ensure that all future development is consistent with this plan.

C. Wetlands

The National Wetlands Inventory, prepared by the United States Department of the Interior Fish and Wildlife Service, provides an inventory of wetland areas in Park Ridge as well as other municipalities in the State of New Jersey. The wetland delineations are based upon vegetation, visible hydrology and geography in accordance with acknowledged source data pertaining to wetlands classification. This data has been mapped by the New Jersey Department of Environmental Protection (NJDEP) and is illustrated on the accompanying Environmental Constraints map (page ____).

As indicated on the map, there are a number of wetland areas throughout Park Ridge, with the largest being the 42.5-acre Bear Swamp area in the northeastern corner of the Borough, adjacent to the municipal border with the Borough of Montvale. The second largest wetland area is an 11.8-acre area in the vicinity of Woodcliff Lake in the southern portion of the Borough. Although this map provides a good indication of where wetlands are located in the Borough, only an official determination from the NJDEP (called a "letter of interpretation" or "LOI") can validate the presence of wetlands on a given property.

The adoption of the Freshwater Wetlands Protection Act in 1988 established a host of regulations aimed towards the preservation of New Jersey's wetlands as well as transition areas, or "buffers". Specifically, the Act requires the NJDEP to regulate virtually all activities proposed in wetlands, including cutting of vegetation, dredging, excavation or removal of soil, drainage or disturbance of the water level, filling or discharge of any materials, driving of pilings, and placing of obstructions. In addition, the DEP must determine the width of transition areas around wetlands, which is dependent on the sensitivity of the particular wetland. For example, especially valuable wetlands may require a 150-foot buffer. On the other hand, zero feet of buffer may be required when transition area averaging is applied. Most wetlands, however, require a minimum fifty (50) foot buffer. Proposed activity within these transition areas typically require permits from the DEP.

D. Category One Waterways and Buffers

All of Park Ridge's streams are considered Category One waterways, as delineated on the accompanying Environmental Constraints map (page ____). Category One waterways, as well as those areas within 300 feet of the stream, receive special protection under New Jersey's Surface Water Quality Standards (SWQS) because of their exceptional ecological, water supply, and/or recreational significance. In addition, protection is afforded to those waterways with exceptional shellfish or fisheries resources.

In those waters designated as Category One and their surrounding buffers, known as Special Water Resource Protection Areas (SWRPA), existing development is not regulated. However, new construction or expansion to existing structures that will disturb one (1) acre or more of the property or that would increase impervious surfaces on-site by at least one-quarter (1/4) of an acre is prohibited within SWRPAs.

The subwatersheds draining to each of Park Ridge's Category One waterways are shown in the accompanying HUC14 Subwatersheds map (page ____). As can be seen, the majority of the Borough is located in the Pascack Brook (above Westwood gage) subwatershed, with the eastern portion of the Borough located in the Hackensack River (above Old Tappan gage) subwatershed.

E. Threatened and Endangered Species Habitat

The primary source of information with regard to the location of threatened and endangered plant and animal habitat in Park Ridge is the New Jersey Landscape Project, which was developed by the State's Division of Fish and Wildlife.

The Landscape Project combines threatened, endangered and priority species location information with land use/land cover data to provide maps of critical habitats throughout the state. The Project looks individually at each of the five major habitat types in New Jersey - forest, forested wetlands, emergent wetlands, grasslands, and beach - and classifies each based on the presence of federally threatened or endangered species, state endangered species, state threatened species, non-listed species of special concern, and/or the presence of suitable habitat that has not been surveyed to determine the actual presence or absence of species. The Project also delineates critical areas for some species with special habitat requirements, including bald-eagle foraging areas, urban peregrine falcon nests, and wood turtle habitat.

The accompanying Critical Habitat map (page 205) presents the habitats of state and federally threatened and endangered species in Park Ridge as per the Landscape Project's most recent data, Version 2.1 (released July 2008). The map also illustrates critical areas for wood turtles in the Borough. The following table enumerates Park Ridge's species by habitat type and classification.

Table 2
Threatened and Endangered Species by Habitat Type

| Habitat Type | Species | | State Threatened | State Endangered | Federally Listed |
|-------------------|---------------------------|------------------------------|------------------|------------------|------------------|
| | Common Name | Scientific Name | | | |
| Emergent Wetlands | Black-crowned Night-heron | <i>Nycticorax nycticorax</i> | X | | |
| Forested Wetlands | Black-crowned Night-heron | <i>Nycticorax nycticorax</i> | X | | |
| Forest | Black-crowned Night-heron | <i>Nycticorax nycticorax</i> | X | | |
| Stand-Alone | Wood Turtle | <i>Clemmys insculpta</i> | X | | |

4.4 Sustainability Recommendations

The following are recommendations that the Borough should pursue to provide for, promote and encourage sustainability in Park Ridge in furtherance of the goals and policies set forth in this chapter.

- A. *To establish a "Green Team" for the purpose of leading and coordinating the sustainability activities of the community.*

The Green Team should leverage the skills and expertise of team members to develop plans, implement programs, and assist with educational opportunities that support the creation of a sustainable community. Team members should be appointed from municipal staff and departments, elected officials, and volunteer members of community boards and commissions. Members should also be recruited from the skilled residents, citizens, business, civic, non-profit, and faith-based organizations in the community.

- B. To adopt by resolution a Sustainable Land Use Pledge, which affirms the Borough's intention to align its land-use decision-making and policies to support smart growth and sustainable development.*

The Sustainable Land Use Pledge is seen as a starting point for the Borough to begin to re-evaluate current land use practices and planning policies. The Pledge should address facilities siting (taking into consideration such factors as walkability, access to transit, and proximity to other uses), housing variety, natural resource preservation and management, transportation choices, mix of uses, green design, regional cooperation, and parking reduction.

- C. To prepare a Natural Resource Inventory (NRI) documenting the natural resources of the Borough and adopt Natural Resource Protection Ordinances to protect these resources from possible harmful effects of development.*

The NRI provides baseline documentation of a community's natural resources for measuring and evaluating resource protection issues. Although the Borough's environmentally sensitive areas and preserved open space and parkland has been documented in this and previous master plan documents, the Borough has yet to compile this information in one complete document. Once an NRI has been prepared, ordinances should be adopted which protect these assets, including, but not limited to, a water conservation ordinance, habitat conservation ordinance, tree removal and protection ordinance, stream corridor conservation ordinance, and steep slopes ordinance.

- D. To conduct energy audits for municipal facilities.*

An energy audit of all facilities owned and operated by the Borough of Park Ridge should be conducted to establish where and how energy is being used in buildings and facilities, and to identify opportunities for energy and cost savings. Recommendations in an audit can range from improved energy data management, to appropriate energy-saving technologies, to structural improvements and system retrofits, to behavior change strategies for energy conservation.

- E. To establish a municipal Green Purchasing Program.*

Green purchasing, also known as environmentally preferable purchasing, is the coordinated purchasing of goods and services to minimize impacts on human health and the natural environment. A simple first step for the Borough to implement is to purchase products made from recycled content that are themselves recyclable. Additional steps could include the purchase of green cleaning products, green maintenance equipment and materials, and energy efficient appliances or equipment for municipal use.

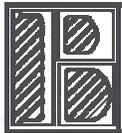
- F. To engage in community education and outreach activities.*

Community education and outreach activities should be pursued as a way to promote sustainability literacy and build awareness, understanding, and action by educating municipal staff, residents, and the business and non-profit sectors about the need for sustainable choices and behaviors. Activities can include community-sponsored events and activities, film festivals, lecture series, media/outreach campaigns including direct mailings to residents, a newsletter series or a website, study circles/reading circles, and workshops/training/tours.

5.0 OPEN SPACE AND RECREATION PLAN: Originally adopted May 2004 Amended November 2009



6.0 HISTORIC PRESERVATION ELEMENT: ADOPTED ON DECEMBER 5, 2008



BURGIS ASSOCIATES, INC.

COMMUNITY PLANNING AND DEVELOPMENT CONSULTANTS

PRINCIPALS:

Joseph H. Burgis PP, AICP

Brigette Bogart PP, AICP

Edward Snieckus PP, CLA, ASLA Landscape Architecture

Community Planning

Land Development and Design

THE HISTORIC PRESERVATION ELEMENT OF THE BOROUGH OF PARK RIDGE'S COMPREHENSIVE MASTER PLAN

PREPARED FOR BOROUGH OF PARK RIDGE PLANNING BOARD
BA #1623.22

The original document was appropriately signed and sealed on December 5, 2008 in accordance with Chapter 41 of Title 13 of the State Board of Professional Planners.

*Brigette Bogart P.P., A.I.C.P.
Professional Planner # 5679*

MEMBERS OF THE PARK RIDGE PLANNING BOARD

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Penny Peed
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Karen Koehler
Marcia Eisen
Ned Barber
John Thomsen
BJ Quackenbush

Planning Board Attorney
John Ten Hoeve, Esq.

Borough Planning Consultant
Brigette Bogart, P.P., A.I.C.P.
Burgis Associates, Inc.

