

MASTER PLAN

FOR THE

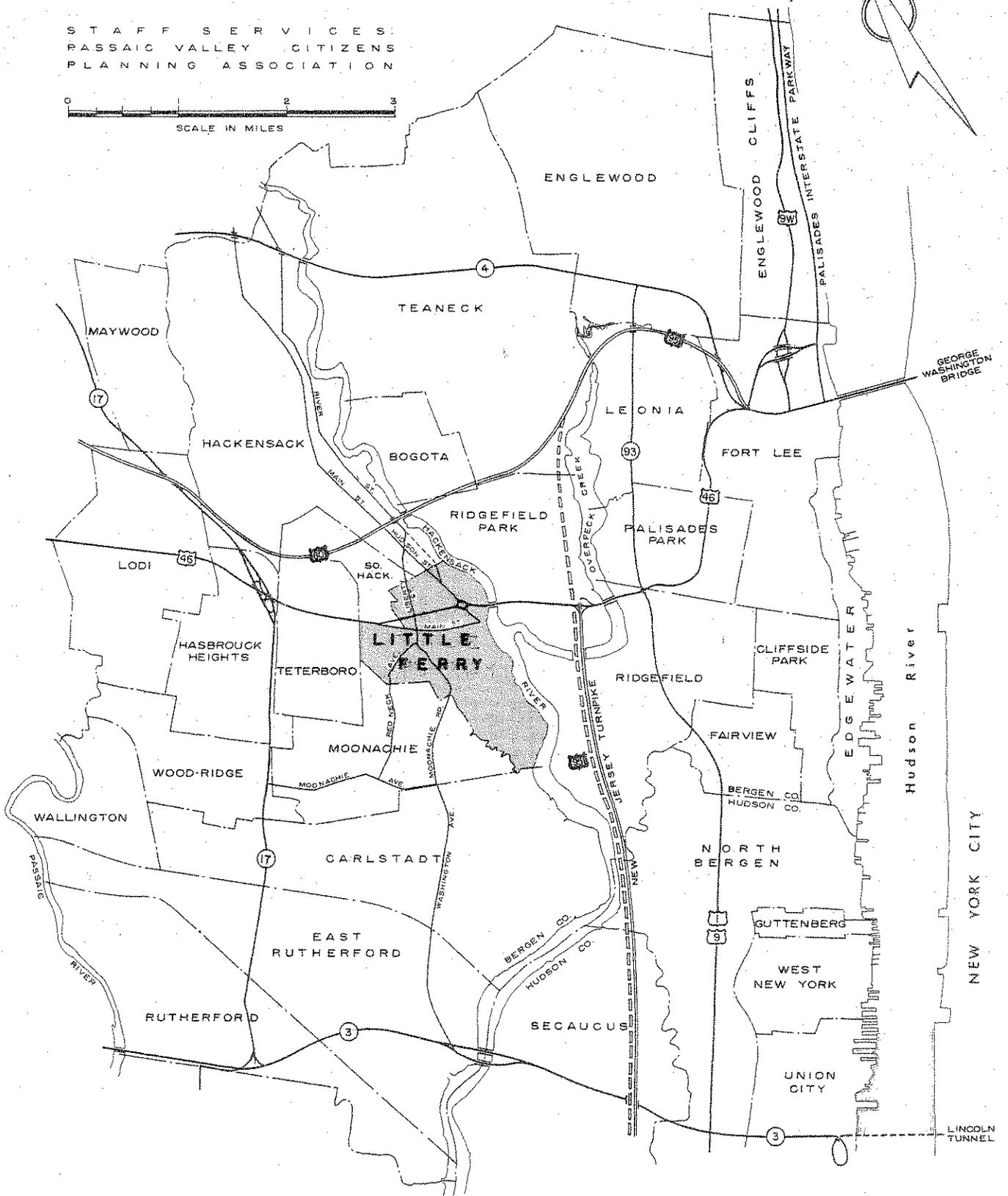
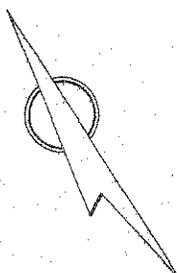
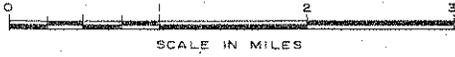
BOROUGH OF LITTLE FERRY
BERGEN COUNTY NEW JERSEY

Report number 2

JANUARY 1964

BOROUGH OF LITTLE FERRY REGIONAL LOCATION MAP

STAFF SERVICES
PASSAIC VALLEY CITIZENS
PLANNING ASSOCIATION



BOROUGH OF LITTLE FERRY
NEW JERSEY

Report Number 2
Master Plan Series

January, 1964

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

The remainder has been financed by local funds and by an appropriation of the State of New Jersey as part of the Expanded State and Regional Planning Program.

A Report to the

Little Ferry Planning Board*

Russell W. Stocek, Chairman

Edward Gorleski, Vice Chairman
Frank P. Hausmann, Jr., Secretary
William Zabransky, III

Fred A. Heinige, Mayor
John A. Rostan, Councilman
Robert J. Simon, Councilman

Staff Services by: Passaic Valley Citizens Planning Association

Grace C. Harris
Robert C. Kren
David B. Volberg
Edwin J. Garling
Edward Kwolek
Theodore Kicha
Ann VanDerClock
Marian Race

Executive Director
Planning Director
Associate Planner
Associate Planner
Planning Aide
Planning Aide
Secretary
Librarian

January, 1964

*During the preparation of the Master Plan the Planning Board was assisted by members of the Planning Advisory Committee.

passaic valley citizens planning association

375 CLIFTON AVE., CLIFTON, N. J.

PRescott 7-3713

president

Gilbert D. Bogart, Jr.

executive vice president

Werner Haardt

vice president

Raymond Lehnas

treasurer

Alex J. Cantilina

secretary

G. H. Zimmerman, Jr.

board of directors

chairman:

Norman Brassler

Harry B. Adsit

Archie Barbata

Henry Becton

Barney Branca

Ernest Branca

Austin Drukker

Kenneth Dulow

Joseph T. Foley

Mrs. Ida Friedman

I. Lloyd Gang

Austin Ganley

Walter H. Gardner, Jr.

Frank Gavlak

A. H. Ginsburg

Mrs. Frances Graeter

V. J. Grasse

Henry Grote

William N. Gurtman

E. D. Herbert, Jr.

Edward Kane

Gardner Klein

David Krugman

J. N. Kuzmick

Albert Lindholm

S. Eugene Lindstamer

Max Luthy

Morris Macy

Joseph J. Masiello

J. I. Merritt

A. F. Metz

John Miller

Frank Miller

Vernon Moorman

Samuel Moskowitz

Martin Parian

Henry Richardson

Arthur Rigolo

Edward D. Rohrbach

George Rose

H. W. Schulting, III

Henry Stam

Jack Thordsen

Walter Tombs

Jean L. Vidal

advisory council

Cowles Andrus

Kenneth Carr

Fairleigh Dickinson, Jr.

I. Lloyd Gang

A. F. Metz

Samuel Nelkin

F. Raymond Peterson

Henry B. Richardson

J. F. D. Rohrbach

William Troast

Grace C. Harris, Executive Director

January, 1964

Planning Board
Borough of Little Ferry
New Jersey

Gentlemen:

We take pleasure in transmitting herewith the Master Plan for the Borough of Little Ferry in fulfillment of our contract with the New Jersey Department of Conservation and Economic Development. Proposed revised zoning regulations will be submitted separately.

The preparation of the Master Plan brings to completion a stage of planning which started over 18 months ago. Analysis of land use, housing, population, circulation, financial and economic data has been completed. A Master Plan is proposed in this report based on this analysis of existing conditions and emerging trends. The Plan looks ahead for a period of approximately 20-25 years. The long-range proposals are general in nature because of the long span of time covered by the Plan.

The means for achieving the Plan are covered in this report. It is proposed that a revised Zoning Ordinance, consistent with the Plan, be adopted. Lastly, the outline of a Financial Plan and a Capital Improvements Program is set forth.

The adoption of the Master Plan by the Planning Board will end one phase of the planning process and mark the start of another. The problem in the coming decade will be one of carrying out the Plan. A continuing planning program should be set up by the Planning Board in order to effectuate the Plan.

Throughout the preparation of the Plan we have received the co-operation of all Borough agencies. We are also grateful for the co-operation of the Bergen County Planning Board, and other County and State agencies.

We appreciate this opportunity to help Little Ferry establish goals for making the Borough a better community in the future. The same enthusiasm which prevailed during the preparation of the Plan should now be continued. The implementation of the Plan's proposals will require the diligent effort of Planning Board members and public officials and the interested support of all citizens of the Borough. We are confident that Little Ferry will move ahead to see that the Master Plan becomes a reality.

Very truly yours,

Robert C. Kren

Robert C. Kren
Planning Director

a non-profit organization devoted to the balanced development of the passaic valley area

TABLE OF CONTENTS

	<u>Page</u>
INTRODUCTION	
EXISTING CONDITIONS AND TRENDS	2
Physical Characteristics	2
Land Use	2
Lot Size Analysis	5
Housing and Problem Areas	6
Circulation	7
Population	8
Retail Trade and Services	8
Worker Commuting Patterns - Employment	9
Fiscal Studies	9
THE PLAN	11
Proposed Land Uses	11
Community Facilities Plan	26
Circulation Plan	38
PLAN EFFECTUATION	48
Adoption of a Zoning Ordinance	48
Adoption of a Subdivision Ordinance	49
Adoption of an Official Map	49
Urban Renewal	50
Capital Improvements Programming	53
BASIS FOR A CONTINUING PLANNING PROGRAM	58
The Role of the Planning Board in Implementing the Plan	59
Professional Assistance	59

LIST OF ILLUSTRATIONS

<u>Figure Number</u>	<u>Title</u>	<u>After Page</u>
1	Existing Land Use	4
2	Lot Size Analysis	5
3	Traffic Volumes and Accidents	7
4	Population Forecast	8
5	Revenues and Expenditures	9
6	Land Use Plan	25
7	School Enrollment Forecast	31
8	Municipal Building Site Plan	36
9	Community Facilities & Circulation Plan	36
10	Municipal Debt	55

LIST OF TABLES

<u>Table Number</u>	<u>Title</u>	<u>Page</u>
1	Measurement of Existing Land Uses	3
2	Number of Lots Per Lot Size Group	6
3	Municipal Operating Costs Per Capita	10
4	Measurement of Proposed Land Uses	12
5	Public & Parochial School Enrollments 1953-1964	26
6	Enrollment by Grade 1963-64	27
7	K-8 School Enrollment Forecast	29
8	9-12 School Enrollment Forecast	30

INTRODUCTION

INTRODUCTION

A Master Plan is a comprehensive guide which recommends how the various existing and proposed physical features such as streets, parks, schools, playgrounds, residences, commerce and industry should be related to each other. The Master Plan is essentially a statement of objectives for the guidance of municipal officials and the public at large in making decisions which affect the future development and redevelopment of the community. The proposals of the Master Plan are interlocking and should be viewed and reviewed as a single integrated whole and should be considered in terms of their cumulative aims and effects.

The Land Use Plan sets forth a mapped policy with respect to future uses of land. It proposes a plan of land uses for all land, both developed and undeveloped, public and private. The Zoning Map is the legislative tool by which some of these objectives may be realized progressively through the regulatory operation of the police power.

EXISTING CONDITIONS AND TRENDS

The following section of this report summarizes
the studies of existing conditions and trends
which were part of the first Master Plan report.

EXISTING CONDITIONS AND TRENDS

Physical Characteristics

Flat, low lands some of which are marshy characterize the physical conditions of Little Ferry. Much of the Borough is near sea level and a few portions lie below sea level. From the intersection of Main and Liberty Streets north to the Borough line the ground rises to a height of forty feet which is the highest elevation in the Borough. Nearly all of Little Ferry has a slope of $\frac{1}{2}$ of one percent or less.

The combination of relatively flat topography and poor drainage soils poses one of the greatest problems for the Borough, that of flooding. The solution to the flooding problem is beyond the scope of this report and must involve engineering studies and solutions.

Land Use

The following table shows the acreage of each classification of land use and the percentage of each to the total area of the Borough.

Table 1
Measurement of Existing Land Uses

Use	Acres	% of Total Land Area	
Residential	236.26	24.45	
Single Family	173.09	17.91	
Two Family	53.09	5.49	
Multi-Family	10.08	1.05	
Commercial	27.75	2.87	
General	13.73	1.42	
Gas Stations	4.90	.51	
Used Car Lots	9.12	.94	
Industrial	54.53	5.64	
Streets	111.65	11.55	
Special Uses	4.51	.47	
Vacant	440.84	45.62	
Private	241.16	24.95	
Municipal	79.97	8.28	
Bergen Co. Sewer Auth.	119.71	12.39	
Quasi-Public	13.34	1.38	
Municipal Properties	24.29	2.51	
Agricultural	1.81	.19	
Gen. Agricultural	.77	.08	
Nurseries	1.04	.11	
Lakes, Ponds & Clay Pits	51.46	5.32	
Bergen Co. Sewer. Auth.	21.12	2.18	
Municipal	18.24	1.89	
Other	12.10	1.25	
Total	966.44	100.00	
Hackensack River	73.19	---	
Grand Total	1,039.63	---	

The Existing Land Use Map (Figure 1) shows that use or combination of uses to which each parcel of land within the Borough is devoted.