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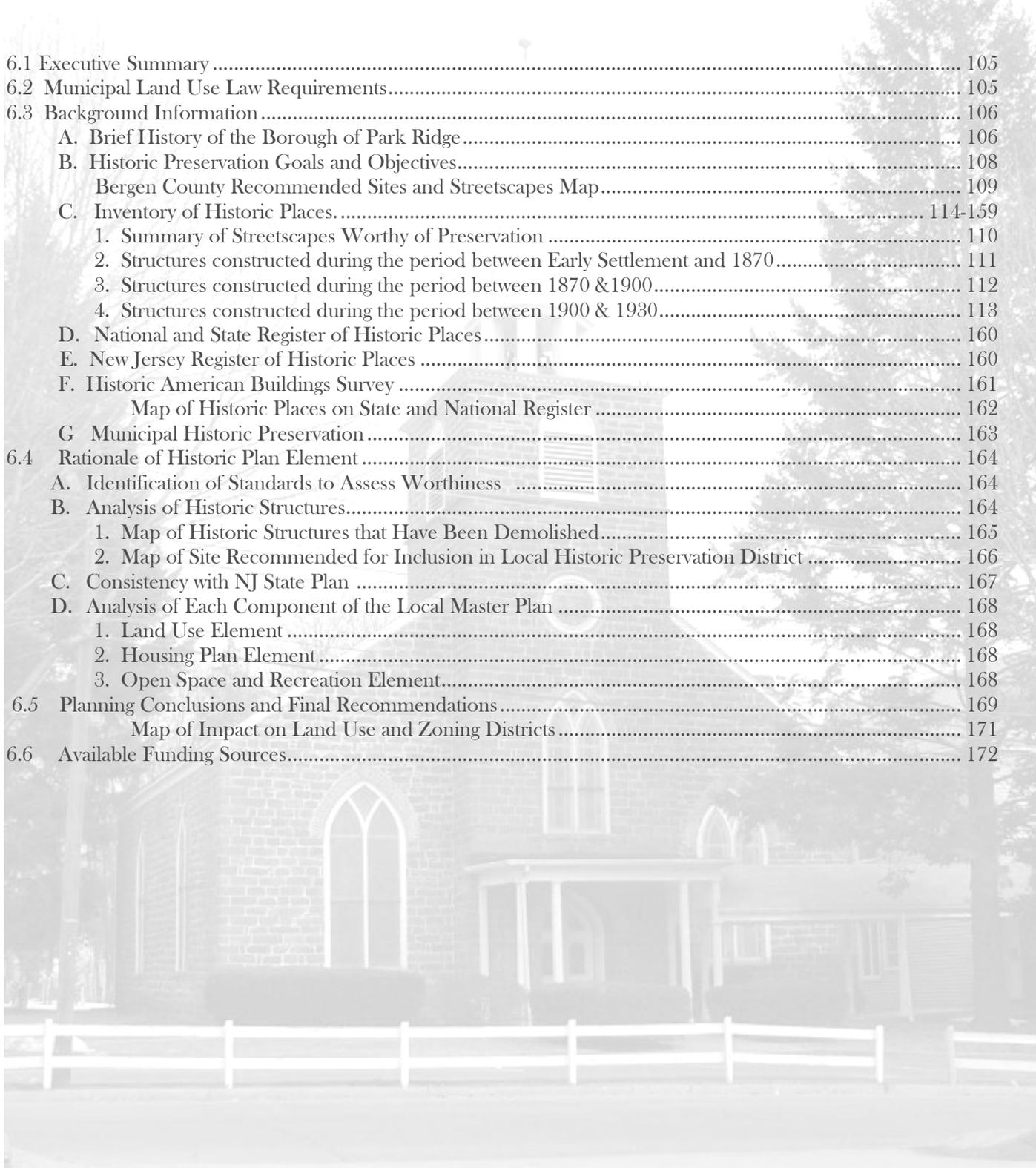
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7.0 Circulation Plan Element

7.1 Introduction

This section of the Master Plan was prepared in accordance with the Municipal Land Use Law, N.J.S.A. 40:55D-28b(4), which requires that a circulation plan element show "the location and types of facilities for all modes of transportation required for the efficient movement of people and goods into, about, and through the municipality, taking into account the functional highway classification system of the Federal Highway Administration and the types, locations, conditions and availability of the existing and proposed transportation facilities, including air, water, road and rail."

What follows is a summarization of the Borough's existing circulation conditions, including roadway classifications, traffic counts and safety data, as well as information on public, bicycle and pedestrian transportation. This circulation plan element also proposes a set of recommended improvements intended to improve the walkability of the Borough's commercial and residential areas, as well as to promote a safe and efficient traffic circulation system throughout the community.

7.2 Existing Conditions

A. Roadway Classifications

The roadways that comprise the Borough's circulation system can be grouped into four (4) functional classifications: urban principal arterial, urban minor arterial, urban collector, and local roadways. The functional classifications, organized into a hierarchical system, describe the character of the roadway with respect to its role within the regional transportation network. The classification system, as defined by the Federal Highway Administration, is generally described below. Table 18 and the accompanying Existing Circulation map (page __) provide additional details.

1. Urban Principal Arterial Roadways

Urban principal arterial roadways, the highest order roadway classification, carry the major portion of trips entering and leaving an urban area. In addition, significant intra-area travel, such as between central business districts and outlying residential areas, or between major suburban centers, are served by these roadways.

Park Ridge's circulation system contains two (2) principal arterial roadways: Kinderkamack Road (Route 503) and Grand Avenue (Route 94). Kinderkamack Road runs north-south and connects the Borough to Montvale in the north and Woodcliff Lake in the south. Grand Avenue runs east-west and parallels the Borough's border with the Borough of Montvale. Both roadways are under County jurisdiction.

2. Urban Minor Arterial Roadways

Urban minor arterial roadways are the next highest order roadway classification. Urban minor arterial roadways interconnect with and augment the urban principal arterial system and provide service to trips of moderate length at a somewhat lower level of travel mobility than principal arterials. This system also distributes travel to geographic areas smaller than those identified with the higher system.

The Borough contains seven (7) minor arterial roadways: Pascack Road (Route 63), Prospect Avenue (Route 90), Park Avenue (Route 92 I), Spring Valley Road south of Ridge Avenue (Route 92 II), Spring Valley Road north of Ridge Avenue (Route S94), Broadway Road (Route 104), Fremont Avenue (Route 123). Each of these minor arterial roadways are under County jurisdiction.

3. Urban Collector Roadways

Urban collector roadways provide land access service and traffic circulation within residential neighborhoods, commercial and industrial areas. They differ from arterial roadways in that they may penetrate residential neighborhoods, distributing trips from the arterials through the area to the ultimate destination. Collector roadways also collect traffic from local streets in residential neighborhoods and channel it into the arterial system.

The Borough contains three (3) urban collector roadways: Fairview Avenue, Ridge Avenue, and Rock Avenue. Whereas Fairview Avenue runs north-south, Ridge and Rock Avenues run east-west. All three urban collector roadways are under municipal jurisdiction.

4. Local Roadways

All of the remaining streets in Park Ridge not identified above are classified as local roadways. Local roadways serve primarily to provide direct access to abutting land and access to the higher order systems. It offers the lowest level of mobility and service to through traffic movement usually is deliberately discouraged.

The following table provides additional detail regarding the Borough's higher order roadways:

Table 18

| Name Classification Jurisdiction | Description | Length (milepost) | Lanes | Speed Limit | Pavement Width | Traffic Signal |
|--|--|----------------------------|-------|----------------|---|---|
| Kinderkamack Rd (Rt. 503) Urban Principal Arterial County | Runs north-south between Montvale and Woodcliff Lake | 1.0 miles (15.75-16.75) | 2 | 40/35 | Varies: 32 (15.75-16.09) 40 (16.09-16.75) | (1) at Park Ave, (2) at 0.1 mi south of Montvale border |
| Grand Ave (Rt. 94) Urban Principal Arterial County | Runs east-west along border with Montvale | 1.1 miles (1.02-2.12) | 2 | 45/40 | Varies: 38 (1.02-1.27) 30 (1.27-1.88) 32 (1.88-2.12) | (1) at Spring Valley Rd (Rt. S94) |
| Pascack Rd (Rt. 63) Urban Minor Arterial County | Runs north-south between Rt. 94 and Woodcliff Lake | 1.15 miles (5.32-6.47) | 2 | 40/35 | 29 | (1) at W. Park Ave, (2) at Park Ave |
| Prospect Ave (Rt. 90) Urban Minor Arterial County | Runs east-west between Woodcliff Lake and River Vale | 0.24 miles (6.11-6.35) | 3 | 40 | 39 | None |
| Park Ave (Rt. 92 I) Urban Minor Arterial County | Runs north-south between Rt. 63 and Woodcliff Lake | 1.46 miles (0.89-2.35) | 2 | 35/30 | Varies: 36 (0.89-1.54) 29 (1.54-1.85) 39 (1.85-2.35) | (1) at Sibbald Dr, (2) at Highview Ave/ Rivervale Rd, (3) at Rt. 503, (4) at Rt. 63 |
| Spring Valley Rd south of Ridge Ave (Rt. 92 II) Urban Minor Arterial County | Runs east-west between Woodcliff Lake and Ridge Ave | 0.84 miles (0.61-1.45) | 2 | 40/35 | Varies: 23 (0.61-0.99) 20 (0.99-1.15) 28 (1.15-1.45) | None |
| Spring Valley Rd north of Ridge Ave (Rt. S94) Urban Minor Arterial County | Runs north-south between Rt. 94 and Ridge Ave | 0.61 miles (0.00-0.61) | 2 | 35 | Varies: 39 (0.00-0.17) 30 (0.17-0.61) | (1) at Grand Ave |
| Broadway Rd (Rt. 104) Urban Minor Arterial County | Runs north-south between Park Ave (Rt 92) and Woodcliff Lake | 0.42 miles (2.60-3.02) | 2 | 40 | Varies: 24 (2.60-2.85) 44 (2.85-2.98) 49 (2.98-3.02) | None |
| Fremont Ave (Rt. 123) Urban Minor Arterial County | Runs east-west between Spring Valley Rd (Rt. 92) and Rt. 63 | 0.77 miles (0.00-0.77) | 2 | 40/35 | Varies: 40 (0.00-0.07) 27 (0.07-0.77) | None |
| Fairview Ave Urban Collector Municipal | Runs north-south between Montvale and Rock Ave | 0.42 miles (0.00-0.42) | 2 | 25 | 30 | None |
| Ridge Ave Urban Collector Municipal | Runs east-west between Rts. S94/92 and Rt. 63 | 0.89 miles (0.00-0.89) | 2 | 30 | 30 | (1) at S. First St, (2) at Fifth St |
| Rock Ave Urban Collector Municipal | Runs east-west between Park Ave (Rt. 92) and Fairview Ave | 0.34 miles (0.00-0.34) | 2 | 25 | Varies: 30 (0.00-0.15) 27 (0.15-0.34) | None |

Source: NJDOT Straight Line Diagrams (roadways last inventoried April 2001,

except Rt. 503 last inventoried October 2006)

B. Traffic Counts

Although traffic counts have not been taken for the majority of the Borough's roadways, traffic volume data is available for two of the Borough's most heavily traveled roadways: Kinderkamack Road (Route 503) and Park Avenue (Route 92 I).

Traffic counts for Kinderkamack Road were taken by NJDOT over a 48-hour period in October of 1998. The location of the counts occurred between Woodland and Oakland Streets. According to that study, the average number of weekday trips recorded was 8,782, including 4,442 northbound trips and 4,340 southbound trips. Peak travel periods, in which 650 to 700 trips were recorded per hour, occurred between the hours of 8:00 and 9:00 am, and between 3:00 and 6:00 pm.

Traffic counts for Park Avenue were taken more recently by the Bergen County Department of Public Works. These counts were taken at the intersection of Park Avenue and Hawthorne Avenue on July 13-14, 2009. Traffic was recorded between 7:00 am and 11:00 am on Tuesday July 14th, and between 2:30 pm and 6:15 pm on Monday July 13th. According to this study, the total number of vehicular trips recorded was 7,035. This number includes 3,380 eastbound trips, 3,218 westbound trips, 436 northbound trips, and 1 southbound trip. In addition, the study also counted 183 pedestrian movements at the intersection, including 133 (73 percent) that entered from Hawthorne Avenue, 41 (22 percent) that were heading west on Park Avenue, and 9 (5 percent) that were heading east on Park Avenue.

C. Roadway Safety

NJDOT crash data reports indicate that the number of vehicular accidents in the Borough has held steady over the last three (3) years, wherein 144 accidents were recorded annually between 2006 and 2008. This figure is a slight decrease from previous years; in 2005, the total number of accidents in the Borough was 153, whereas the number of accidents in 2004 totaled 166.

The table below shows the streets where more than one (1) accident occurred in 2008. As shown, Kinderkamack Road (Route 503) experienced the highest number with 50 accidents (35 percent of total accidents), followed by Park Avenue (Route 92 I) with 37 accidents (26 percent of total accidents). It is important to note that the majority of these accidents occurred in Park Ridge's commercial corridors; 45 of the 50 accidents on Kinderkamack Road occurred between Park Avenue and the border with the Borough of Montvale, and 28 of the 37 accidents on Park Avenue occurred between Pascack and Kinderkamack Roads.

Table 19
Vehicular Accident Data - 2008

| Roadway Name | Number of Accidents |
|------------------------------|---------------------|
| Kinderkamack Rd (Rt. 503) | 50 |
| Park Ave (Rt. 92 I) | 37 |
| Pascack Rd (Rt. 63) | 12 |
| Grand Ave (Rt. 94) | 6 |
| Spring Valley Rd (Rt. 92 II) | 4 |
| Fremont Ave (Rt. 123) | 4 |
| Ridge Ave | 3 |
| Noyes Dr | 3 |
| Spring Valley Rd (Rt. S94) | 2 |
| Sibbald Dr | 2 |

D. Public Transportation

The Borough of Park Ridge has a public transportation network that provides local access to major destinations in the northern New Jersey/New York City metropolitan region. The Borough's public transportation network consists of NJ Transit commuter rail, Borough-owned park and ride facilities, and private carrier bus service. The components of Park Ridge's public transportation network are as follows:

1. **Rail.** As shown on the accompanying Existing Circulation map, the Borough of Park Ridge is served by NJ Transit's Pascack Valley Line (PASC), with a rail stop at the intersection of Hawthorne and Park Avenues. The Pascack Valley Line extends from Spring Valley to Hoboken, with nearby rail stops in Montvale and Woodcliff Lake. Weekday service in Park Ridge begins at 5:11 a.m. and ends at 9:30 p.m. (the last train dropping off passengers is at 1:38 a.m.).
2. **Park and Ride.** The Borough owns and operates two (2) park and ride facilities in proximity to the rail stop. As shown on the accompanying Existing Conditions map, one of these facilities is located at the corner of Hawthorne and Madison Avenues, whereas the other facility is located on Perryland Street between Broadway and Kinderkamack Road. The lot at Hawthorne and Madison has capacity for 100 vehicles and allows parking for Borough residents by permit only. The lot on Perryland Street has capacity for 34 vehicles and allows parking for both residents and non-residents for a daily fee. Neither lot contains ADA-accessible parking spaces.
3. **Bus.** Although NJ Transit does not provide service to Park Ridge, a private carrier does operate within the Borough. Red & Tan Lines/Coach USA provides weekday and weekend service between Spring Valley and New York City on Routes 11C and 11AT, as well as weekday only service on Routes 46 and 47.

E. Bicycle & Pedestrian Circulation

The Borough's current sidewalk policies are implemented through the design standards of the Subdivision and Site Plan Review Ordinance. As stated therein, all new subdivisions are required to provide sidewalks at a minimum width of four (4) feet unless waived by the approving authority, and all developments requiring site plan approval *may* be required to provide a sidewalk within the street right-of-way. Further, any moneys contributed by applicants for waivers from these sidewalk requirements are required to be placed in an "In Lieu of Sidewalk Improvement Fund", which can then be used at the discretion of the Mayor and Council for the improvement of existing sidewalks and/or the construction of new sidewalks in the Borough.

At present, the locations of existing sidewalks in the Borough are as follows :

Kinderkamack Road (Rt. 503)

East side of Spring Valley Road (Routes 92 and S94), between Alberon Drive and Fremont Avenue (Route 123).

North side of Fremont Avenue (Route 123).

Both sides of Ridge Avenue.

Both sides of Pascack Road (Route 63).

Park Avenue (Route 92), as follows:

Both sides between Pascack Road (Route 63) and Kinderkamack Road (Route 503).

South side between Kinderkamack Road (Route 503) and Rock Avenue.

Both sides between Rock Avenue and Rivervale Road.

East side between Rivervale Road and Woodcliff Lake border.

East side of Grobel Place/Capri Terrace.

North side of Rock Avenue, between Park Avenue (Route 92) to Fairview Avenue.

7.3 Recommendations

What follows is a set of recommended improvements to the Borough of Park Ridge's circulation system. These recommended improvements are intended to improve the walkability of the Borough's commercial and residential areas, as well as to promote a safe and efficient traffic circulation system throughout the community.

A. Kinderkamack Road Upgrades

The Kinderkamack Road Commercial Corridor in Park Ridge is bound by its intersection with Park Avenue to the south and the municipal border with the Borough of Montvale to the north. The intersection of Park Avenue and Kinderkamack Road is not only a key intersection for the Borough's commercial development, but also the most utilized intersection by vehicles, as well as one of the main entrances into the Borough. Therefore, its design is a significant part of the Borough's plan for the future.