Residential

The predominant type of residential land use in Little Ferry is single family dwellings. Of the total area devoted to residential use in Little Ferry as of 1962: 73.3% was used for single family dwellings, 22.4% for two family dwellings and 4.3% for multi-family dwellings.

Commercial

Business uses are not concentrated in any one area for the most part, but rather, are decentralized along the more important streets. The amount of area zoned for business far exceeds the amount used for business. 28 acres are used for business out of 100 acres zoned for business. The remainder of the land in the business zones is being used for residential purposes. The result is that residential uses are adjacent to business uses and also residential and business uses are mixed in the same structure. This mixture of business and residential uses is generally regarded as inimical to the stability of both uses.

Businesses are located in four main areas along major streets. Route 46 is developed predominantly with used car lots and gas stations from Teterboro to the traffic circle. Main Street from Liberty Street to Pickens Street and Washington Avenue from Liberty Street to Industrial Avenue contain a predominance of business uses. The newest business area is a shopping center and drive-in theater on the Bergen Turnpike.

Industrial

Over 6% of the land area of Little Ferry is devoted to industrial uses. Most of this industry is considered light impact which is compatible with the industrial park type of industry. Fortunately for Little Ferry, the heavy impact industry is at a minimum and is located along the Hackensack River away from residential areas.

Public

Borough owned lands account for over 100 acres, of which nearly 25 acres are developed. Over 17 acres of the developed Borough owned land are devoted to recreation facilities while the rest are devoted to two fire stations, two elementary schools, a municipal office, library and Borough garage.

Vacant

A total of 440.8 acres of land was vacant within the Borough at the time of the first report. However, of this total 119.7 acres are owned by the Bergen County Sewer Authority and are located in the meadowlands area in the southern portion of the Borough. It is doubtful that this land will be developed within the next few years since the Bergen County Sewer Authority has no plans to sell or develop their property.* The Borough owns over 75 acres of vacant land. A large portion of the vacant Borough owned land is scattered throughout the Borough in tracts ranging from 5 to 25 acres some of which can be used for necessary public facilities.

The remainder of the vacant land is in private ownership and consists of over 200 acres.

Lot Size Analysis

Examination of the lots in Little Ferry indicates that 55% are less than 7,000 square feet in area while 25% are over 10,000 square feet in area. Most of the large lots are vacant or used for industrial, commercial or public purposes so that very few residences are built upon lots of 10,000 square feet or more in area. Most of the small lots are in the older central section of the Borough while new development is proceeding on lots of 7,000 to 10,000 square feet in area (see Figure 2).

The following table shows the number of lots in each range and percent of the total.

*Correspondence from Bergen County Sewer Authority to Passaic Valley Citizens Planning Association, dated April 24, 1963.

Population

Little Ferry lies in an area where only a few municipalities have vacant land which can be developed residentially. The Borough happens to be one of these municipalities. Since 1960 many developments have sprung up in the Borough and this trend should continue until 1970 when home sites will be at a premium and no large building tracts will exist. The remaining part of this decade will be a period of continued residential construction and population increase. After 1970 the population will grow at a slower rate until a saturation point will be reached in the late 1970's or early 1980's (see Figure 4).

Population Characteristics

In the past ten years two population trends have developed in Little Ferry which are common to the entire region. These are: 1) a drop in the number of persons per dwelling unit, and 2) a percentage increase in the younger and older age groups. In the post war years the economic prosperity has eliminated the need for families to share housing. It is no longer necessary for older couples to live with relatives upon retirement nor is it necessary for newly married couples to live with their parents. The post war "baby boom" and the increase in life span have caused a great increase in the number of people in the younger (0-14) and older (65 and over) age groups. The age group (65 and over) has increased from 4.8% of the total population in 1940 to 8.4% in 1960.

Retail Trade and Services

Neighborhood retail stores and highway businesses in the form of used car lots and gasoline stations have made up the predominant retail businesses within Little Ferry in the past. Now, however, a large department store and a drive-in theater have come into the Borough.

BOROUGH OF LITTLE FERRY
POPULATION FORECAST

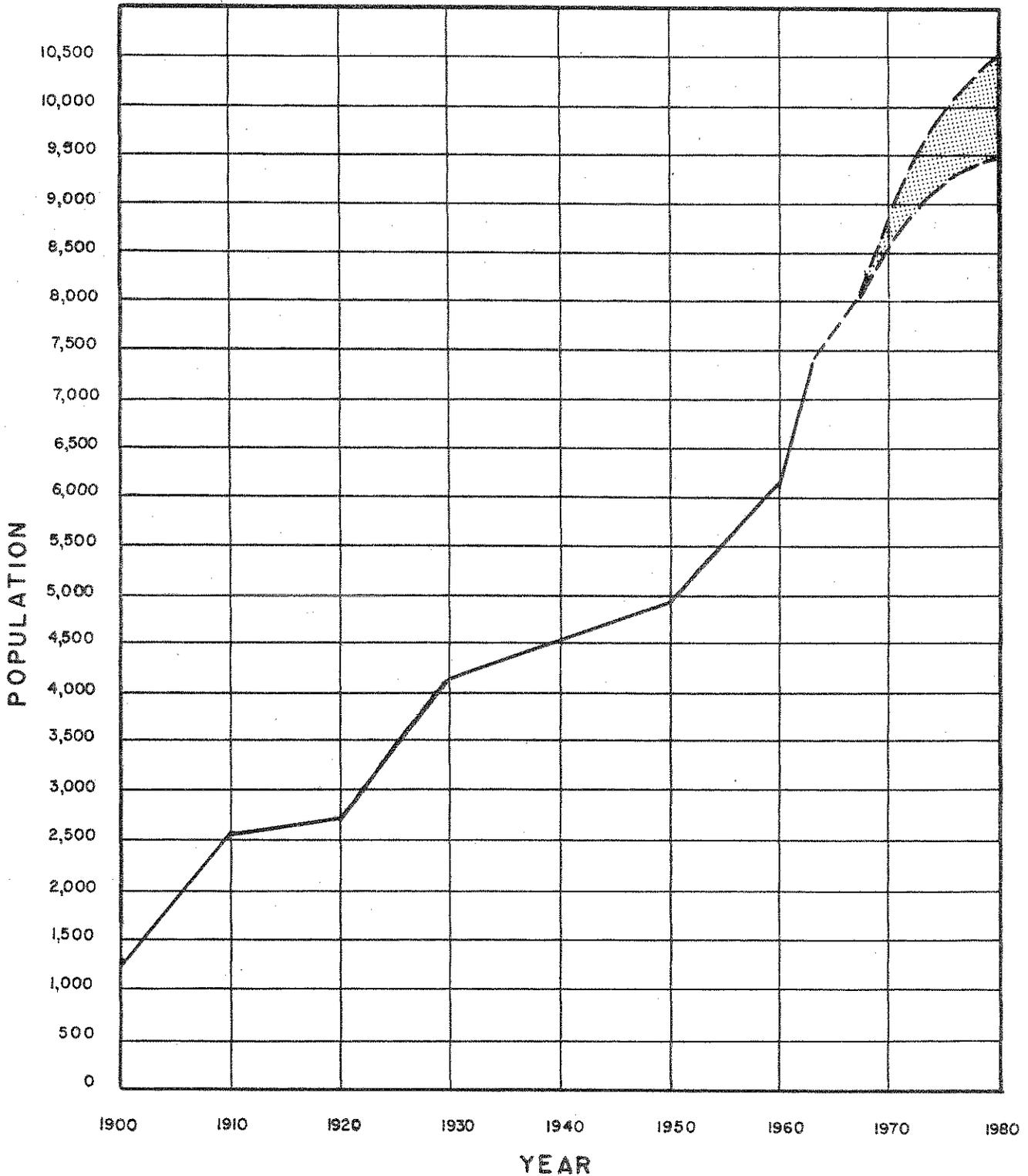


Figure 4

Neighborhood businesses have declined over the ten year period from 1948 to 1958 from 78 to 74 while service establishments have increased from 16 to 47 in the same period. The drop in retail establishments was most drastic between 1954-1958 when these stores declined by 15. This is due to the rise in highway located shopping areas which have attracted persons away from downtown and neighborhood stores.

The day to day needs of residents of Little Ferry will be handled by the neighborhood retail stores of the Borough. We see very little increase, if any, in the number of neighborhood stores, and quite possibly a decline may occur in the next few years.

Worker Commuting Patterns - Employment

Approximately 82% of the Little Ferry residents commuting to jobs in New Jersey are employed outside of Little Ferry and approximately 84% of the persons employed in Little Ferry reside outside of the Borough.

The major employment centers of Little Ferry residents are: Hackensack, Teterboro, South Hackensack, Ridgefield Park, Little Ferry, Newark, Hoboken, Hasbrouck Heights, Ridgefield and Maywood. Each of the above municipalities employ over 50 Little Ferry residents. More Little Ferry residents are employed in Hackensack than in Little Ferry.

Little Ferry, Bergenfield, Fort Lee, Hackensack and Paterson each have over 100 residents employed in Little Ferry.

Fiscal Studies

Figure 5 shows revenues and expenditures for municipal and school purposes, the tax rate per 100 dollars of true value taxable compared to net true value taxable (the total of assessed land, improvements and personal property) and a comparison of property taxes for county, school and local purposes.

REVENUES AND EXPENDITURES BOROUGH OF LITTLE FERRY

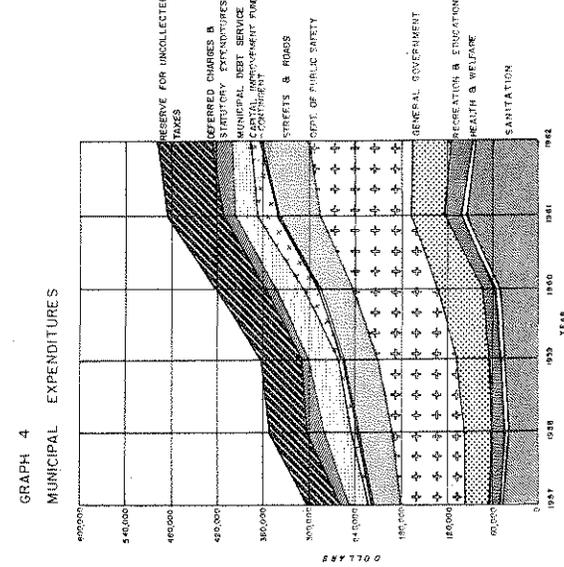
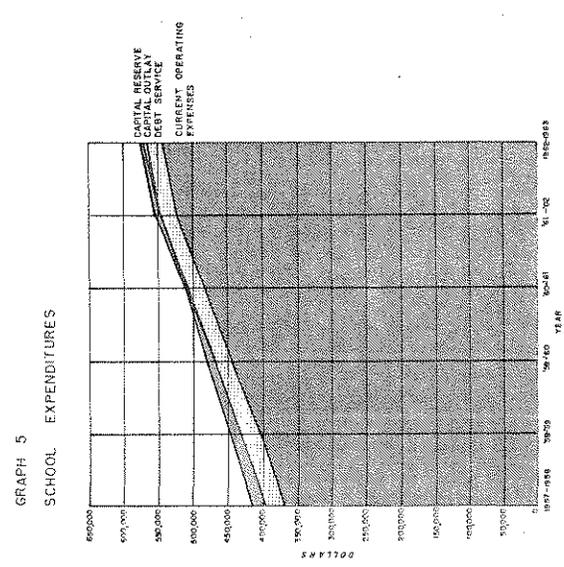
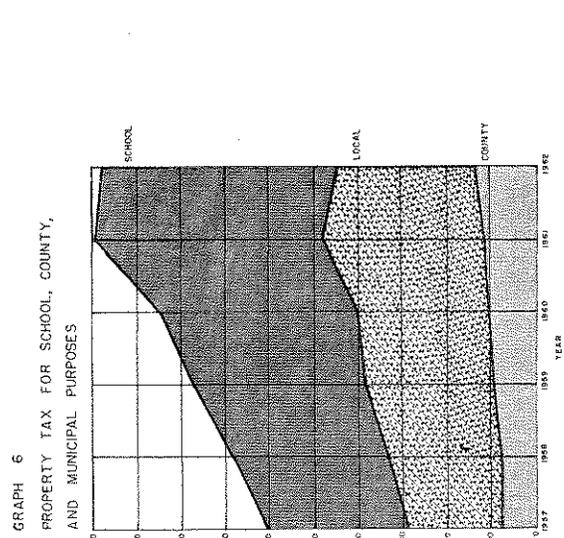
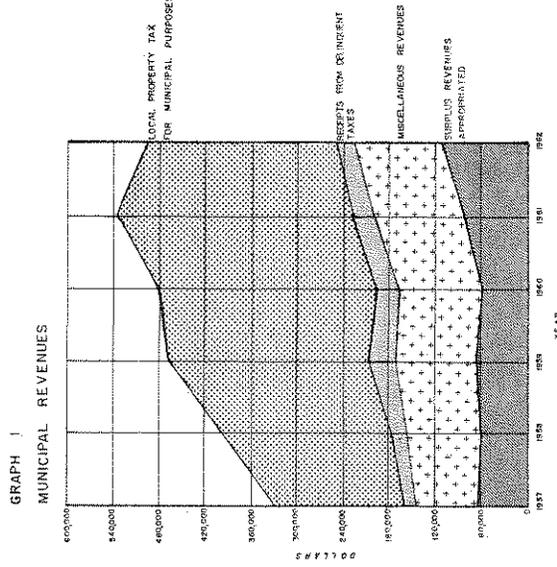
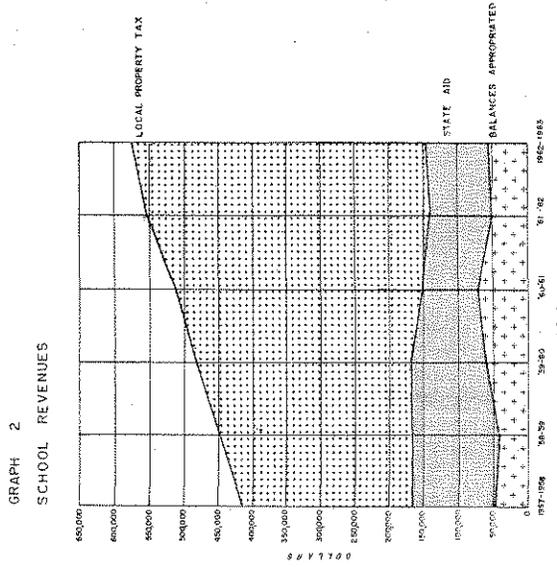
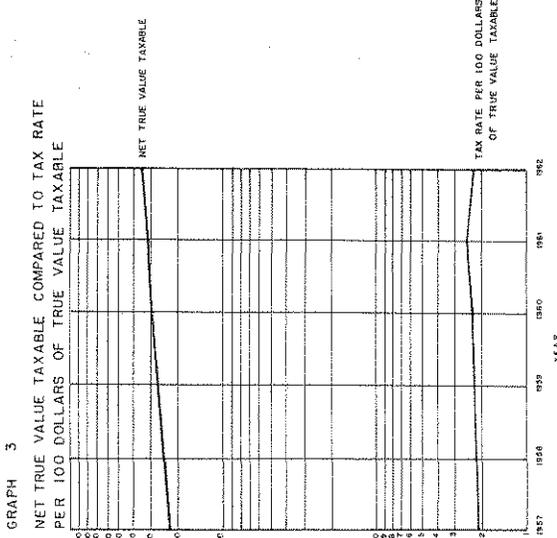