In order to enhance the design of the Kinderkamack Road Commercial Corridor, a number of upgrades are recommended. First, it is recommended that streetscape standards be implemented to encourage a more pedestrian-friendly commercial area. This should be accomplished through the use of traditional streetscape elements such as street furniture, light posts, and planters, as well as through improvements such as crosswalks and curb extensions. In addition to the traditional streetscape improvements, a full streetscape design detailing new medians has been created as part of this master plan. While the design mainly focuses on Park Avenue, as detailed below, an important component is the intersection of Park Avenue and Kinderkamack Road. The design of this intersection includes a reconfiguration of the "triangle" at the northwest corner of Park and Kinderkamack Road as detailed in the streetscape plans at the end of this document. Since both Park Avenue and Kinderkamack Road are County roadways, their approval for this redesign is necessary and as such has been submitted to the County for their conceptual review. The initial review of conceptual designs has been favorable and the County has encouraged the Borough to take the next steps to move forward with its implementation. Because of the significance of these improvements, the continuation of talks between the Borough and county are encouraged with the end goal being a redesign of this intersection and the remainder of the Park Avenue Streetscape.

Additionally, it is recommended that the Borough encourage the consolidation of off-street parking lots along the Kinderkamack Road Commercial Corridor in order to provide greater convenience for shoppers and reduce the number of curb cuts along Kinderkamack Road.

B. Park Avenue Streetscape Plan

A majority of the land uses along Park Avenue in the vicinity of Broadway and Kinderkamack Road are pedestrian-oriented, such as nail salons, delis, bagel shops, etc. However, partly because of the design of the roadway, it is not as pedestrian-friendly as it could be. In an effort to encourage the revitalization and upgrading of this corridor into a pedestrian-friendly "main street environment", it is recommended that the Borough implement new streetscape design standards and traffic calming features.

A detailed streetscape improvement plan has been prepared for the Park Avenue corridor, which illustrates the recommended streetscape elements and traffic calming measures. The streetscape improvement plan is based on dimensions and standards provided by the Bergen County Planning Department. The conceptual roadway improvement plan has been reviewed with the Bergen County Department of Planning and the County Department of Public Works. As noted above, a favorable

review has been received and the Borough has been encouraged to move forward with the designs of this streetscape to continue talks with the County. With the end goals to implement these traffic calming measures and aesthetic improvements. The county and the Borough has conceptual agreed to move forward with these improvements and to work together to seek funding to implement this project.

As shown on the accompanying figures, the streetscape improvement plan calls for the installation of landscaped medians along portions of the roadway, creating a boulevard-style streetscape. The plan also includes such features as textured crosswalks to more clearly distinguish pedestrian and vehicular spaces; curb bump-outs to improve driver visibility of pedestrians and provide definition of on-street parking spaces; and a re-designed traffic island at the northwest corner of Park Avenue and Kinderkamack Road to better guide traffic flow and improve the safety of the intersection for pedestrians.

As a first step towards implementing the Park Avenue streetscape improvement plan, the Borough should stripe areas of the roadway associated with proposed improvements to determine their potential affect on vehicular circulation, parking, etc. Once revisions are made to the plan, if determined to be necessary by the striping study, it should then be submitted to the Bergen County Planning Department for review and discussion.

C. Revised Circulation Patterns

In an effort to reduce traffic congestion and improve pedestrian safety in the vicinity of the Borough's two park and ride facilities, it is recommended that the Borough change the circulation patterns for certain streets to one-way routes. Specifically, the Borough should convert the block bound by North Maple Avenue, Hawthorne Avenue, Market Street and Madison Avenue to a counter-clockwise, one-way circulation pattern. This would also potentially provide more on street parking opportunities.

D. Train Station Improvements

One of the primary impediments to efficient vehicular traffic flow in Park Ridge's central business district is the interruption caused by NJ Transit commuter trains entering and exiting the stations. The relocation of the actual train stop further north would allow for traffic flow through Park Avenue while the train was dropping and picking up passengers. As part of this master plan process the Borough has begun talks with New Jersey Transit to identify any opportunities which may exist to improve the vehicular flow through the Borough and make it more harmonious with the rail system. This plan encourages the continued talks with NJ transit to this end.

E. Green Streets

As discussed in the Open Space and Recreation Plan Element, it is recommended that the concept of "green streets" be applied to designated roadways throughout the Borough. Green streets are intended to create a safer walking environment for pedestrians and a more aesthetically pleasing street, as well as to enhance water quality. A green street can be defined as a street designed to:

- ◆ integrate a system of stormwater management within its right-of-way;
- ◆ reduce the amount of water that is piped directly to streams and rivers;
- ◆ be a visible component of a system of "green infrastructure" that is incorporated into the aesthetics of the community;

Table 20
Streets Identified as Appropriate for Green Street Design

| # | Street Name | Right of Way Width | Paved Width | Notes |
|----|------------------------------|--------------------|-------------|--|
| 1 | Bear Brook Road | 50' | 15'-16' | |
| 2 | Berthoud Street | 50' | 29' | |
| 3 | Capri Terrace | 60' | 29' | |
| 4 | Clifford Drive | 50' | 30' | |
| 5 | Crossley Place | 50' | 30' | |
| 6 | Degroff Place (portion of) | 50' | 29' | |
| 7 | Ellin Drive | 50' | 30' | |
| 8 | Evelyn Street | 50' | 29' | direct access to the rear of West Ridge Elementary School |
| 9 | Fairview | 50' | 27' | sidewalks up to first dead-end |
| 10 | Fremont | 50' | 29' | 3' sidewalks on north side |
| 11 | Glendale Road | 50' | 16'6"-18' | |
| 12 | Grobel Place | 50' | 26'6" | sidewalks on both sides; east side stops before 1 lot before homestead |
| 13 | Highland Street | 50' | 22' | |
| 14 | Highview Avenue | 50' | 19' | |
| 15 | Henry Avenue | 50' | 29' | |
| 16 | Humphrey Drive | 50' | 29' | cul-de-sac connects a parcel of Borough-owned property to Degroff Pl. |
| 17 | Knoll Drive (portion of) | 50' | 29'6" | |
| 18 | Lake View Avenue | 50' | 29' | |
| 19 | Lawn Street (portion of) | 50' | 20' | |
| 20 | Leach Avenue | 50' | 29' | |
| 21 | Lillian Street | 50' | 22' | |
| 22 | Lockwood Place | 50' | 29' | |
| 23 | Mapleleaf Drive | 50' | 29' | |
| 24 | Mayo Drive | 50' | 29' | |
| 25 | Midland Avenue | 50' | 20' | |
| 26 | Mill Lane | 33' | 24'-29' | |
| 27 | Morningside Avenue | 60'-22' | 22' | |
| 28 | Neer Drive | 50' | 29' | |
| 29 | New Street | 50' | 30' | |
| 30 | Park Avenue | 50' | 37' | 4' sidewalk (on both sides for some part) mainly on east side |
| 31 | Pascack Road | 54'-44' | 29' | sidewalks on both sides from northern to southern municipal border |
| 32 | Pine Drive | 50' | 29' | |
| 33 | Randolph Street (portion of) | 35' | 29' | |
| 34 | Ridge Avenue | 50' | 33' | 3' sidewalks on both sides |
| 35 | River Vale Road | 33' | 22' | |
| 36 | Rock Avenue | 50' | 22' | 5' sidewalk on north side |
| 37 | Spring Valley | 40'-60' | 29' | 3' sidewalk on the east side extends from Fremont to Alberon Dr. |
| 38 | Third Avenue | 50' | 29' - 20' | small portion of Third (north of Ridge Ave) is 20 feet wide |
| 39 | Tuxedo Avenue (portion of) | 50' | 20' | |
| 40 | Wield Court | 50' | 29' | |
| 41 | Willet Street | 30' | 29' | |

- make the best use of the street tree canopy for stormwater interception as well as temperature mitigation and air quality improvement; and
- ensure the street has the least impact on its surroundings, particularly at locations where it crosses a stream or other sensitive area.

Not only can green streets improve the aesthetics of a community, but the design and construction of green streets is also one component of a larger watershed approach to improving the region's water quality, and requires a more broad-based alliance for its planning, funding, maintenance and monitoring. It is recommended that a tree fund be created to establish funds for the design, planting and implementation of Green Streets. There are a number of streets that have been identified as appropriate for the green street design concept. The identification of these streets was based on several factors, including their location, their current paved width, the right-of-way width, and if there are existing sidewalks. These streets are identified in the table to the right.

The characteristics of each street identified above will determine the final green street design. The level or intensity of the new design will depend on the nature of the street. For example, on a less traveled road such as Third Avenue, the design can be slightly more aggressive, while on the more traveled roadways, the plan designs could include sidewalk widening and maybe some additional landscaping, but not total reconstruction.

As shown in the accompanying figures, detailed conceptual plans have been prepared for the design of Third Avenue and Fremont Avenue, since these were the streets that were identified by the Open Space Committee as the most important to the overall plan to complete. As the remaining streets come to the forefront, the design of Third Avenue and Fremont should be reviewed and the new streets should be designed based on conditions at that time.

The existing design of Third Avenue features a paved roadway width of 23 feet. It is a typical residential roadway design in that it does not provide any distinction between vehicular travel ways and bicycle/pedestrian spaces. As part of the Green Streets designs, it is recommended that this roadway be widened to 24 feet and redesigned to include a twelve (12) foot travel lane, five (5) foot bicycle lane and seven (7) foot on-street parking area. The bicycle lane and street parking area would be distinguished from the vehicular travel lane by textured pavers and would feature landscaped planters.

Currently Fremont Avenue has an oversized paved roadway width of 29 feet. This makes it feel more like a highway atmosphere than a local roadway. Also, as shown in the accompanying figure, there is very little separation between vehicles and a pedestrian walking on the sidewalk, which extends the entire length of Fremont Avenue. Therefore, the roadway is rarely utilized by pedestrians.

As part of the Green Streets designs, this plan recommends a slight revision to Fremont Avenue. As illustrated in the sketches below, within the existing paved area, a new design can be created which includes a five (5) foot planting strip. This new landscaping will further separate the pedestrians from the vehicles and therefore create a safer, more inviting environment for walking. In addition to the modification along the sidewalk on Fremont, it is recommended that an enhanced pedestrian crosswalk be constructed across Fremont Avenue and connect Third Avenue with Atkins Glen. These small improvements would be the beginning of the municipal wide walking trail.

In addition to individual roadways, there are several intersections along some of the main corridors in the Borough which are identified as appropriate for green street design. These are detailed in the table below. In order to promote pedestrian safety at these intersections, it is recommended that, as part of the green street design, these intersections be designed with enhanced crosswalks, additional lighting and possible additional landscaping on the sidewalks where permitted. It is noted that more detailed recommendations pertaining to Kinderkamack Road and Park Avenue are discussed previously in this plan.

Table 21
Intersections to be Designed with Green Streets

| # | INTERSECTION |
|----|--|
| 1 | Kinderkamack Road and Berthoud Street |
| 2 | Kinderkamack Road and Morningside Avenue |
| 3 | Kinderkamack Road and Park Avenue |
| 4 | Park Avenue and Highview Avenue |
| 5 | Park Avenue and Rock Avenue |
| 6 | Park Avenue and Lillian Street |
| 7 | Park Avenue and Willet Street |
| 8 | Park Avenue and Pascack Road |
| 9 | Pascack Road and Mill Lane |
| 10 | Pascack Road and Fremont Avenue |
| 11 | Park Avenue and Broadway |
| 12 | Broadway and Highland Street |
| 13 | Fremont Avenue and Spring Valley Road |
| 14 | Fremont Avenue and Third Street |
| 15 | Third Street and Ridge Avenue |
| 16 | Ridge Avenue and Pascack Road |

The last major component to the green streets concept is the main green spine that extends in a north south orientation through the Borough. This green spine acts as a base to which each green street or path will extend from. The enhancement and extension of this green spine is encouraged. The Borough's vision plan details pedestrian improvements across Park Avenue that will enhance this spine.

These improvements should be incorporated into the Park Avenue Streetscape and are consistent with this Green Streets concept. The implementation of these improvements would improve the accessibility of the Borough's downtown area, and create an important passive recreation element that is needed in the municipality.

F. Modifications to Municipal Sidewalk Requirements

As discussed previously in this plan, the Borough's Subdivision and Site Plan Review Ordinance currently requires all new subdivisions to provide sidewalks at a minimum width of four (4) feet, unless waived by the approving authority. It is recommended that the Borough amend its sidewalk regulations to incorporate NJDOT's planning and design guidelines related to dimensional standards for accommodating pedestrians on roadways.

Specifically, these guidelines recommend a five (5) foot minimum clearance width for safe and convenient pedestrian and handicapped travel for sidewalks and crosswalks. They further state that the installation of sidewalks immediately adjacent to the curb is both uncomfortable and undesirable to pedestrians. These guidelines are important since several of the existing roadways in the Borough are designed with undersized sidewalks that are immediately adjacent to the curb and roadway. As such, the Borough's sidewalk regulations should be further amended to require a landscaped buffer area between the roadway and sidewalk.

The guidelines further recommend that when traffic conditions permit, roads should be constructed with narrower travel lanes to provide enough space for sidewalks.

In addition to the incorporation of NJDOT's guidelines, the Borough should also amend its sidewalk regulations for the Park Avenue corridor so that they are consistent with the Park Avenue streetscape improvement plan, as detailed in the Circulation Plan Element. Specifically, the sidewalk regulations should promote such features as textured crosswalks, curb extensions, and ADA accessible routes along Park Avenue in an effort to enhance the walkability and "main street environment" of this corridor.

It is noted that although the Borough's ordinances currently require sidewalks as part of all new subdivisions, it is recognized that sidewalks may not be necessary or appropriate in certain portions of the community. However, it is recommended that the approving authority give careful consideration to sidewalks in reviewing all development applications, particularly when said application involves green streets or connections to them.

8.0 Recycling Plan Element

8.1 Introduction

In 1987, the Municipal Land Use Law was amended to require that all municipal master plans include a Recycling Plan Element. According to the MLUL, a Recycling Plan Element is required to incorporate the State Recycling Plan goals, including provisions for the collection, disposition and recycling of recyclable materials within any development proposal for the construction of fifty (50) or more units of single-family residential housing or 25 or more units of multi-family residential housing and any commercial or industrial development proposal for the utilization of 1,000 square feet or more of land.

Simultaneous with the MLUL amendment was the enactment of the New Jersey Statewide Mandatory Source Separation and Recycling Act in 1987, which made recycling mandatory throughout the state. The initial goal of this Act was to recycle 25 percent of the municipal waste stream statewide. In 1992, this recycling goal was raised to fifty (50) percent of the municipal waste stream, with the goal for the overall waste stream established at sixty (60) percent.

In 1997, the New Jersey Department of Environmental Protection again raised the state's overall recycling goal to 65 percent by the end of the year 2000. However, according to the Statewide Solid Waste Management Plan, which was most recently updated in 2006, the 65 percent total solid waste recycling goal shall no longer be considered the State's "official" recycling target as it has tended to divert attention away from the more significant goal of recycling at least 50 percent of the municipal solid waste stream.

8.2 Existing Conditions

The Borough of Park Ridge adopted its first recycling ordinance in March 1988 to comply with the New Jersey Statewide Mandatory Source Separation and Recycling Act of 1987. The Borough has subsequently amended its recycling ordinance in August 1988, October 1990, June 1994 and, most recently, in May 2009. The ordinance requires that all persons, lessees and occupants of residential properties and/or any business, commercial, industrial, or institutional property in Park Ridge shall separate recyclable materials from the solid waste stream.

Park Ridge has also created the position of Recycling Coordinator, which is appointed annually by the Mayor and Council. The Recycling Coordinator is responsible for overseeing the Borough's Recycling Center Operations, whose duties include, but are not limited to, all communication and enforcement matters at the recycling center, interacting with all residents' concerns, collecting and gathering any and all statements, reports and payments from outside vendors, and disseminating information to the Compliance Officer, as necessary. The position of Compliance Officer is held by the Borough Administrator and is responsible for all administrative duties and all required reporting, including filing of annual tonnage reports with the New Jersey Office of Recycling and the Bergen County Utilities Authority (BCUA).

Residential Properties

For residential properties, the Borough offers curbside collection of recyclable materials, as well as operates a full-service Municipal Recycling Center located at the end of Sulak Lane, off of Pascack Road. The Recycling Center is open to Borough residents twice weekly and includes facilities to dispose of recyclable materials not covered by the Borough's curbside collection program. The following table sets forth the mandatory recyclable materials for residential properties, and the method of collection and/or disposal for each.

Table 22
Mandatory Recyclable Materials – Residential Properties

| Material | Collection/Disposal Method | | Collection Dates (if applicable) |
|---|----------------------------|------------------|---|
| | Curbside Collection | Recycling Center | |
| Commingled recyclable materials (including aluminum cans, glass, bimetal (tin) cans, PET beverage containers and plastic bottles) | X | X | 1 st and 3 rd Wednesdays |
| Automotive waste oil | | X | N/A |
| Ferrous scraps and white goods | X | X | By appointment only |
| Grass or yard waste | X | X | Mondays or Tuesdays* from April thru Sept. |
| Branches | X | X | 1 st and 3 rd Mondays from April thru Sept. by appointment only |
| Leaves | X | | Monday thru Friday from Oct. thru Dec.** |
| Newspapers and magazines | X | X | 2 nd and 4 th Wednesdays |
| Batteries (lead acid and household) | | X | N/A |

* Depending on collection zone.

** During January through September, residents are required to compost or mulch leaves, hire a private landscaper for removal, or bring leaves to a facility or site designated by the Borough.

The table below shows the Borough's annual residential recycling volumes as reported to the State of New Jersey for the period 2003 to 2008. As shown, the amount of materials recycled by Borough residents has remained relatively steady over the six-year period, with the exception of 2007, wherein the total tonnage was dramatically lower than in other years. There are two possible reasons for this anomaly. First, the Borough experienced a change in personnel that year with regard to the position of Recycling Coordinator, so errors and/or gaps in reporting are likely. Secondly, due to the fact that the community's leaves fell late in 2007 and there was heavy snowfall in December of that year, many of Park Ridge's leaves did not get collected and recycled until January of 2008 whereas they normally would have been recorded in 2007.