FIGURE 5

SOURCE: School and Municipal Budgets, Bergen County Abstract of Statistics

Municipal expenditures have increased by nearly \$200,000 in five years. Sanitation, public safety, streets and roads, and the reserve for uncollected taxes increased most markedly. This trend reflects the rising cost of labor and materials throughout the post-war period.

The local property tax provided the largest source of revenue to the Borough. Last year the local property tax represented 50.22% of the total municipal revenues.

Of particular significance in fiscal planning is the trend of municipal operating expenses per capita. The following table indicates this for the years 1950 and 1960.

Table 3
Municipal Operating Costs Per Capita

Year	Municipal Operating Costs*	Population	Municipal Operating Cost Per Capita
1950	\$132,421.49	4,955	\$26.72
1960	\$324,957.16	6,175	\$52.62

Source: 1950 and 1960 Municipal Budgets

*Includes all budgeted items except capital improvements, debt service and deferred charges.

Increased costs of materials, increased salaries and a demand for an increased level of services have necessitated increased operating expenditures in most municipalities.

At the present time, both the school and municipal debt are well below the statutory debt limit. The present outstanding debt will be paid off by 1976 as shown on Figure 10. The great increase in the statutory debt limit in the past few years is caused by the revaluation and change in ratio of assessed to true value.

THE PLAN

THE PLAN

Proposed Land Uses

Residential

A major portion of the developed section of Little Ferry is proposed for residential use. Estimated acreage of proposed land uses are found in Table 4. The residential portion of the Land Use Plan (Figure 6) is designed as a general guide to achieve the following:

- (a) Provide pleasant, healthful and safe housing for each resident within a satisfactory living environment.
- (b) Preserve and protect the existing stable residential areas.
- (c) Rehabilitate and/or redevelop deteriorating areas and counteract the causes of deterioration.

The residential portion of the Land Use Plan is divided into three categories: single family residence, two family residence and multi-family residence. A description of each of these three categories follows.

Single Family Residence

The Land Use Plan proposes that the areas lying in the periphery of the Borough continue to be devoted to single family residential use and that they be protected from intrusion of higher density residential development and incompatible uses. This can be accomplished through a well enforced Zoning Ordinance.

Most of the vacant developable residential land lies in the area proposed for single family homes. For the most part, these vacant areas lie on the periphery of the developed areas and are large enough so that attractive developments can be planned. The minimum lot size as required by the Zoning Ordinance is now 7,500 square feet and it is proposed to maintain this requirement.

Within the areas proposed for single family residences the predominant land use is single family dwellings although in some blocks two family homes do exist.

Consideration of the character of these areas as presently developed makes the single family residence classification the only reasonable proposal. Those two family homes which do exist will remain as non-conforming uses under the Zoning Ordinance.

Table 4
Measurement of Proposed Land Uses

Use	Acreage	Percent of Total Land Area		Percent of Primary Use
Residential	368.50	38.13		100.00
Single Family	156.00	16.14		42.33
Two Family	171.40	17.74		46.51
Multi-Family	41.10	4.25		11.15
Commercial	90.76	9.39		100.00
Offices	4.09	.42		4.51
General	18.02	1.87		19.85
Highway	68.65	7.10		75.64
Industrial	305.06*	31.57		100.00
Restricted	113.07	11.70		37.06
General	191.99	19.87		62.94
Public	188.78	19.53		100.00
Water	5.19	.54		2.75
Land	52.98	5.48		28.06
Streets	130.61	13.51		79.19
Quasi-public	13.34	1.38		100.00
Total	966.44	100.00	-	-
Hackensack River	73.19	-	-	-
Grand Total	1,039.63	-	-	-

*It should be noted that the industrial category includes approximately 140 acres of Bergen County Sewer Authority lands.

A description of each area proposed for single family residence follows:

The Indian Lake Drive-Summit Circle area is presently zoned single family and is developed with single family homes. The Plan proposes continuance of single family use in this area.

The area in the western portion of the Borough along either side of Franklin Avenue, across Redneck Avenue and extending along the Borough limits to the end of Sabina and Christina Streets is proposed for single family use. All this area except for the area east of Henry Street is presently zoned single family. Several Borough owned parcels are proposed for single family development in this area as follows:

- (1) Three-quarters of the block bounded by Elizabeth, Fehrs and Henry Streets and Union Avenue.
- (2) The Borough playground property on Fehrs Street from Redneck Avenue to Elizabeth Street, which is to be replaced at a nearby location.
- (3) Portions of Borough owned land near Grant and Taylor Streets not to be kept in reserve for future Borough use.

The area in the southern portion of the Borough somewhat south of Washington Avenue and somewhat west of Mehrhof Road is proposed for single family use. The predominant land use is single family although the area is presently zoned to permit two family homes also. This zoning to permit two family homes should be changed. Single family classification will protect this area from intrusion of more two family homes by construction or conversion.

The largest parcel of vacant land proposed for single family development lies in the southern portion of the Borough next to the land of the Bergen County Sewer Authority and contains about 30 acres. This property is currently owned by the Borough.

Two Family Residences

More of the land planned for residential use falls into the two family residence category than any other single classification. The two family area extends from Woodland Avenue south across the center of the Borough to Henchen Place and along Mehrhof Road and from Bergen Turnpike west to Roosevelt Street. Included in this area is the bulk of the older developed section of the Borough. Both single and two family homes exist within this area. Some blocks are predominantly devoted to single family use but also contain several two family dwellings. The classification of such blocks to single family would create many non-conforming uses. This is an area of older homes, many of which have been converted into two family dwellings.

All of the two family areas are presently zoned to permit two family dwellings or are zoned business. Very few vacant parcels of land remain in these areas. Population increases may result from the conversion of single family homes into two family homes. However, these increases are not expected to be great.

The housing in this area is generally older than in the single family residential areas. Signs of deterioration in some scattered portions of these areas are already visible. As the age of housing increases the problem of maintenance to keep it in a satisfactory condition will also increase.

It is recommended that a minimum housing standards ordinance be prepared, adopted and enforced. It is further strongly recommended that the neighborhood environment be protected. The intrusion of incompatible uses into an older residential area can have a tremendous impact on the maintenance of the housing. Through cooperation between the citizenry and Borough officials these two family areas can continue to provide adequate housing for many years to come and areas in need of improvement can be improved.

Multi-Family Use

Recently a trend has emerged in the New York Metropolitan Region which can be summarized by the following quotation from the Regional Plan Association:

"Residential construction in the Tri-State New York Metropolitan Region was substantially greater in both 1961 and 1962 than in any of the years of the past decade. Apartment construction accounts for the increase. Since 1957 construction of one-family homes has remained stable, between 40,000 and 50,000 units a year, but multi-family units have increased steadily each year from 27,690 in 1957 to 89,620 in 1962."*

In the "inner ring" area of which both Little Ferry and Bergen County are a part the construction of multi-family dwellings has steadily increased from 20.3% of all residential construction in 1957 to 53.1% in 1962. Little Ferry had very few multi-family dwelling units before 1960. An approximate figure would be around 100 to 125 such dwelling units. In 1961 alone only 57 single family units were constructed in comparison to 103 two and multi-family dwelling units. Since the beginning of 1962 over 150 multi-family units have developed in the Borough. Such a picture clearly demonstrates the demand for new multi-family dwellings.

Several factors suggest the appropriateness of multi-family housing in Little Ferry:

- (a) The younger and older age groups are becoming greater percentages of the total population.
- (b) Little Ferry is favorably located in relation to major employment centers, shopping centers and high speed, high capacity highways.
- (c) Certain sections of Little Ferry indicate a need for improvement of the housing quality. Multi-family dwellings are an appropriate residential reuse of land in view of the high cost of land.
- (d) Generally the tax income received from multi-family dwellings exceeds the cost of services thus providing a source of ratables to the Borough.

*New Homes 1961 and 1962, Regional Plan Association, June, 1963, R.P.A. 101

These multi-family residential areas are proposed to be devoted to garden apartments with low land coverage and a building height of two stories. Apartments which are adequately set back from the street and which present a feeling of openness when viewed can replace the older, deteriorating housing in several areas and not adversely affect the adjacent single and two family residential areas.

The addition of multi-family sites as proposed on the Land Use Plan will not destroy the basic low density character of the Borough. These sites are proposed only on primary and collector streets which have relatively large traffic volumes making them non-conducive to low density residential development. Some of these sites are presently zoned for business but not predominantly developed with business uses. As previously stated, the Borough is presently over zoned for business use and an increase in the number of business uses in the future is not expected. Multi-family use is a proper development for these areas.

Although this residential land use category is called multi-family residential it is also intended that single and two family homes would be permitted and would not become non-conforming uses.

The following areas, some of which already contain garden apartments are proposed for multi-family use:

- (1) Bergen Turnpike and Backiel Street - This site is partially vacant and could be redeveloped with garden apartments. The existing two-family structures show signs of intermediate and advanced deterioration. The site is isolated and of sufficient size for garden apartments. It is bounded by a major through street, park, cemetery and lies across the street from the new shopping center.
- (2) Liberty Street and West Gate - A garden apartment dwelling is now under construction on this site.

- (3) Corner of Liberty Street and Main Street - Garden apartments already exist on a portion of these sites. An extension of these garden apartment developments is proposed in the plan. The extension is primarily along Main Street west of Liberty Street. Within this area there exists large lots of more than adequate depth and width for a unified garden apartment development. These lots front on Main Street and entrances and exits from the proposed additional garden apartments will be from Main Street.

This portion of Main Street serves as an entrance into Little Ferry. Attractive garden apartments as well as landscaped sites with adequate off-street parking can make this entrance into the Borough pleasing particularly in contrast to the existing development further west on Main Street.

- (4) Liberty Street and William Street - This area contains vacant land and some older homes in the intermediate stages of deterioration. It is proposed that both sides of William Street be developed with garden apartments. Ingress and egress would be primarily from William Street which is proposed to be made a cul-de-sac at the time garden apartments are developed. Thus the garden apartment traffic will not be able to traverse the lower density areas but will have to exit out to Liberty Street via William Street.
- (5) Liberty Street opposite St. Margarets Church - This small area contains structures in various stages of deterioration and could eventually be redeveloped and improved as a garden apartment site.
- (6) Washington Avenue - Three areas are shown for garden apartment development along Washington Avenue. Each involves the redevelopment of older

single or two family homes or combination of business and residential areas into a garden apartment development. It is anticipated that this conversion will take place only as a result of urban renewal action by the Borough.

The area along the north side of Washington Avenue between St. Margarets Church and one lot west of Pickens Street is presently zoned for business and contains some older business structures and residential development. Within this area multi-family apartments already exist to the east and west of Helen Street.

It is felt that this section of Washington Avenue should not continue to be zoned for business due to the excessive amount of land already zoned for business and due to the fact that these lots front on Washington Avenue across from the business area one or two family residential use would not be suitable. Thus the only proper use for this area is garden apartments which can be located along more important streets without an adverse effect to the apartments.