Table 23
Annual Residential Recycling Volumes by Ton, 2003-2008

| Year | Total (tons) |
|------|--------------|
| 2003 | 9,029.95 |
| 2004 | 8,458.87 |
| 2005 | 8,022.85 |
| 2006 | 8,186.40 |
| 2007 | 3,655.97 |
| 2008 | 8,204.98 |

Non-Residential Building and Facilities

For non-residential properties, the Borough's recycling ordinance sets forth the following mandatory recyclable materials:

- All clean, mixed paper, including newspaper, magazines, office paper and high-grade paper.
- Cardboard and corrugated cardboard materials.
- Glass containers, aluminum cans, and ferrous and nonferrous scrap, including white goods.
- Construction/demolition debris.

The recycling ordinance further requires that non-residential property owners, lessees and occupants shall dispose of the above items (with the exception of construction/demolition debris) through either a private collector, at the Municipal Recycling Center with prior authorization by the Recycling Coordinator, or sold through a third-party recycler. Construction/demolition debris is required to be disposed of by a private collector or sold through a third-party recycler.

Because the Borough has not historically collected recyclable materials from non-residential properties, it does not have a record of annual recycling volumes for these establishments. In order to better monitor the recycling habits of Park Ridge's businesses and institutions, the Borough's recycling ordinance has recently been updated to require that non-residential property owners, lessees and occupants report quantities of recycled materials semi-annually to the Recycling Coordinator.

Hazardous Wastes

In addition to municipal recycling, the Bergen County Utilities Authority (BCUA) offers recycling programs for a variety of hazardous wastes. For Bergen County residents, the BCUA holds Household Hazardous Waste Collection events eight (8) times per year. The collection events are held in the municipalities of Moonachie, Paramus and Mahwah. Examples of accepted Household Hazardous Waste include, but are not limited to, alcohol, paints, mercury and automotive batteries, household cleaners, insecticides, etc.

For both residents and business-owners, the BCUA also runs a Computer and Electronics Recycling Program. Residential customers are permitted to bring their electronic items to the Computer and Electronics Recycling Depot in Moonachie, or to various Computer and Electronics Recycling events held quarterly throughout the county. Non-residential customers can also bring their electronic items to the Computer and Electronics Recycling Depot, but will be charged a nominal fee. Examples of accepted materials include computers, monitors, printers, keyboards, fax machines, copies, television sets, VCRs, stereos and cell phones.

8.3 Recommendations

The following are recommendations that the Borough should pursue to increase the percentage and total tonnage of recyclable materials collected, as well as to increase demand for recycled products.

1. To be consistent with the Updated Bergen County District Solid Waste Management Plan, adopted in December 2006, the Borough should amend its recycling ordinance to reflect the additional recyclable materials designated therein. For example, the ordinance should be amended to designate corrugated cardboard and mixed paper as mandatory recyclable materials for residential properties. In addition, the Borough should amend its ordinance to designate PET beverage containers, plastic bottles, and tree parts/yard trimmings as mandatory recyclable materials for non-residential properties.
2. To establish a municipal Green Purchasing Program, also known as environmentally preferable purchasing, which is the coordinated purchasing of goods and services to minimize impacts on human health and the natural environment. A simple first step for the Borough to implement is to purchase products made from recycled content that are themselves recyclable. Additional steps could include the purchase of green cleaning products, green maintenance equipment and materials, and energy efficient appliances or equipment for municipal use.
3. The Borough should promote and encourage recycling awareness throughout the community through school programs, outreach and increased recycling containers in areas with high pedestrian traffic, such as Park Ridge's commercial districts.

9.0 Background information

9.1 Relationship to Other Plans

RELATIONSHIP TO MASTER PLAN OF ADJACENT MUNICIPALITIES

Section 40:55d-28(d) of the New Jersey Municipal Land Use Law requires that: "The master plan shall include a specific policy statement indicating the relationship of the proposed development of the municipality as developed in the master plan to (1) the master plans of contiguous municipalities, (2) the master plan of the county in which the municipality is located and (3) any comprehensive guide plan pursuant to section 15 of P.L. 1961, c. 46 (c.13:1B-15.52)" State Land Use Plan. As required, this master plan includes a review of the master plans of the surrounding municipalities as well as the applicable County and State Plans.

The Borough of Park Ridge is located in the north-central portion of Bergen County in the area known as the Pascack Valley. The Borough is bounded by four municipalities, including Montvale to the north, River Vale to the east, Woodcliff Lake to the south and west, and Hillsdale to the southeast.

a. BOROUGH OF WOODCLIFF LAKE

The Borough of Woodcliff Lake adopted a Comprehensive Master Plan in 2002. The report recommends residential development for the majority of the portions adjoining Park Ridge. This section of Woodcliff Lake is characterized by low to medium density residential development and is compatible with the neighboring single-family residential uses located in Park Ridge. There are two sites located on the border of Woodcliff Lake that are designated for Open Space/Recreation recommended in the 2002 Plan. One is the site of Wood Dale Park with a portion located on Prospect Avenue in Park Ridge. Additionally, the report designates an area, located in the northern section, as recreation and open space which is consistent with the adjoining area in Park Ridge. This site is located between Laurel Hill and Bear Brook.

b. BOROUGH OF HILLSDALE

Hillsdale abuts the southeastern corner of Park Ridge at Prospect Avenue, east of Park Avenue. The section of Hillsdale along this border is located in an R-2 Single Family Residential zone, which has a development density of two units per acre. Most of the lots in this area are approximately 20,000 square feet which is consistent with the minimum lot size of 20,000 square feet of the adjoining R-20 Residential zone in Park Ridge. The Borough's 2003 Master Plan recommends a singly-family residential land use and maintaining the R-2 designation for the area adjacent to Park Ridge.

c. **BOROUGH OF MONTVALE**

The 2008 Montvale Master Plan proposes a variety of residential and nonresidential use categories in the area abutting Park Ridge. Along the northwesterly border of Park Ridge, Montvale's Land Use Plan assigned the area from the Garden State Parkway to a point just west of Grand Avenue, as a Special Economic Development district, with office-research designated as the primary permitted uses. The plan recognizes that the SED-District should be discontinued and merged with other Office-research Districts. Currently, the SED-District permits some warehouse and manufacturing uses, which the plan has designated as inappropriate and irrelevant. The office-research use in this area is consistent to the office-research use permitted across the border in Park Ridge. However, the area further north, along the western boundary of Park Ridge is designated as residential with a townhouse development and several single-family dwellings abutting the Special Economic Development Area in the Borough of Montvale. It should be noted that a majority of this area is already developed.

The remaining abutting land in Montvale is recommended for residential development, on lot sizes ranging between 15,000 square feet and 40,000 square feet. Additionally, there are several parcels along the municipal border that are currently developed with non-residential uses. For example, there are several lots which are designated for civic/charitable uses in recognition of existing religious facilities and two existing school sites along Grand Avenue that are designated for public uses. In addition, the area between Grand Avenue and Kinderkamack Road is identified as Business-Regional and Business-Downtown. The Business-Downtown areas are those parcels fronting along Kinderkamack Road and Railroad Avenue and permit more "main street," pedestrian-friendly uses. The Business-Regional areas are along Grand Ave and portions of Kinderkamack and Chestnut Ridge Road. The plan recognizes that this area is more automobile friendly and may not be suitable for pedestrian-oriented businesses. These areas are largely consistent with the Park Ridge development pattern except for a multi-family residential development adjacent to the railroad tracks on Park Ridge's northern municipal border. The adjoining area in Montvale is currently designated as Business-Regional however it should be noted that a majority of this area is already developed.

d. **TOWNSHIP OF RIVER VALE**

River Vale is located along Park Ridge's eastern border and is compatible with the development pattern in Park Ridge. The most recent Master Plan and Reexamination Report was prepared in 2005 and proposes a Low/Medium Density Single-Family Residential which requires a minimum lot size of 18,000 square feet. Additionally there are a few parcels identified as Watershed/Conservation which applies to undeveloped environmentally sensitive Township lands. The plan recommends that these parcels should be included within River Vale's CN-Conservation District. The majority of these parcels are located along Fairview Avenue which entirely consists of low-density single family residential dwellings.

RELATIONSHIP TO COUNTY AND STATE PLANS

a. COUNTY OF BERGEN

The Bergen County Planning Board does not have a current land use plan in effect for Park Ridge or the surrounding area. However, the County has been active in the Cross Acceptance phase of the State Development and Redevelopment Plan, which is discussed in greater detail below.

b. STATE OF NEW JERSEY

On March 1, 2001, the State of New Jersey adopted an updated SDRP. The SDRP's main objective is to guide future development and redevelopment to ensure the most efficient use of existing infrastructure systems, and to maintain the capacities of infrastructure, environment, and natural resources, fiscal, economic and other systems. To this end, the SDRP divides the State into four types of planning areas that are regional in scale, and five categories of "Centers" which are compact forms of development. The SDRP sets forth policy objectives for each planning area in order to guide local planning decisions. These policy objectives intend to implement the statewide goals and objectives of the SDRP in the context of the unique qualities and conditions in each planning area.

The entire Borough is designated in the Metropolitan Planning Area (PA1) category, encompassing developed suburban areas. The Borough's Master Plan is consistent with the statewide goals and objectives of the SDRP and the policy objectives of the various planning areas.