The other two areas proposed as garden apartment sites are a) along the south side of Washington Avenue north of Industrial Avenue, and b) along the north side of Washington Avenue from Willow Lake to Mehrhof Lane. Both of the areas contain older one and two family homes some in poor condition. Again it should be emphasized that garden apartment development in this area will only take place as a result of urban renewal action. A minimum lot size to be established in the Zoning Ordinance will prevent any apartment development or conversion to apartments to take place on individual small lots or groups of small lots less than 40,000 square feet in area.

As pointed out previously in this section of the report the garden apartment proposals will permit one and two family homes also. An alternative to garden apartment development in the three areas along Washington Avenue, particularly in the latter two would be rehabilitation of the existing one and two family dwellings. If this can be done, the necessity for any renewal clearance action by the Borough will be eliminated and the areas can continue to be devoted to one and two family residences in standard condition.

- (7) Liberty Street (near Moonachie) - This large vacant tract would be developed with access to and from Liberty Street and not from Christina or Sabina Streets. Additional access from adjoining lots in Moonachie to Liberty Street is desirable.

Garden apartment developments should provide on-site parking facilities, recreation space, buffer areas between the apartments and neighboring residential and commercial areas, landscaping of the site and should, when viewed, give a general feeling of openness and privacy. Such amenities will be required by the Zoning Ordinance.

The increase in population density on sections of Liberty Street and Washington Avenue will provide an additional source of customers within walking distance of the business uses thus stimulating trade in the area.

The Master Plan covers a 20-25 year period of development. All of these sites will not be developed in the near future nor will all be immediately zoned for garden apartments. Thus, new garden apartments will not be permitted until an application for a change of zone is granted by the Planning Board. Such a procedure controls the rate of development of apartments. Many of these apartment sites, as previously pointed out, will only come about if and when the Borough decides that urban renewal action is necessary in certain sections.

Commercial

The amount of area presently zoned for business is approximately 100 acres. However, only 28 of these 100 acres are used for business purposes; the remaining 72 are primarily devoted to residential uses. The 100 acres zoned for business has been zoned as "strip zoning", which involves placing lengthy strips of land along a more important street into a business zone. The depth of these lots is generally 100 feet. The modern method of designing business centers in depth with adequate off-street parking makes "strip zoning" obsolete. Further effects of strip zoning combined with over zoning for business are that residential uses become located adjacent to business uses and residential and business uses become mixed in the same structure. This situation results in a poor business environment for the store, an extremely inadequate residential environment for the residents, and an undesirable condition for the municipality as a whole.

Based upon the fact that Little Ferry has an excessive amount of land zoned for business and that there is no great increase, if any increase at all, anticipated in the number of retail and service establishments, the Plan proposes to reduce the amount of area presently devoted to business and to plan for business groupings rather than strips of business. Retail sites are limited to those areas presently devoted primarily to business uses. In addition a business district is proposed which will allow only office uses and not retail or service establishments. This office district is proposed along Main Street and Washington Avenue where the existing business strip zone is proposed to be reduced.

The areas to be most affected by this change in land use planning are Liberty Street, Washington Avenue, Main Street and Bergen Turnpike. Except for two small portions of one side of Bergen Turnpike, these arteries are presently "strip zoned" for business in their entirety. Changes to take place are:

- (1) Liberty Street - all business zones to be removed from this thoroughfare except for four areas where business uses now exist. In these areas wherever possible, the land devoted to business is proposed to provide greater depth. These four areas are the east side of Liberty Street on the north side to Route 46 to West Gate, Liberty Street (west) from the bank building to riser ditch on Redneck Avenue, from Niehaus Avenue to Washington School, and both sides of Liberty Street from Washington Avenue south to Eckel Road.
- (2) Main Street - business areas are to be retained on the south side of Main Street from Route 46 to Paroubek Street, Liberty Street to Marshall Avenue and Centre Street to Pickens Street, and on the north side of Main Street business and office areas from Liberty Street to 100 feet west of Frederick Street. The areas proposed for business are now primarily devoted to business. The area proposed for offices is presently devoted to single and two family homes some of which are in a deteriorating condition. It is felt that an office use of this area will permit some of these dwellings to be used for office purposes or some of this area could be redeveloped for office use. Offices will not have the adverse impact on the homes in this area as would development of scattered retail and service establishments. The office district as effectuated by the Zoning Ordinance will permit single and two family uses so that the existing residences will not become non-conforming.
- (3) Washington Avenue - business areas are to be retained only from Liberty Street to Industrial Avenue on the south side of the street and on the north side from Liberty Street to St. Margarets Church. A portion of the area on the south side of Washington Avenue is proposed as an office district under the same provisions and regulations as apply to the Main Street office district.

- (4) Bergen Turnpike - All business areas are to be removed from this street south of Route 46. North of Route 46 highway business areas are to be enlarged as the drive-in theater and shopping center have located in this section. On the west side of the street north of Route 46 a strip business area is to be retained from Route 46 to Lakeview Avenue only.
- (5) Route 46 - due to the built up residential areas 100 feet from either side of Route 46 there are no major changes contemplated along this highway except for a section west of Liberty Street on the north side of Route 46 which is proposed for industry. Business will remain as the predominant use along Route 46. The new Zoning Ordinance will establish a minimum setback of 25 feet from the right-of-way line of Route 46 and will allow uses which can replace used car lots and which can be developed on the rather shallow lots on property abutting Route 46.

The areas proposed for business fall into three classifications as follows:

- (1) Professional Offices - the creation of this zone will permit the development of offices and banks outside of the general business area. Single and two family dwellings will also be permitted in this business zone thus giving an alternative if offices are not in demand. This is the most restrictive business zone and the business uses in this zone will have the least impact upon neighboring residences.
- (2) General Business - stores and shops which will serve the neighborhood residential areas with day-to-day goods. Also included in these areas are some banks, restaurants, offices and other community businesses.
- (3) Highway Business - these areas are to be located along Route 46 and on Bergen Turnpike north of Route 46. Located in these business districts will be larger businesses serving the region as well as the Borough itself.

Industrial

The areas proposed for industry on the Land Use Plan consist of those areas which are presently characterized by such uses in the developed portion of the Borough plus the meadowland area including an area from Industrial Avenue to the Bergen County Sewer Authority. Also included are two areas on the western border of the Borough. One abuts Teterboro airport and the other, to the north of Route 46, borders an industrial area in South Hackensack.

As pointed out in Report Number 1, Existing Conditions, considering transportation, labor force, sources of power, markets, housing and community facilities, available land, and taxes Little Ferry is in a favorable position to attract industrial uses. Two types of industrial districts are proposed in the Master Plan. Restricted industrial areas will permit industrial uses which do not produce noise, smoke, dust, dirt, odor or traffic objectionable to adjacent residential districts. With the exception of the west side of Bergen Turnpike all the industrial areas which abut a residential district are proposed for restricted industry.

The general industrial district will permit industrial uses which would not be permitted within a restricted industrial district, but uses which would still be desirable within the Borough. The areas on both sides of Bergen Turnpike and Route 46 north of the traffic circle are shown as general industrial areas due to the type of industry presently located in these areas. The area to the east of the proposed road from Washington Avenue to Moonachie and Carlstadt is proposed for general industry due to the fact that the road itself and the restricted industrial district will buffer the residential areas from this general industrial district.

The greatest opportunities for industrial development lie in four areas in different sections of the Borough. Development will not occur simultaneously in all four areas, but will range from the near future, two or three years, to twenty years or more. This is due to various factors which will be discussed along with the various sites.

- (1) An area abutting Teterboro Airport and Route 46 - This site is proposed for light manufacturing, assembly and research plants in an industrial park setting. There is a special amendment to the 1937 Zoning Ordinance for this site with specified performance standards controlling industrial operations. Industry is an appropriate use for this area as the site is immediately adjacent to Teterboro Airport and Route 46. Access to this area will not be permitted from Franklin Avenue or any other residential street. Buffer strips will be required between the residential and restricted industrial districts.
- (2) West side of Liberty Street, north side of Route 46 - This is the only additional area proposed for industrial use which is not already zoned or used for industry. This site, containing approximately 13 acres, would also be for the exclusive use of restricted industries with the same standards and provisions of the site abutting Teterboro Airport. Access to this area would be from either Route 46 or Liberty Street. This site is also vacant for the most part but does contain a mixture of some deteriorating business and residential uses.
- (3) Clay Pit Area - This site lying between Industrial Avenue and the Texaco plant is vacant and contains a clay pit now being filled in with fly-ash from the Public Service plant in Ridgefield. Construction will not be able to proceed until the pit is filled - a period of from 2-5 years. A key to industrial development of the area is the proposed extension of Bergen Turnpike and Washington Avenue through this area to Mehrhof Road and eventually to Moonachie and Carlstadt. The area west of this proposed road is proposed for restricted industry while the eastside is proposed for general industry.

- (4) Bergen County Sewer Authority lands - This is the largest of the four proposed tracts and contains over 125 acres. Partially owned by the Bergen County Sewer Authority and partially by the Borough this land is in the northern end of the meadowlands of the Hackensack River. Development of this tract depends upon the Bergen County Sewer Authority since it controls over 100 acres of this tract. There is no probability of construction here as the Bergen County Sewer Authority has no plans to sell or develop the land. The classification of this land for industrial use is intended to cover any situation not foreseeable at the present time but which might occur at some future date.

The lands of the Bergen County Sewer Authority are part of the meadowlands. The Meadowlands Regional Development Agency is now considering having a master plan for all of the meadowlands prepared which, of course, would include this portion of Little Ferry. Furthermore, the U. S. Army Corps of Engineers is studying means of draining the meadowlands and eliminating the intrusion of tide water which is a prerequisite to development of the meadowlands.

Community Facilities Plan

Public - - - - - School Enrollment Forecast

Little Ferry has two elementary schools. The Wilson School serves grades K-8 and the Washington School serves grades K-6. High School students (grades 9-12) from Little Ferry attend Ridgefield Park High School. The following table shows the enrollment history of Little Ferry children in public schools and St. Margaret's parochial school.

Table 5

Public and Parochial School Enrollments 1953-54 to 1963-64

Year	K-8 Public School Enrollments	St. Margaret's Parochial School Enrollments*	Total Public and Parochial K-8 Enrollments	9-12** Public Enrollments	Total Public and Parochial K-12 Enrollments
1953-54	731	-	731	203	934
1954-55	764	-	764	200	964
1955-56	773	-	773	227	1,000
1956-57	821	-	821	232	1,053
1957-58	846	-	846	228	1,074
1958-59	871	-	871	238	1,109
1959-60	741	190	931	258	1,189
1960-61	719	210	929	288	1,217
1961-62	752	255	1,007	290	1,297
1962-63	766	315	1,081	320	1,401
1963-64	749	359	1,108	332	1,440

*includes only students from Little Ferry. Approximately 70% of the children attending St. Margaret's school are from Little Ferry and approximately 30% are from Moonachie.

** does not include vocation high school enrollments

The above table indicates that the total K-12 school enrollments have increased by 506 students or 54% between 1953 and 1963. During the same period the total population of the Borough increased by approximately 2,050 persons or approximately 39% from an estimated 5,320 persons in 1953 to an estimated 7,370 persons in 1963. The 9-12 enrollments increased by 64% and the K-8 public and parochial school enrollments increased by 52%. The K-8 public school enrollments increased between 1953 and 1958 and then were influenced by the opening of an addition to St. Margaret's parochial school.

In order to plan properly it is necessary to project enrollments into the future. As with any forecast the reliability is greater in the short range future than in the long range future.

The following table shows the actual enrollments in grades K through 12 for the year 1963-64.

Table 6
Enrollment by Grade - 1963-64

Grade	Public & Parochial	Public	Parochial
K	132	88	44
1	140	92	48
2	148	95	53
3	129	80	49
4	124	83	41
5	113	81	32
6	97	56	41
7	121	94	27
8	104	80	24
9	101	101	-
10	79	79	-
11	78	78	-
12	74	74	-
Total	1,000	1,087	250

It is important to note in the above table that the earlier grade enrollments for total public and parochial students, particularly kindergarden, first and second grades are much higher than the high school enrollments. This reflects the continued high birth rate in the post World War II period and the migration of families with children into Little Ferry.

The total population of the Borough of Little Ferry is expected to continue to increase. As pointed out previously a total population of approximately 10,000 persons is expected by 1980. This population forecast prepared by the consultants is very close to the 1980 population forecast prepared by the Bergen County Planning Board for the Borough.* Thus, by 1980 approximately 2,600 additional persons will reside in the Borough. This increase of 2,600 persons will occur over a period of 16 years. The increase in the previous decade was 2,000 persons. Thus, the yearly increase in the next 16 years will be less per year than the yearly increase for the last 10 years.

Many of these new families who will move into the Borough will have school age and pre-school age children and these families as well as the existing families will have more children in the future. It can be safely stated that as the total population increases the school age population will also increase although not necessarily in direct proportion.

A school enrollment forecast for the Borough is complicated by the parochial school enrollments. St. Margaret's parochial school was first opened in 1959-60 and operated K through 4 classrooms. Each year an additional grade has been added so that the total K through 8 system is operating presently (1963-64). Conversations with staff at St. Margaret's parochial school indicate that they are now operating close to capacity. Thus, the parochial school will continue to take students from Little Ferry but increases in the total number of students in Little Ferry will of necessity have to be accommodated in the public schools.