On April 28, 2004, the New Jersey State Planning Commission (SPC) approved the release of the Preliminary 2004 SDRP and the Preliminary State Plan Policy Map. This action launched the third round of Cross-Acceptance.

Cross-Acceptance is defined by the SPC as a bottom-up approach to planning, designed to encourage consistency between municipal, County, regional, and State plans to create a meaningful, up-to-date and viable State Plan (N.J.S.A. 52:18A-202.b.). This process is meant to ensure that all New Jersey residents and levels of government have the opportunity to participate and shape the goals, strategies and policies of the State Plan.

Plan endorsement encourages municipalities to work toward regional planning and coordination. It ensures that all plans are consistent with the State Development and Redevelopment Plan. Endorsed local plans entitle municipalities to higher priority for available funds and streamlined permit reviews.

9.2 Census Data

INVENTORY OF MUNICIPAL HOUSING STOCK

This section of the Housing Element provides an inventory of the Borough's housing stock, as required by the Municipal Land Use Law. The inventory details housing characteristics such as age, condition, purchase/rental value, and occupancy. It also details the number of affordable units available to low- and moderate-income households and the number of substandard housing units capable of being rehabilitated.

Number of Dwelling Units. As shown in the table below, the Borough's housing stock has grown each decade since 1960. However, the rate of growth has slowed considerably in subsequent decades. The State estimates that Park Ridge contains 3,354 dwelling units as of May 2008.

Table 24
Dwelling Units (1960 to 2009 YTD)
Park Ridge, New Jersey

| Year | Total Dwelling Units | Numerical Change | Percentage Change |
|------|----------------------|------------------|-------------------|
| 1960 | 1,877 | - | - |
| 1970 | 2,390 | 513 | 27.3 |
| 1980 | 2,804 | 414 | 17.3 |
| 1990 | 3,063 | 259 | 9.2 |
| 2000 | 3,258 | 195 | 6.4 |
| 2008 | 3,354 | 96 | 2.9 |
| 2009 | 3,354 | 0 | 0 |

Sources: 2003 Bergen County Data Book; NJ Department of Community Affairs (DCA),
The NJ Construction Reporter: <http://www.state.nj.us/dca/codes/cr/conrep.shtml>

The following table provides additional detail regarding the tenure and occupancy of the Borough's housing stock. As shown below, nearly 80 percent of the Borough's housing stock was owner-occupied in 2000. There were only 97 vacant units in 2000, representing three percent of the community's housing stock.

Table 25
Housing Units by Tenure and Occupancy Status (1990 and 2000)

| Category | 1990 | | 2000 | |
|-----------------------|--------------|--------------|--------------|--------------|
| | No. Units | Percent | No. Units | Percent |
| Owner-Occupied Units | 2,285 | 74.6 | 2,588 | 79.4 |
| Renter-Occupied Units | 648 | 21.2 | 573 | 17.6 |
| Vacant Units | 130 | 4.2 | 97 | 3.0 |
| Total Units | 3,063 | 100.0 | 3,258 | 100.0 |

Source: U.S. Census, 1990 & 2000

Housing Characteristics. The following tables provide additional information on the characteristics of the Borough's housing stock, including data on the number of units in the structure and the number of bedrooms. As shown below, the housing stock is predominantly characterized by single-family detached units, which represent 70 percent of all dwelling units. Single-family attached units represent the next highest category, at 8.3 percent.

Table 26
Units in Structure (1990 and 2000)

| Units in Structure | 1990 | | 2000 | |
|--------------------|--------------|--------------|--------------|--------------|
| | Number | Percent | Number | Percent |
| One Unit Detached | 2,225 | 72.6 | 2,279 | 70.0 |
| One Unit Attached | 114 | 3.7 | 271 | 8.3 |
| 2 Units | 184 | 6.0 | 231 | 7.1 |
| 3 to 4 Units | 179 | 5.8 | 165 | 5.1 |
| 5 to 9 Units | 71 | 2.3 | 44 | 1.4 |
| 10 to 19 Units | 124 | 4.0 | 140 | 4.3 |
| 20 to 49 Units | 108 | 3.5 | 97 | 3.0 |
| 50 or More Units | 0 | 0.0 | 31 | 1.0 |
| Other | 58 | 1.9 | 0 | 0.0 |
| Total | 3,063 | 100.0 | 3,258 | 100.0 |

Source: U.S. Census, 1990 & 2000

Table 27
Number of Bedrooms in Housing Units (2000)

| Bedrooms | Number | Percent |
|--------------|--------------|--------------|
| Zero | 38 | 1.2 |
| One | 415 | 12.7 |
| Two | 492 | 15.1 |
| Three | 1,250 | 38.4 |
| Four | 849 | 26.1 |
| Five or More | 214 | 6.6 |
| Total | 3,258 | 100.0 |

Source: U.S. Census, 2000

Housing Age. The following table details the age of the Borough's housing stock. As shown, the majority (approximately 62.5 percent) of the Borough's housing units were constructed prior to 1970. The median year that the Borough's residential units were built is 1959.

Table 28
Year Structure Built

| Year Units Built | Number of Units | Percent |
|--------------------|-----------------|--------------|
| 1999 to March 2000 | 55 | 1.7 |
| 1990 to 1998 | 103 | 3.2 |
| 1980 to 1989 | 142 | 4.4 |
| 1970 to 1979 | 296 | 9.1 |
| 1960 to 1969 | 395 | 12.1 |
| 1950 to 1959 | 557 | 17.1 |
| 1940 to 1949 | 878 | 26.9 |
| 1939 or earlier | 207 | 6.4 |
| Total | 3,258 | 100.0 |

Source: U.S. Census, 2000

Housing Conditions. An inventory of the Borough's housing conditions is presented in the following tables. The first table identifies the extent of overcrowding in the Borough, defined as housing units with more than one occupant per room. The data indicates that, in 2000, approximately four percent of the Borough's occupied housing units were considered overcrowded.

**Table 29
Occupants Per Room (2000)**

| Occupants Per Room | Number of Units | Percent |
|--------------------|-----------------|--------------|
| 0.50 or less | 2,431 | 76.9 |
| 0.51 to 1.00 | 609 | 19.3 |
| 1.01 to 1.50 | 55 | 1.7 |
| 1.51 to 2.00 | 23 | 0.7 |
| 2.01 or more | 43 | 1.4 |
| Total | 3,161 | 100.0 |

Source: U.S. Census, 2000

The table below presents other key characteristics of housing conditions, including the presence of complete plumbing and kitchen facilities and the type of heating equipment used. As shown, 7 units lacked complete kitchen facilities, 5 units lacked complete plumbing facilities, and 7 units lacked standard heating facilities in 2000.

**Table 30
Equipment and Plumbing Facilities (2000)**

| Facilities | Number | Percent |
|-----------------------------|--------|---------|
| <u>Kitchen:</u> | | |
| Lacking Complete Facilities | 7 | 0.2 |
| With Complete Facilities | 3,251 | 99.8 |
| <u>Plumbing:</u> | | |
| Lacking Complete Facilities | 5 | 0.2 |
| With Complete Facilities | 3,253 | 99.8 |
| <u>Heating Equipment:</u> | | |
| Standard Heating Facilities | 3,154 | 99.8 |
| Other Means, No Fuel Used | 7 | 0.2 |

Source: U.S. Census, 1990 & 2000

Purchase and Rental Values. As shown in the following tables, the Borough has seen a rise in both rental rates and purchase prices for housing between 1990 and 2000. This reflects general regional increases in housing costs. As shown in Table 9, the median gross rent for the Borough's rental housing stock increased by roughly 16 percent between 1990 and 2000, from \$854 to \$996.

Table 31
Gross Rent of Renter-Occupied Housing Units (1990 and 2000)

| Rent | 1990 | | 2000 | |
|--------------------------|--------------|--------------|--------------|--------------|
| | Number | Percent | Number | Percent |
| Less than \$250 | 53 | 8.2 | 26 | 4.6 |
| \$250 to \$499 | 47 | 7.3 | 36 | 6.3 |
| \$500 to \$749 | 104 | 16.0 | 15 | 2.6 |
| \$750 to \$999 | 279 | 43.1 | 201 | 35.2 |
| \$1,000 to \$1,499 | 158 | 24.4 | 196 | 34.3 |
| \$1,500 or more | -- | -- | 72 | 12.6 |
| No cash rent | 7 | 1.1 | 25 | 4.4 |
| Total | 648 | 100.0 | 571 | 100.0 |
| Median Gross Rent | \$854 | -- | \$996 | --- |

Source: U.S. Census, 1990 & 2000

Table 10 shows that the median value of owner-occupied housing units increased by 21 percent between 1990 and 2000, from \$253,200 to \$307,000. The overall region has seen a marked increase in housing values since the publication of the 2000 Census.