*Population Study of Bergen County, New Jersey, Part 2, Bergen County Planning Board, Hackensack, New Jersey, May, 1963.

The following table shows a short range school enrollment forecast for grades K-8 for public and parochial enrollments. The public school enrollment has been reduced by 350-400 students who will attend parochial school in grades K-8 from the Borough of Little Ferry.

Table 7
K-8 School Enrollment Forecast

Year	Total K-8	Parochial School	Public School
1963	1,108	359	749
1964	1,155	350-400	755-805
1965	1,207	350-400	807-857
1966	1,267	350-400	867-917
1967	1,297	350-400	897-947
1968	1,300	350-400	900-950
1969	1,310	350-400	910-960
1970	1,315	350-400	915-965

The forecasted enrollment for total K-8 students is an increase of approximately 200 students between 1963 and 1970. This is actually a slowing down of the increase of K-8 enrollments which increased by 287 students between 1956 and 1963 as shown on Table 5. This increase is expected to affect primarily the public K-8 system.

The forecast of 9-12 enrollments is also complicated by the parochial school system. Due to the fact that 1963 was the first year of 8th grade operation at St. Margarets school, it cannot be predicted precisely how many students graduating from 8th grade parochial school will go to public high school and how many will go to parochial high school. Information from St. Margarets parochial school indicates that 10 of the 31 present 8th graders will go to parochial high schools and 21 will go to public high school. As pointed out previously approximately 70% of the

children attending St. Margarets parochial school are from Little Ferry. It is therefore assumed that seven of the ten students who will attend parochial high school will be from Little Ferry. The following table shows the forecast of total 9-12 students from Little Ferry and shows the assumed 1/4 to 1/3 of the St. Margarets parochial school 8th graders from Little Ferry which will attend parochial school. It is assumed that the other 2/3 to 3/4 will attend public high school.

Table 8

9-12 School Enrollment Forecast

Year	Total 9-12	Parochial	Public
1963	332	-	332
1964	356	7	349
1965	395	10-15	380-385
1966	409	10-15	394-399
1967	419	10-15	404-409
1968	440	10-15	425-430
1969	453	10-15	438-443
1970	520	10-15	505-510

The forecast indicates an increase of approximately 170 students in the public 9-12 enrollments between 1963 and 1970. A comparable period in length of time between 1956 and 1963 shows an increase of 100 9-12 public school students. The reason for this difference is that the students born in the "baby boom" of the late 1940's and early 1950's have been in elementary schools until now. The children produced by this high birth rate period have been flooding the elementary schools but will very soon be of high school age. As more of these children become of high school age, the high school enrollments will increase at a much faster pace than during the previous decade. Referring to table 6 it can be seen that there

are presently 549 children in grades K to 3. In 9 years all of these children will be in high school. Not all of these children will go to public high school and not all will finish high school. However, it is very possible that there will be over 500 students of high school age by 1972 without taking into account those who will move into the Borough due to in-migration of families between 1963 and 1972.

As with any forecast, the school enrollment forecast should be reviewed and revised, if necessary, periodically, so that any trends or changes to trends not definable at this time can be brought to light.

Figure 7 shows graphically the forecasted school enrollments. As shown on Figure 7 the K-8 enrollments are expected to continue increasing during the 1970's but at a much slower rate than during the 1960's. The 9-12 enrollments are expected to reach a peak in the early 1960's and then level off. Toward the end of the 1970's the 9-12 enrollments may actually begin to decrease.

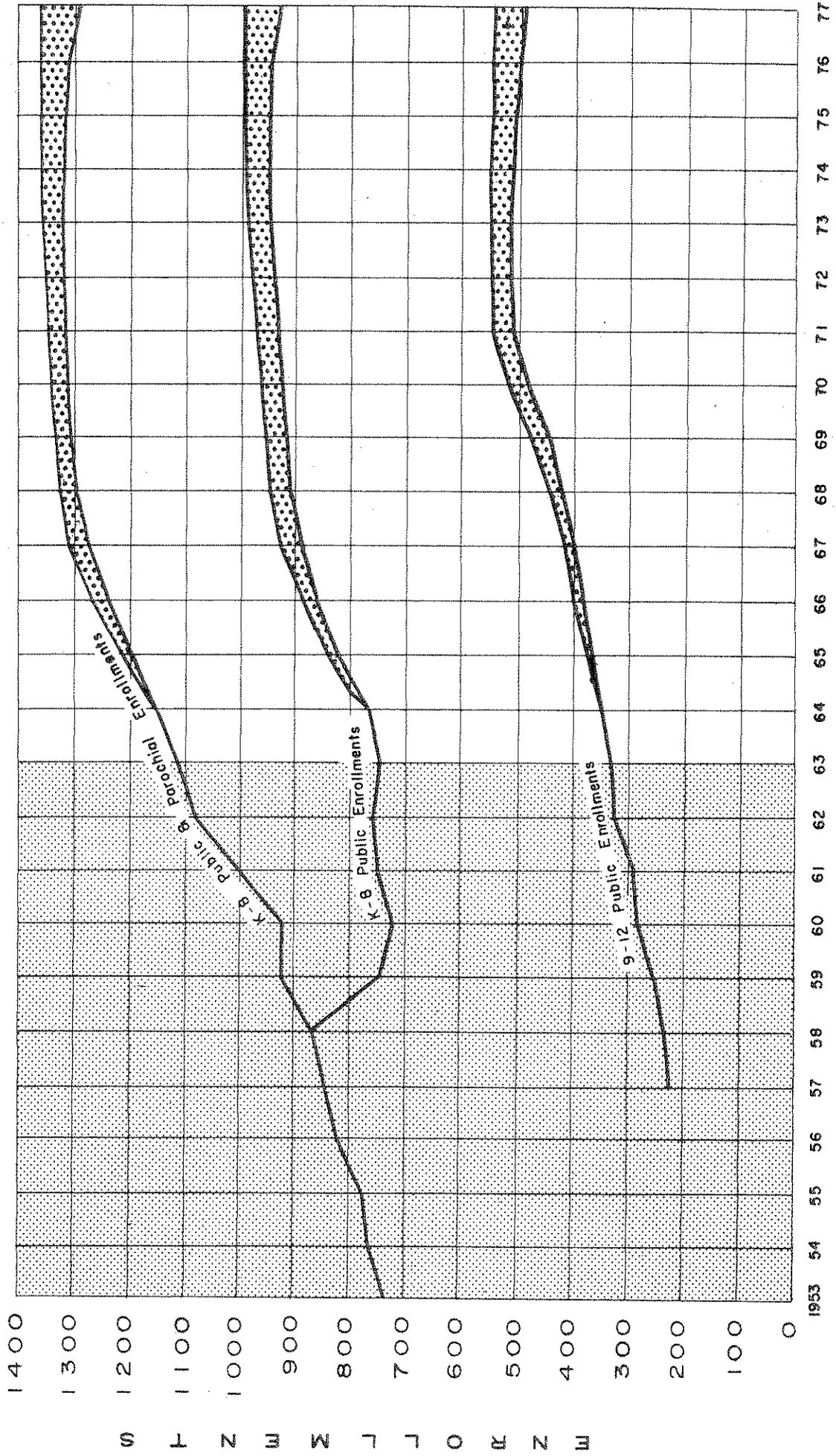
A new elementary school will be needed by 1970 in order to properly educate the estimated additional students. Whether this new school will be for K to 6 or K to 8 is the decision of the Board of Education.

At the present time the Borough should consider a school of at least 9 or 10 classrooms at the proposed site. If this site is to serve the 7th and 8th grades a library and four additional special classrooms will be needed. The design of this school should be such that additional classrooms could be added when needed at a minimal construction cost to the Borough.

Schools

Wilson School was originally constructed in 1876 and had numerous additions made to it, the latest in 1924. Washington School was originally constructed in 1914 and an addition was made in 1957. Of the fifteen classrooms in the Wilson School one is classified as substandard and of the twelve classrooms in the Washington School four are classified as substandard. Both schools are located on small sites. The average enrollment per classroom including those classrooms classified as substandard is approximately 28 pupils per classroom.

BOROUGH OF LITTLE FERRY SCHOOL ENROLLMENT FORECAST



Y E A R

Figure 7

The school enrollment forecast indicates that by 1970 the K-8 public school enrollments will increase by 165-215. The wide range is due to the uncertainty of the maximum accommodation of the parochial school system. This increased K-8 public school enrollment will necessitate approximately 8-9 additional classrooms. It is estimated that the K-8 public school enrollment will increase after 1970 by approximately 30-40 additional students.

It is proposed that a new elementary school be built on the Borough and Board of Education property next to the Borough garage off Mehrhof Road. Adequate land is available for the school and its recreational needs in the midst of a growing residential area. The site for this school is shown on the Circulation & Community Facilities Plan.

In the 1970's Wilson School will be approximately 100 years old and this structure will probably be replaced. Although the building is in good condition and well maintained, the age and size may not be adequate for the needs of future students. Therefore, since it is planned to fill in Willow Lake with fly-ash from the Public Service Plant in Ridgefield, as they are presently doing to the claypit at the end of Industrial Avenue, this area could serve as a future site for an elementary school and will be held in reserve as such. Such operation would not begin before the late 1960's and would take at least five years to complete. If necessary, construction could then begin on a school to replace Wilson School sometime in the late 1970's. Such a plan is at least 15 years away and not an immediate proposal.

The high school students (grades 9-12) presently attend Ridgefield Park High School. Ridgefield Park is now considering building a new high school. It is anticipated in the plan that the high school students will continue to be sent to Ridgefield Park High School. As shown in the school enrollment forecast the high school enrollments are expected to increase in the late 1960's and early 1970's.

Recreation

Recreation areas are of many types and differ in function and size. However, there is a basic agreement that recreation facilities are necessary in a well balanced community.

It is difficult to determine the value of active recreation and park facilities.

of parks and playgrounds to the people in surrounding residential areas cannot be measured in dollar values.

It is equally difficult to assess the value of adequate recreation facilities to the municipality as a whole. There is no indication on the tax rolls, but it is reflected in stable residential areas. Existing and proposed recreation sites are shown in Figure 9.

As pointed out in a previous section of this report the number of persons 65 years old and over has increased a great deal in the past few years. This has been caused by a longer life span and as our life span continues to increase so will the number of older persons. Garden apartments have and will continue to provide a source of housing to the elderly couples and persons who no longer desire home ownership but who do not want to move out of Little Ferry.

These people differ in their recreational needs but collectively they require special facilities as do adolescents. Such facilities fall into the area of passive recreation and can be further broadly defined as outdoor and indoor needs such as quiet park areas with benches and indoor meeting rooms. These areas should be incorporated into park plans by the Borough. Indoor facilities will probably be available in the meeting rooms of the Municipal Building. In addition, it is probable that these people will form their own groups and clubs or find their recreation outlets in civic clubs and associations. In any case, these groups should be considered in recreation plans as their needs are defined and they are growing as a percentage of the total population.

Little Ferry now has over 17 acres devoted to recreation uses. The Master Plan proposes to double this acreage to more than 34 acres of recreation space.

The following are generally considered basic facilities which should be provided in a recreation plan:

- (1) Playlot: The playlot is a small area intended primarily for children of preschool age. Since it serves as a substitute for a backyard, in

highly urbanized areas such facilities are not proposed for Little Ferry due to the fact that the Borough is predominantly developed with single and two family dwellings.

- (2) Playground: The playground is designed to serve the fundamental play needs of children 6-14 years old. Ideally, there should be a playground within a quarter to half-mile of every home. Since the playground is used by children of elementary school age it is considered appropriate to locate it adjacent to an elementary school if possible.
- (3) Park: A park serves the outdoor recreation needs of all citizens and should be located near the center of town. In it are all the elements of the playground plus picnic areas and more highly developed play areas.

At the present time Little Ferry lacks adequate recreation facilities, but not the physical sites for their placement. Sites of adequate size and location are readily available. Recreation facilities in Little Ferry should be expanded and developed in the near future. The following lists the existing and proposed recreation areas:

Existing:

- (1) Indian Lake Park - Located on the same block as Indian Lake adjacent to the Summit Circle residential area and Bergen Turnpike, this area contains a ballfield and field area.
- (2) School Sites - Both Washington and Wilson schools have small macademized areas on the school property.
- (3) Mehrhof Road Playground - Located at the south end of Mehrhof Road near the Borough garage. This site contains ballfields and some playlot equipment.

- (4) Liberty Street - The site of the proposed Municipal Building now contains a wooded park area and playlot equipment.
- (5) Sites on which playground equipment is located are: Indian Park; opposite Lafayette Street on Mehrhof Road; the intersection of Grove and Katherine Streets; the Municipal Building site; the intersection of Fehrs Street and Redneck Avenue and at the corner of Pickens and Main Streets.

Proposed:

- (1) Indian Lake Park - to remain as one of the six neighborhood playgrounds.
- (2) Redneck Avenue Park - Located on 8.34 acres west of Wilson Street, this Borough owned area will be held in reserve for a second playground. The playlot at the corner of Fehrs Street and Redneck Avenue will be used for residential development and its facilities moved across the street to the new playground.
- (3) Mehrhof Road - The existing playground will be developed and enlarged as a third playground adjacent to the proposed elementary school.
- (4) Municipal Center Park - A playground and park will be developed in conjunction with the Municipal Building to the rear of the new municipal building. This will provide Little Ferry with a centralized park adjacent to the Municipal Building and a fourth playground across the street from the Washington School.
- (5) Willow Lake - Plans foresee the draining and filling of Willow Lake with fly-ash by Public Service. This site will then be used for a large playground and possibly a new elementary school to replace Wilson School.
- (6) Proposed playground south of Birch Street development.

This plan will give Little Ferry adequate recreation space for the entire present and future population. Playgrounds will then be within one-quarter mile of most residential areas and one-half mile of all residential portions of the Borough.

Municipal Building

At the present time public offices and services are located in the municipal offices on Main Street and in the fire station on Marshall Avenue. A municipal building located on the Borough owned property on Liberty Street across from Washington School will provide space for all Borough offices, the police department, fire department and recreation facilities. On the same property will be the Borough Park and a large parking area. Figure 8 shows the proposed layout of the municipal building and surrounding parking.

The municipal building will be the first of the proposed buildings to be built by the Borough. In it will be housed the police department, council chambers, tax assessors and tax collectors office, a borough clerk's office, building inspector's office, and other committee and board meeting rooms and offices.

Federal loans are available through the 702 program for the planning and design of the municipal building. Such loans are interest free and need not be paid back until actual construction has begun.

Fire and Police Departments

The Fire Department has two buildings on Main Street and Marshall Avenue. It is recommended that the National Board of Fire Underwriters make a survey of the Borough to determine the facilities needed in the Borough. If a new firehouse is found necessary it should be incorporated as part of the municipal building. The Police Department is now located in extremely close quarters in the rear of the Marshall Avenue fire station. New facilities are needed immediately for the Police Department and should be included as part of the municipal building facilities.

Library

In our previous report we stated that the library is now adequate for the needs of the Borough. No expansion or enlargement of the present facilities is necessary.

BOROUGH OF LITTLE FERRY
BERGEN COUNTY, NEW JERSEY

MUNICIPAL BUILDING SITE PLAN

LEGEND

- TWO FAMILY RESIDENTIAL
- MULTI FAMILY RESIDENTIAL
- COMMERCIAL
- QUASI - PUBLIC
- PUBLIC

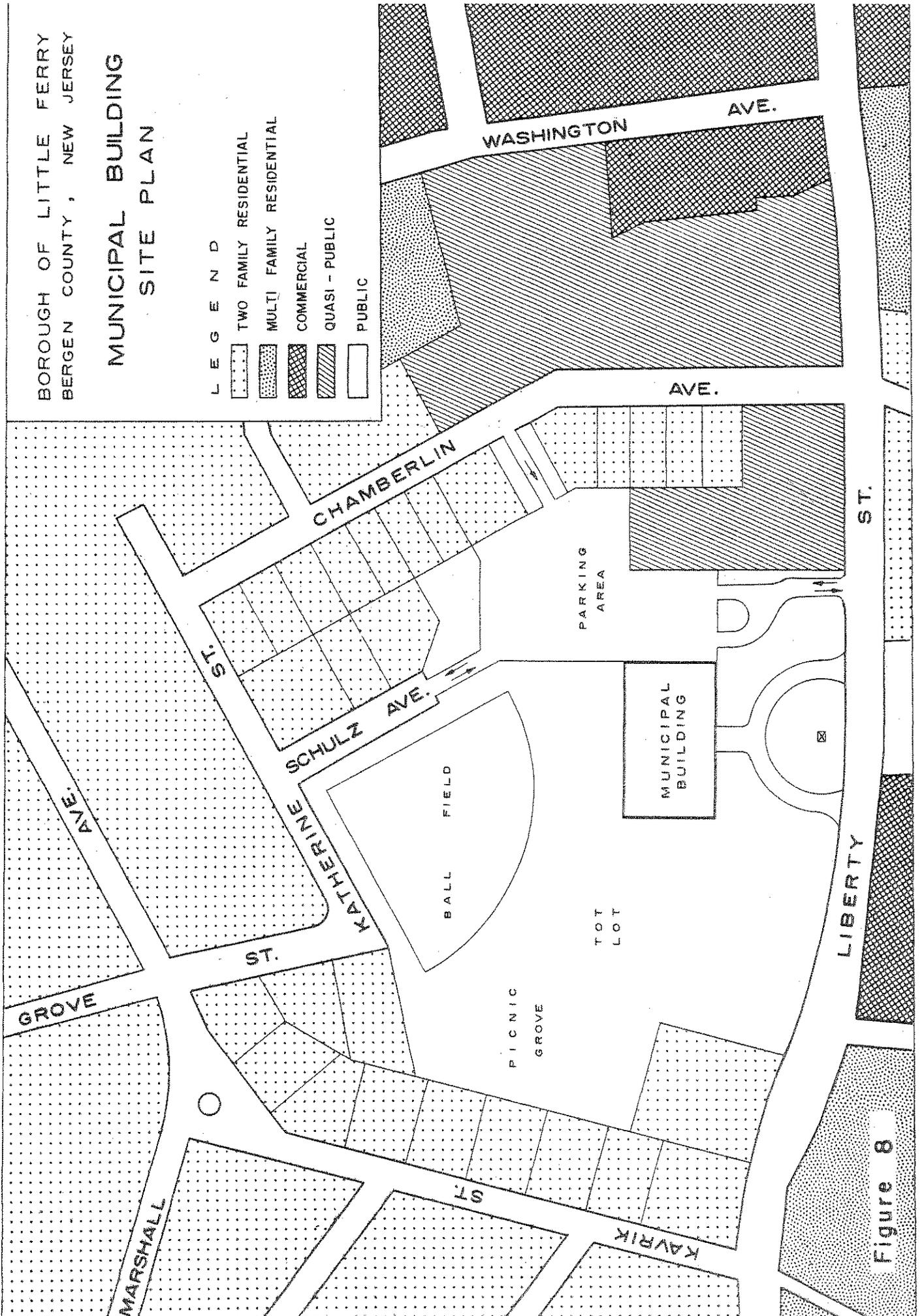


Figure 8

Quasi-Public

The present quasi-public facilities include three churches, two cemeteries, VFW, American Legion and Sokol Halls and a parochial school. Additional facilities are not proposed as part of the Master Plan. Quasi-public facilities will be permitted uses in all zones under the proposed Zoning Ordinance.

Circulation Plan

One of the major problems facing Little Ferry is traffic congestion on major streets in the Borough. This problem will grow worse in the future unless solutions are found. The proposals made in this section of the Master Plan are designed to improve traffic flow within the Borough. It should be noted that effectuation of these proposals will take a large amount of time and effort by the Borough officials and citizenry. Many of these improvements fall within the jurisdiction of the County and State governments and should be effectuated by them.

There are four types of streets covered in the circulation plan for Little Ferry. A description of these streets and recommendations based upon our studies follows:

- (1) Major Highways - Such roads are of an inter or intra-regional importance and are almost always part of the State or Federal highway systems. Route 46 is the only major highway in Little Ferry. The completion of Route 80 less than a mile north of the Borough will greatly influence traffic conditions along Route 46.

Route 46 is used by commuters between New York City and the Bergen-Passaic area and serves as access to the many business uses located along its frontage. Route 46 carries 38,000 to 43,000 or more vehicles daily. In Little Ferry on a stretch of road only 0.8 of a mile long there are eight roads intersecting Route 46 in addition to over forty businesses fronting on the highway. Since Route 80 will parallel Route 46 from New York City across New Jersey, much of the traffic on Route 46 will be diverted to Route 80 easing the rush hour tie-ups in Little Ferry. However, the effect of Route 80 will only temporarily ease traffic volumes and the situation will eventually revert to what it is at present. According to the New Jersey State Highway Department, traffic volumes on

Route 46 through South Hackensack, Little Ferry and Ridgefield Park will be 50% of its normal volume after Route 80 (Bergen-Passaic Expressway) is opened to traffic and that 20 years later the Route 46 traffic will again reach the current average daily traffic volumes.*

Grade separated intersections along Route 46 in Little Ferry are a necessity at the present time at Liberty Street and the traffic circle at Bergen Turnpike. Grade separated intersections are proposed at these two points on Figure 8.

Bergen Turnpike and the traffic circle are now saturated with traffic from rush hour commuters and the new shopping center and drive-in theater. Route 46 is also a bottleneck during the rush hour period. According to the State Highway Department, improvements to the traffic circle and at Liberty Street may not be made in the near future due to the expected volume decrease on Route 46 as a result of the Bergen-Passaic Expressway. If grade separations are not built at these two points and if traffic volumes do not decrease to the expected point, the Borough, County and State officials should consider developing an interim plan to improve traffic flow at these intersections. Consideration, particularly should be given to prohibition of left turns on Route 46 into Liberty Street. These improvements should be developed at minimum cost to improve traffic flow along Route 46 until the time that grade separated intersections can be built.

In order to avoid turning movements and side friction which are safety hazards and which impede the flow of traffic along Route 46, the following streets should be dead-ended and not allowed to intersect with the highway: Summit Place, Frederick Street, Charles Street, Garden Street and Brandt Street. We further propose to eliminate the traffic

*Correspondence to Passaic Valley Citizens Planning Association from New Jersey State Highway Department, dated April 18, 1963.

signal and intersection at Grand Street and Route 46. These improvements should be made only when grade separated intersections are created at both Liberty Street and the Route 46 traffic circle. Such construction would speed up the flow of traffic along Route 46 and eliminate congestion on the County and Municipal roads within the Borough. It is recommended that a pedestrian overpass be constructed over Route 46 in the vicinity of Grand Street. Such facility is needed for the safety and convenience of school children. It is recommended that this should be constructed by the State Highway Department.

The Bergen County Planning Board has proposed a much needed north-south expressway to speed up north-south travel in central Bergen County. This road would extend northward from an area south of Route 3 to the New York Thruway or Palisades Interstate Parkway and would cut through Little Ferry from Moonachie to Hackensack along the Hackensack River. However, since this Bergen County Planning Board report was finalized in 1958, many new shopping centers, warehouses and industrial establishments have developed in the path of the proposed route. These new structures begin in Little Ferry with the new shopping center and drive-in theater and extend north past Hackensack making construction of such a road a tremendously costly operation. We do not feel this highway will be constructed in the near future, if at all. The route is not shown on the Little Ferry Master Plan.

- (2) Primary Streets - These streets are of intermunicipal importance. Liberty Street, Bergen Turnpike, Main Street and Redneck Avenue are primary streets in addition to being County roads. The proposed extension of Bergen Turnpike through Moonachie to Washington Avenue in Carlstadt and the proposed Huyler Avenue-Redneck Avenue connection through Little Ferry and Moonachie are classified as primary streets.

A. Existing Primary Streets

Liberty Street is 50 feet wide in most sections and is slowly being

widened to 60 feet where new construction has taken place. Since this street carries such a large volume of traffic and is the most heavily traveled artery within the Borough with the exception of Route 46, it should be widened to at least 60 feet. Attention should be given to intersection improvements at: Liberty Street and Washington Avenue, Main Street and Route 46. The proposed grade separated interchange with Route 46 would greatly improve traffic flow on Liberty Street.

Liberty Street runs through the center of the Borough connecting Hackensack and Moonachie and serves as the link in Little Ferry for traffic using the River Street extension and Moonachie Road in Moonachie which becomes Washington Avenue in Carlstadt. The predominant users of this facility are trucks and commuters. At peak hours the volumes on the street exceed its capacity resulting in congestion particularly at the Main Street intersection. To relieve the traffic volumes on Liberty Street a circumferential route has been developed. The Bergen Turnpike Extension will connect River Street in Hackensack to Washington Avenue in Carlstadt and should materially relieve traffic volumes on Liberty Street. Liberty Street will then be able to better accommodate local traffic and some remaining through traffic.

Main Street has a width of 50 feet in most places which is adequate according to County standards. This street serves as the primary commercial street for general business in the Borough. The western portion of Main Street carries industrial traffic between Liberty Street and Route 46.

Bergen Turnpike is the second most heavily traveled primary street in the Borough. With the addition of the shopping center and drive-in theater, it may soon receive more traffic than Liberty Street. Its right-of-way of 66 feet is adequate for the present traffic burden. Until a few months ago the Bergen Turnpike served

as an extension of Hudson Street to Route 46 for through traffic. Now, however, traffic generators have been created in this area with the new developments adjacent to the Bergen Turnpike right-of-way. These new commercial facilities serve to make the Route 46 traffic circle more inadequate than ever before.

B. Proposed Primary Streets and Improvements

Bergen Turnpike Extension

This road is needed to:

- (1) eliminate truck and commercial traffic from Liberty Street;
- (2) provide a faster, more direct route for vehicles whose origins and destinations are north and south of Little Ferry;
- (3) provide a major truck route for industrially oriented traffic to the meadowland areas of Little Ferry, Moonachie, Carlstadt, and southern Bergen County without using the existing major streets which cannot handle such traffic. These areas are now developing industrially adding to the need for a major through road.

Such a road will remove most of the industrially oriented traffic from Liberty Street, reduce traffic volumes through the center of the Borough, lessen traffic congestion and facilitate traffic flow and turning movements.