Table 32
Value of Owner-Occupied Housing Units (1990 and 2000)

| Value Range | 1990 | | 2000 | |
|------------------------|------------------|------------------|------------------|------------------|
| | Units | % | Units | % |
| Less than \$100,000 | 102 | 4.9 | 9 | 0.4 |
| \$100,000 to \$149,999 | 30 | 1.5 | 8 | 0.3 |
| \$150,000 to \$199,999 | 230 | 11.1 | 126 | 5.5 |
| \$200,000 to \$299,999 | 1,165 | 56.3 | 960 | 41.8 |
| \$300,000 to \$399,999 | 414 | 20.0 | 654 | 28.5 |
| \$400,000 to \$499,999 | 52 | 2.5 | 271 | 11.8 |
| \$500,000 or more | 76 | 3.7 | 269 | 11.7 |
| Total | 2,069 | 100.0 | 2,297 | 100.0 |
| Median Value | \$253,200 | \$253,200 | \$307,000 | \$307,000 |

Source: U.S. Census, 1990 & 2000

Number of Units Affordable to Low- and Moderate-Income Households. Based on the most current COAH regional income limits, the median household income for a three-person household in COAH Region 1, Park Ridge's housing region comprised of Bergen, Hudson, Passaic and Sussex Counties, is \$69,365. A three-person moderate-income household, established at no more than 80 percent of the median income, would have an income not exceeding \$55,492.

An affordable sales price for a three person moderate-income household earning 80 percent of the median income is estimated at approximately \$150,000. This estimate is based on the UHAC affordability controls outlined in N.J.A.C. 5:80-26.1. Approximately 0.7 percent of the Borough's housing units in 2000 were valued at less than \$150,000, according to the Census data.

For renter-occupied housing, an affordable monthly rent for a three-person household is estimated at \$1,340. According to 2000 U.S. Census data, approximately half of the Borough's rental units had a gross rent less than \$1,000.

Substandard Housing Capable of Being Rehabilitated. COAH provides the number of units in a community that are in need of rehabilitation and are not likely to experience "spontaneous rehabilitation." Park Ridge's rehabilitation share is 19 units. This item is further explained in the Fair Share Plan section of this document.

POPULATION ANALYSIS

The MLUL requires that a Housing Element provide data on the municipality's population, including population size, age and income characteristics.

Population Size. As seen in the table below, after population losses in the 1970s and 1980s, the Borough's population has experienced growth since 1990. The 2007 population estimate of 8,940, provided by the New Jersey Department of Labor and Workforce Development, represents a 2.7 percent increase over the 2000 Census figure.

Table 33
Population Growth (1900 to 2007)

| Year | Population | Population Change | Percent Change |
|-------|------------|-------------------|----------------|
| 1900 | 870 | --- | --- |
| 1910 | 1,401 | 531 | 61.0 |
| 1920 | 1,481 | 80 | 5.7 |
| 1930 | 2,229 | 748 | 50.5 |
| 1940 | 2,519 | 290 | 13.0 |
| 1950 | 3,189 | 670 | 26.6 |
| 1960 | 6,420 | 3,231 | 101.3 |
| 1970 | 8,709 | 2,289 | 35.7 |
| 1980 | 8,515 | -194 | -2.2 |
| 1990 | 8,102 | -413 | -4.9 |
| 2000 | 8,708 | 606 | 7.5 |
| 2007* | 8,940 | 232 | 2.7 |

* NJ Department of Labor and Workforce Development (LWD) estimate
Sources: Bergen County Data Book; NJ Department of LWD

Age Characteristics. The Borough's age characteristics are outlined in the table below. There has been an increase in the relative population aged 65 and over, representing 16.2 percent of the population in 2000, compared to 11.1 percent in 1990. The biggest decrease in population between 1990 and 2000 was found in the population aged 25 to 34.

Table 34
Age Characteristics (1990 and 2000)

| Age | 1990 | | 2000 | |
|-------------------|--------------|--------------|--------------|--------------|
| | Number | Percent | Number | Percent |
| Under 5 years | 453 | 5.6 | 599 | 6.9 |
| 5 to 19 years | 1,473 | 18.2 | 1,573 | 18.1 |
| 20 to 24 years | 500 | 6.2 | 356 | 4.1 |
| 25 to 34 years | 1,340 | 16.5 | 931 | 10.7 |
| 35 to 44 years | 1,314 | 16.2 | 1,558 | 17.9 |
| 45 to 54 years | 1,157 | 14.3 | 1,282 | 14.7 |
| 55 to 64 years | 965 | 11.9 | 1,001 | 11.5 |
| 65 to 84 years | 811 | 10.0 | 1,155 | 13.3 |
| 85 years and over | 89 | 1.1 | 253 | 2.9 |
| Total | 8,102 | 100.0 | 8,708 | 100.0 |

Source: U.S. Census, 1990 & 2000

Average Household Size. The average household size for the Borough has declined steadily in the years between 1980 and 2000. The average household size in 2000 was 2.67, down from 3.08 in 1980.

Table 35
Average Household Size (1980 to 2000)

| Year | Total Population | Average Household Size |
|------|------------------|------------------------|
| 1980 | 2,758 | 3.08 |
| 1990 | 2,933 | 2.76 |
| 2000 | 3,161 | 2.67 |

Sources: 2003 Bergen County Data Book

Household Income. The median household income for Park Ridge households increased by approximately 45 percent between 1989 and 1999, from \$59,780 to \$86,632. There was a significant increase in the percent of households with income greater than \$100,000, jumping from 20.5 percent of households in 1989 to 40.2 percent in 1999. Detailed household income figures are shown in the table below.

Table 36
Household Income (1989 and 1999)

| Income Category | 1989 | | 1999 | |
|--------------------------------|-----------------|-----------------|-----------------|-----------------|
| | Number | Percent | Number | Percent |
| Less than \$10,000 | 179 | 6.2 | 80 | 2.5 |
| \$10,000 to \$14,999 | 52 | 1.8 | 66 | 2.1 |
| \$15,000 to \$24,999 | 242 | 8.3 | 129 | 4.1 |
| \$25,000 to \$34,999 | 239 | 8.2 | 240 | 7.5 |
| \$35,000 to \$49,999 | 380 | 13.1 | 366 | 11.5 |
| \$50,000 to \$74,999 | 778 | 26.8 | 476 | 15.0 |
| \$75,000 to \$99,999 | 442 | 15.2 | 546 | 17.2 |
| \$100,000 to \$149,999 | 381 | 13.1 | 722 | 22.7 |
| \$150,000 or more | 215 | 7.4 | 556 | 17.5 |
| Total | 2,908 | 100.0 | 3,181 | 100.0 |
| Median Household Income | \$59,780 | \$59,780 | \$86,632 | \$86,632 |

Source: U.S. Census, 1990 & 2000

EMPLOYMENT ANALYSIS

The MLUL requires that the housing plan include data on employment levels in the community. The following tables present information on the Borough's employment characteristics.

Employment Status. Table 15 provides information on the employment status of Borough residents age 16 and over. In 2000, approximately 64 percent of the Borough's population over the age of 16 was employed, with 1.0 percent unemployed. This is below the Bergen County unemployment rate of 2.3 percent. It is also important to note that approximately 65 percent of the population age 16 years and over is in the labor force, while approximately 35 percent of the population is not in the labor force.

Table 37
Employment Status
Population 16 and Over

| Employment Status | Number | Percent |
|-------------------------------------|--------------|--------------|
| In labor force | 4,480 | 64.8 |
| Civilian labor force | 4,480 | 64.8 |
| Employed | 4,412 | 63.8 |
| Unemployed | 68 | 1.0 |
| Armed Forces | 0 | 0.0 |
| Not in labor force | 2,438 | 35.2 |
| Total Population 16 and Over | 6,918 | 100.0 |

Source: U.S. Census, 2000

Employment Characteristics of Employed Residents. The following two tables detail information on the employment characteristics of employed Park Ridge residents. Table 16 details occupation characteristics, while Table 17 details industry characteristics.

Table 38
Employed Residents Age 16 and Over, By Occupation (2000)

| Occupation | Number | Percent |
|--|--------------|------------|
| Managerial & Professional Specialty Occupations | 2,082 | 47.2 |
| Technical, Sales, & Administrative Support Occupations | 493 | 11.2 |
| Service Occupations | 1,365 | 30.9 |
| Farming, Forestry, & Fishing Occupations | 0 | 0.0 |
| Precision Production, Craft, & Repair Occupations | 272 | 6.2 |
| Operators, Fabricators, & Laborers | 200 | 4.5 |
| Total | 4,412 | 100 |

Source: U.S. Census, 2000

Table 39
Employed Residents Age 16 and Over, By Industry (2000)

| Industry | Number | Percent |
|--|--------------|--------------|
| Agriculture, Forestry, Fisheries & Mining | 9 | 0.2 |
| Construction | 256 | 5.8 |
| Manufacturing | 521 | 11.8 |
| Transportation, Communication & Other Public Utilities | 219 | 5.0 |
| Wholesale Trade | 482 | 10.9 |
| Retail Trade | 102 | 2.3 |
| Information | 276 | 6.3 |
| Finance, Insurance, & Real Estate | 481 | 10.9 |
| Business and Repair Services | 762 | 17.3 |
| Personal Services | 800 | 18.1 |
| Entertainment & Recreational Services | 205 | 4.6 |
| Professional & Related Services | 153 | 3.5 |
| Public Administration | 146 | 3.3 |
| Total | 4,412 | 100.0 |

Source: U.S. Census, 2000

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