This road is proposed to start at Washington Avenue and Mehrhof Lane, proceed through the end of Industrial Avenue and the Clay Pit area, past the Texaco plant and finally through the Bergen County Sewer Authority lands to Moonachie, Carlstadt and Washington Avenue in Carlstadt. Since this road traverses County land, is the extension of a County road and goes through three municipalities, it would by necessity be a County road project. The Borough would, therefore,

have to seek the cooperation of the County as well as Moonachie, Carlstadt and the Bergen County Sewer Authority. The Route 46 traffic circle should be improved when this road is completed.

If this road is not constructed more and more industrial traffic will flow through Little Ferry to areas in Moonachie and Carlstadt which are now being developed with industry. In addition, the Route 46-Liberty Street and the Main-Liberty Street intersections will face a problem of greater magnitude than already exists.

The Main Street-Bergen Turnpike-Washington Avenue intersection should be redesigned to create a safe intersection capable of handling the greater volume of traffic anticipated. This situation is extremely dangerous and its correction should be one of the first problems to be solved.

Huyler Avenue Extension

This proposed road will extend from Huyler Avenue and Route 46 south along the Little Ferry border to Redneck Avenue in Moonachie at a point approximately one-quarter of a mile from Little Ferry. This road will divert truck and commuter traffic from Liberty Street and Redneck Avenue in Little Ferry and will serve to open up the industrially zoned land in Little Ferry opposite Teterboro Airport.

This road will also be a County road as it extends from one County road to another through two municipalities.

Without this road industrial traffic from the Moonachie-Carlstadt industrial areas near Redneck Avenue will use Redneck Avenue and Liberty Street in Little Ferry to reach Route 46. This traffic would adversely affect the stability of the residential areas along Redneck Avenue in Little Ferry. The proposed road will allow industrial traffic to reach Route 46 opposite Huyler Avenue without traversing any residential area.

Together with Routes 80 and 46 and the Bergen Turnpike Extension this proposed road will give Little Ferry a circumferential circulation system for commuters and truck traffic. Both of these proposed County roads should have rights-of-way of 66 feet.

Redneck Avenue carries a small volume of traffic for a primary street but it is important to the circulation system of the Borough. The proposed Huyler Avenue Extension will divert existing and future industrial traffic from Redneck Avenue thus preserving the residential development along its frontage. This street has an adequate right-of-way width but the pavement is in poor condition and should be repaved, widened, and curbs and sidewalks should be installed.

- (3) Collector Streets are those streets which function as carriers of local traffic to the primary streets or major highways. These streets are as follows:

Washington Avenue now has minor shopping facilities and serves as a connection between Bergen Turnpike and Liberty Street. The greatest volume of traffic on this street is between Liberty Street and Industrial Avenue. When the proposed Bergen Turnpike Extension is completed the industrial traffic (trucks and commuters) will not use Washington Avenue to any great extent and the volume will be reduced. The widening of Washington Avenue is improbable until urban renewal removes some of the older buildings which restrict such widening.

Mehrhof Road will continue to serve as a main collector street along with Eckel Road for the residential area south of Washington Avenue. Mehrhof Road will connect with the proposed extension of Bergen Turnpike, but it should be restricted to use by passenger automobiles only. Mehrhof

Road is of adequate width for the present time, but further studies should be made once the Bergen Turnpike Extension is built.

Eckel Road is the other less important street in the southern residential area of the Borough. This street right-of-way width should be widened from Jefferson Street to Liberty Street or parking prohibited in this three block area.

Franklin Street is growing in importance with the residential growth in this area of the Borough. This street should be repaved, widened and curbs and sidewalks should be installed along its entirety.

- (4) Local Access Streets are those giving direct access to abutting property. The remaining streets in Little Ferry function as local access streets. The plan proposes a few changes in this street system - mainly street vacations and new subdivision patterns.

A. Street Vacations - The following street vacations should take place for a better, safer street circulation plan.

Rose Street and Crescent Street will be vacated from points 200 feet west of Mehrhof Road to their existing westerly point of termination. The vacated property should be used by the Borough for a school and playground site.

The last 150 feet of Dietrichs Street could be vacated and used for industrial purposes.

The narrow right-of-way connecting Marshall Avenue and Katherine Street should be vacated and turned over to adjacent property owners.

Petersilge Drive should be terminated at the northeast corner of the Wilson School property as shown. The remainder of the street will be turned over to adjacent property owners for two family and industrial use.

Frederick Street from Route 46 to Kaufman Avenue.

Harris Street.

A portion of Fehrs Street as shown on the Plan.

Mehrhof Lane, at the time extension of Bergen Turnpike is constructed.

A portion of Schulz Avenue within the proposed municipal building site.

The portion of William Street intersecting with Jackson Street could be vacated for two family use when apartments are built on William Street.

The ends of Romanko Avenue, Summit Place and Charles, Garden and Brandt Street should be dead-ended for safety reasons.

In addition, three proposed garden apartment developments would also cause street vacations if and when completed. Although these streets are primarily used for access to two family dwellings the creation of garden apartments would cause changes in street patterns depending upon the size and locations of these developments. It is possible also that these three streets, Treptow Street, Alfred Place and William Street, would be used for access to the apartments or retained as they now exist. These situations will have to be studied at the time such developments and accompanying zone changes are proposed.

B. Street Improvements

1. Five new rights-of-way are proposed for low density residential areas as shown on the proposed land use and circulation plans. They are: a large subdivision of Borough owned property extending from Mehrhof Road west across Little Ferry to Losen Slote, the rerouting and extension of Fehrs Street and Niehaus Avenue to Redneck Avenue, the extension and looping of St. John Street to reintersect with Redneck Avenue directly opposite the extension

of Niehaus Avenue, the extension of Taylor Street to Ann Street and Ann Street to William Street, and finally connecting Maiden Lane to Mehrhof Road. Other proposed rights-of-way include numerous turn-arounds of existing and proposed dead end streets.

2. New curbs and/or sidewalks should be installed where missing on the following local access streets: Backiel Street, Indian Lake Drive, Lakeview Avenue, St. John Street, Niehaus Avenue, Union Avenue, and Industrial Avenue. These local access streets get or will get far more than normal usage and therefore curbs and sidewalks should be constructed.

PLAN EFFECTUATION

PLAN EFFECTUATION

The Master Plan is officially adopted by the Planning Board after public hearing. After the Master Plan is adopted several items of the State Enabling Legislation apply. These are as follows:

"The governing body or other public agency having jurisdiction over the subject matter, before taking action necessitating the expenditure of any public funds, incidental to the location, character or extent of one or more projects thereof, shall refer action involving such specific project or projects to the Planning Board for review and recommendations and shall not act thereon without such recommendation or until forty-five days after such reference have lapsed without such recommendation. This requirement shall apply to action by a housing, parking, highway or other authority, redevelopment agency, school board or other similar public agency federal, state, county or municipal." (R.S. 40:55-1.13)

". . . Where the Planning Board after hearing has adopted portions of the Master Plan with proposals regarding the street system within the proposed subdivision, the Board may require that the streets shown conform in design and in width to the proposals shown on the Master Plan. No street of a width greater than fifty feet within the right-of-way lines may be required unless said street already has been shown on such Master Plan at a greater width, or already has been shown in greater width on the Official Map." (R.S. 40:55-1.20)

Adoption of a Zoning Ordinance

The existing Zoning Ordinance, which has been in effect since 1937, with some minor changes through the years, is no longer adequate for current needs. A proposed new Zoning Ordinance, consistent with the Master Plan, will be submitted to the Planning Board separately.

Adoption of a Subdivision Ordinance

We have studied the existing Subdivision Ordinance adopted in 1960 based upon a state model. This Subdivision Ordinance is adequate for the needs of the Borough.

Adoption of an Official Map

The Official Map is an additional aid in effectuating the Master Plan. The 1953 State Enabling Legislation defines the Official Map as, "A map adopted by the Governing Body showing the location and width of streets, drainage rights-of-way and the location and extent of public parks and playgrounds, whether existing or proposed." The Master Plan covers these facilities and more. However, the Master Plan proposals are general in nature. For example, proposed parks and playgrounds are shown in general locations and the precise boundaries are not established. Similarly, proposed new streets are shown in general locations and not specific rights-of-way.

On the other hand, the Official Map must be drawn with precision. In some cases an engineering survey must be made before a facility is adopted as part of the Official Map. The legislation states that the Official Map shall be deemed conclusive with respect to streets, drainage rights-of-way and parks and playgrounds.

The reservation of land for municipal purposes for one year subsequent to subdivision approval is permitted upon adoption of either the Master Plan or the Official Map. In addition, the adoption of an Official Map prohibits construction in the bed of a mapped street or drainage right-of-way.

Several recommendations for new streets and street widenings have been made in the text and maps of the Master Plan. These areas should be placed on the Official Map after engineering surveys. Further, once precise boundaries for the proposed parks and playgrounds have been decided upon, these also should be adopted as part of the Official Map. In Little Ferry's case, however, this latter step is not too important as the Borough already owns the vast majority of the land proposed for parks and playgrounds.

Urban Renewal

Throughout this report urban renewal has been mentioned as a means of achieving planning objectives. This section outlines briefly: what urban renewal is; what types of areas may qualify; how the community establishes an organization to carry out the program; and how it is financed.

Urban renewal is concerned with the following:

- (1) Conservation - preventing the spread of blight into standard areas.
- (2) Rehabilitation - rehabilitating and conserving areas that can be economically restored.
- (3) Redevelopment - clearing and redeveloping areas that cannot be saved.

The basis for urban renewal is the Housing Act of 1949 as amended. Title I of this Act sets forth policies whereby municipalities, together with the Federal Government and private enterprise, can eliminate blight and rehabilitate deteriorating neighborhoods. In one project area renewal may result in the clearance of all structures and re-use of the property for a completely different purpose. On the other hand, a project may involve rehabilitation by present owners, who are encouraged to improve property by advantageous mortgage terms, available to persons in designated renewal areas.

Pre-requisites for Renewal

To be eligible for urban renewal funds a municipality must submit a "Workable Program (Program for Community Improvement)" to the H.H.F.A. The seven requirements of the Workable Program are as follows:

- (1) Adequate codes and ordinances, effectively enforced;
- (2) Adequate administrative organization to carry out the urban renewal program;
- (3) Analysis of blighted neighborhoods to determine the treatment needed;
- (4) A comprehensive plan for development of the community;

- (5) Ability to meet financial obligations and requirements;
- (6) Responsibility for rehousing adequately all families displaced by urban renewal and other governmental activities;
- (7) Evidence that the program has been prepared with citizen participation.

The Master Plan, Zoning Ordinance and Subdivision Ordinance are essential components of the Workable Program. It will also be necessary for the Borough to adopt a Housing Code.

The Housing Code should establish minimum health and safety standards governing facilities such as plumbing and the maintenance and occupancy of housing. Other items generally included in Housing Codes are light, ventilation and heating requirements, safe and sanitary maintenance requirements and space and occupancy requirements. The minimum standards of the Housing Ordinance may be retroactively applicable to existing dwellings. Since many two family dwellings and garden apartments already exist, a Housing Code should be developed as soon as possible.

Eligibility Requirements

To qualify for federal assistance at least 20% of the buildings in a project area must be structurally deficient. In addition, the area must contain environmental deficiencies such as overcrowding of structures, mixed uses, obsolete building types, inadequate community facilities and inadequate streets.

How a Project is Initiated

The initial step in the urban renewal process is the submission of a Survey and Planning Application to the HHFA. The Application contains an analysis of land use, the extent of deterioration, and the extent of relocation. An estimate of the Federal grant requirement is prepared, and evidence of the community's ability to finance its share of the program is submitted. A budget for the Local Public Agency is prepared and the Municipal Attorney supplies a Legal Information Report. The Local Public Agency may be a Housing Authority, a Redevelopment Agency or the Governing Body.

Upon approval of the Survey and Planning Application, the Federal Government will reserve a capital grant sufficient to cover its share of the project costs.

Administrative and project planning costs are financed with Federal advances. These expenditures are included as part of the gross project costs which are shared by the Federal Government and the municipality. Should the municipality abandon the project for any reason, it is not required to repay any of the planning costs.

Carrying Out a Renewal Project

Upon completion of the Survey and Planning phase, the Local Public Agency submits an application for Loan and Grant which outlines in detail the renewal plan, property to be acquired, relocation proposals, re-use proposals and the financial plan. When the application is approved, funds are made available to relocate families and to acquire and clear property.

Subsequently the Local Public Agency arranges for disposition. The land sale will be determined by the re-use plan and the marketability of the site. It may be sold to one or more private redevelopers by means of an auction or through negotiation. The site will then be developed according to a predetermined plan which will have been approved by the Local Public Agency, Planning Board and Governing Body.

Cost Sharing

The differences between the costs involved in acquiring the land (including administrative, project planning, acquisition costs, clearing costs) and the sale price is the net project cost. Normally, the cost is shared 2/3 by the Federal Government and 1/3 by the municipality. However, the Housing Act of 1961 provides that for renewal projects in municipalities under 50,000 population, 3/4 of the net project cost will be borne by the Federal government and 1/4 by the municipality.

Any non-cash contribution that the municipality makes to the project, such as school construction, park or playground sites, or utility improvements, is deducted from the municipality's share of the net project cost. Thus, by timing the municipal capital improvement program with urban renewal, the local cash contributions can be kept to a minimum.

Urban renewal through public assistance or by private developers has been suggested at a few locations in Little Ferry. These locations were previously discussed under the Garden Apartment Section of the Land Use Plan.

Capital Improvements Programming

In order to carry out a physical plan it is necessary to develop a financial plan which will permit the scheduling of needed projects over a long period of time. The long-range coordinated scheduling of capital improvements, known as capital programming, combines physical and financial planning in a way that the governing body may anticipate the community's needs. It is a practical means of assuring that municipal services and capital projects will be provided, based upon necessity and ability to pay.

The soundness of capital programming is reflected in 1938 state legislation which made capital programming mandatory for each municipality (R.S. 40:2-61). The Division of Local Government has urged municipalities to adopt a capital improvements program but the legislation has not been enforced.

Recommended Capital Improvements

Capital projects as recommended in the Master Plan to be carried out during the range of the Master Plan follow. It should be noted that these items are not listed in a priority schedule.

- (1) Construction of new elementary school on Borough property off of Mehrhof Road.

- (2) Construction of playground at above site.
- (3) Construction of civic center on Borough property on Liberty Street opposite Washington School.
- (4) Construction of park and playground at site mentioned in project 3.
- (5) Draining and filling Willow Lake.
- (6) Construction of a new elementary school and playground on the filled in Willow Lake site upon the vacation of Wilson School.
- (7) Construction of a playground-playlot on Borough property south of Birch Street.
- (8) Construction of two primary roads and the redesign of an intersection.

All these projects concern County roads and would be County projects.

- (a) Extension of Bergen Turnpike to Carlstadt through the Bergen County Sewer Authority.
 - (b) Redesign and straightening of the Bergen Turnpike-Main Street-North Washington Avenue intersection.
 - (c) Construction of a road from Redneck Avenue in Moonachie to Huyler Avenue in Teterboro.
- (9) Construction of a playground on Borough owned land north of Redneck Avenue.
 - (10) Urban renewal projects.

Capital Improvements to be Considered for the First Six-Year Capital Improvements Program

<u>Project</u>	<u>Estimated Cost</u>
1. Construction of Civic Center	\$125,000-150,000
2. Construction of Park and Playground at Civic Center	\$3,000
3. Construction of Playground on land south of Birch Street	\$1,500

<u>Project</u>	<u>Estimated Cost</u>
4. Construction of Playground off Mehrhof Road at new elementary school site	\$2,500
5. Construction of new elementary school off Mehrhof Road	\$400,000-450,000

It should be noted that the above figures are rough estimates. Item 1, the Civic Center, will include facilities for the police department, possibly the fire department, all borough offices, council chambers and meeting rooms for the various boards. Item 5, new elementary school, is necessary in the near future. Since the construction of this facility will be necessary in the late 1960's or 5 to 7 years hence, this facility could be placed in the six-year program either now or several years from now. This project would also be financed through a bond issue over a 20-30 year period.

In addition to the above projects suggested in the Master Plan, requests from the various municipal departments and Board of Education should be considered. These requests plus the above lists should then be studied and priorities established. If it is found that all of the items in the priority list cannot be financed during the six years, then those of least priority should be deferred.

Based on our study of the existing municipal (net and school) debt, Figure 10, we find that Little Ferry will have a bonding capacity to take care of the future needs previously listed. As shown in Figure 10, there will be a bonding capacity of \$1,800,000 in 1964 or \$1,500,000 above the current debt. In 1970 these figures will rise to a bonding capacity of \$2,200,000 plus which will be \$2,100,000 above the anticipated debt at that time. The debt limit up to 1970 is our estimate based upon possible construction and value of property until 1970.

The reason for the great increase in the debt limit between 1961 and 1964 is the change in the assessment ratio from 15.78% to 45.82%.

BOROUGH OF LITTLE FERRY MUNICIPAL DEBT

DEBT LIMIT & NET & SCHOOL DEBT

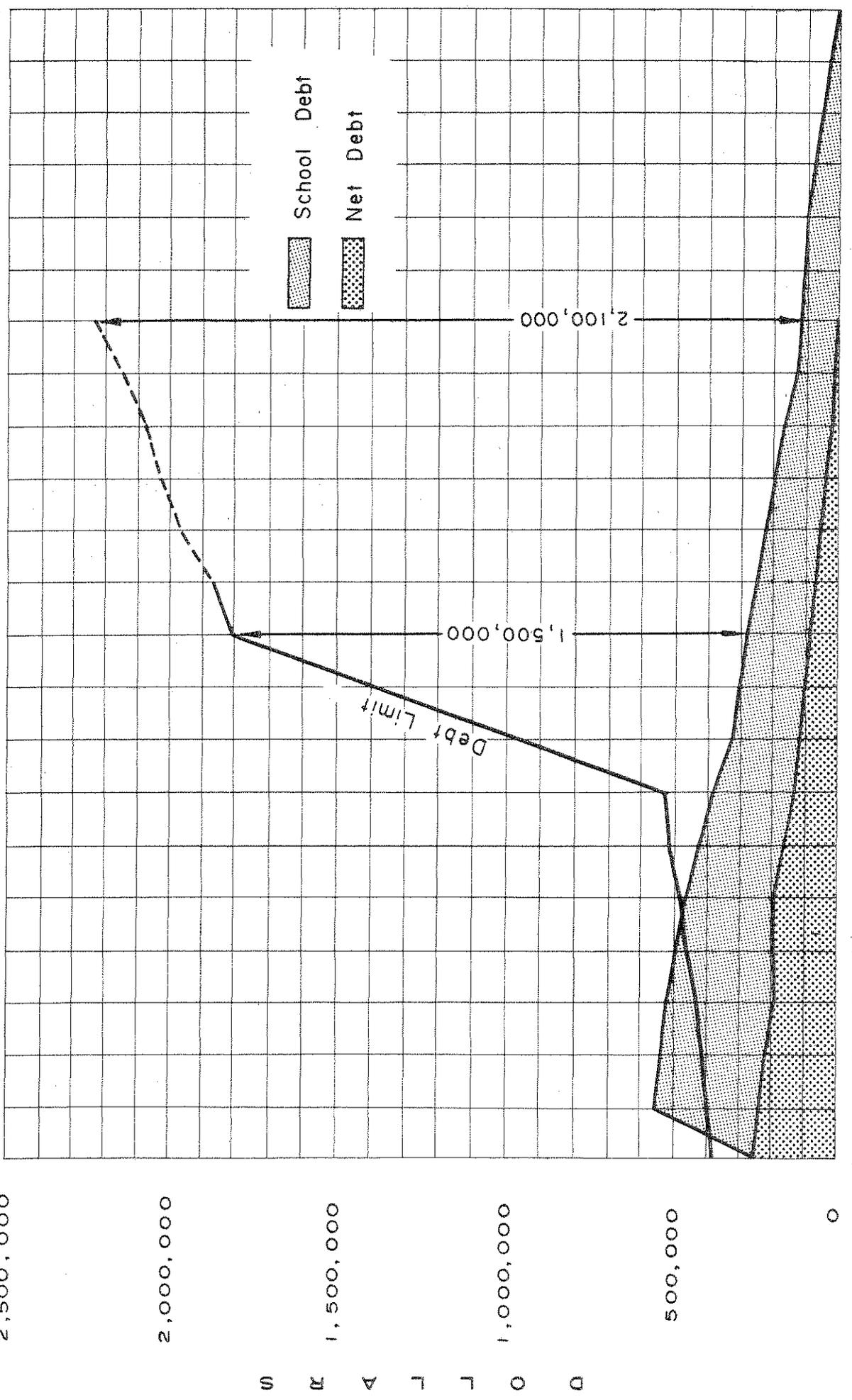


Figure 10

Method

The Planning Board should prepare a recommended capital improvements program which should be submitted to the governing body for its adoption. The Planning Board is familiar with the physical needs of the community after being involved in the preparation of the Master Plan. Its experience places it in a position to evaluate the importance of proposed projects, and it is logical that the Board should be involved in master plan implementation. The final authority, however, still rests with the governing body.

A common method of capital programming is to list all capital projects necessary within the next six years. This listing should then be converted to a priority schedule based upon the relative urgency of each project.

A schedule of anticipated annual operating expenditures, an estimate of annual revenues from all sources and an estimate of municipal debt retirement should be made for the next six years. By comparing the schedule of expected annual operating expenditures with the schedule of expected annual income, a net surplus or net deficit is obtained. If a surplus is obtained, this gives an indication of the amount of money which may go into capital projects and any additional operating expenditures which may result from the additional capital improvements within the bounds of the present tax rate.

From the priority list of capital projects specific projects should be chosen for inclusion in the annual municipal budget on the basis of necessity and ability of the municipality to finance the project.

A suggested procedure for developing the six year capital project list is outlined below.

- (1) The Planning Board should distribute project proposal forms to all municipal departments which contemplate capital improvements. Each department should supply a list of capital items which it feels necessary and an estimate of the cost of each.

- (2) Upon receipt of the project proposals the Planning Board should review each proposal with a representative of the agency making the request in order to gain a full understanding of the proposal.
- (3) After all project proposals have been reviewed by the Planning Board it should establish a tentative priority list. This document should be submitted to various municipal officials for comment which may lead to revisions.
- (4) A six-year capital improvement program should then be formulated and after public hearing recommended to the governing body. The projects of highest priority should be included in the regular municipal budget (capital budget). The lower priority projects should be relegated to succeeding years.

The major task will be the preparation of the first capital improvements program. Each succeeding year the job will be primarily to review, revise and extend the previous years capital improvements program.

Capital improvements programming provides a means of assuring that projects will be carried out in accordance both with predetermined priorities of need and with the community's ability to pay. Required bond issues and tax income can be foreseen and provisions for them can be made. Another advantage of programming is that it lengthens the period available for technical design. Planned projects do not have to be designed from scratch at the last minute. Reserve funds for capital projects can be built up in advance through a capital improvement fund.

BASIS FOR A CONTINUING PLANNING PROGRAM

BASIS FOR A CONTINUING PLANNING PROGRAM

The basic function of city planning is to prepare a general plan for the future development of a municipality and then to take the proper steps to bring this plan to realization. Once the Master Plan is adopted, it becomes the responsibility of the Planning Board, Borough Officials and citizenry to carry out its proposals. The adoption of the Master Plan is not the end product of planning, quite to the contrary, it is only the beginning.

The Master Plan, in order to fulfill its purpose, should be used as a guide in making long-range and day-to-day decisions about the future of the Borough. Its mapped and written proposals are not detailed. Its purpose is not to provide detailed answers to specific problems but rather to establish the broad framework within which to make decisions.

The policy decisions and planning solutions proposed in the plan are in generalized form. These decisions and solutions should be reviewed periodically and as the time for their effectuation comes closer they should be advanced to a more detailed stage. Thus, both the policies and solutions should be progressively refined before they become reality. However, if conditions alter the applicability of earlier findings and proposals, the policies and solutions should be reviewed and modified as necessary. Thus, major emphasis should be given to planning. The end product expressed in physical improvements should be the result of continuous planning.

In order to be effective, planning must be a continuous process. Many cities spend substantial amounts of money to undertake basic studies and produce a Master Plan; but there is no follow-through to establish planning as a continuing municipal function. Thus, the Master Plan gathers dust on an office shelf and is worth no more than the paper on which it is written.

The Role of the Planning Board in Implementing the Plan

The Planning Board should be the coordinating agency responsible for effectuation of the Master Plan. The principal processes employed in putting a comprehensive plan into effect fall into two major groups: (1) regulation and control of development and use of property; (2) the provision of public services, utilities and other physical improvements.

The Planning Board's duties regarding the first item should include the following:

- (1) review of proposed subdivisions,
- (2) review of request for zoning ordinance changes,
- (3) preparation of necessary amendments to the zoning and/or subdivision ordinance,
- (4) special planning studies,
- (5) initiation of urban renewal projects,
- (6) review and revision of the Master Plan when necessary.

Regarding the second item the Planning Board should be concerned with the following:

- (1) formulation and recommendation to the governing body of a capital improvements program,
- (2) coordination and review of proposed municipal improvements which are included in an adopted Master Plan. This is a requirement of 40:55-1.13 of the State Enabling Legislation.

Professional Assistance

Although the independent lay Planning Board can stimulate interest in urban development and can create an awareness and need for systematic planning, it has generally been found that a resident planner or planning consultant is essential to help formulate proposals and to carry them out.

The importance and advantages of planning ahead are being realized by more and more municipalities. At the same time the science of city planning is becoming more complex as the problems of urban development become more numerous, as our standard of living increases and as more is learned about causes and effects of various problems and solutions to these problems. Thus, it has been found advisable for lay members of a municipality who are responsible for making decisions concerning the municipality to consult with professional planners to help formulate plans and to effectuate these plans.

Most of the municipalities in this area, lacking a resident professional planner, contract with a consultant to carry out technical work. After a Master Plan and Zoning Ordinance are prepared and adopted, the services of a planning consultant generally include recommendations to the Planning Board regarding proposed subdivisions and zone changes, preparing needed amendments to the Zoning Ordinance, aiding the Planning Board in formulating an annual Capital Improvements Program, making special studies as directed by the Planning Board such as school enrollment trends or the need for additional housing for special groups, aiding the Planning Board and Redevelopment Agency in initiating and carrying out urban renewal projects, review and revision of the Master Plan when necessary and preparing special documents such as a housing code and workable program.