

# THE 2016 WOOD-RIDGE MASTER PLAN

AND

## MASTER PLAN RE-EXAMINATION REPORT



Ken Nelson, PP/AICP, Planning Consultant  
The Nelson Consulting Group  
2 Volcanic Hill Road  
Wantage, New Jersey  
973-903-3766

Prepared For:  
The Wood-Ridge Planning Board  
Frank Finke, Chairman  
85 Humboldt St.  
Wood-Ridge, New Jersey  
MARCH 8, 2016  
Revised – APRIL 11, 2016

Revised based on the Planning Board review of APRIL 28, 2016

## **Wood-Ridge Planning Board Members – 2015 / 2016**

Frank Finke, Chairman  
Paul Clemente, Vice Chairman  
Paul Sarlo, Mayor  
Councilman Ed Marino  
Chris Eilert, Borough Administrator, Mayor's alternate  
Kevin Trotter  
Debra Gentile (2015)  
Dominick Azzolini  
Renata Helstoski  
Jonathan Braid  
Jeffrey Magnuson  
Robert Rhule  
Mark Stellato

## **Consultants & Staff**

Paul Barbire Esq. Borough Attorney  
Gerry Salerno, Esq., Planning Board Attorney  
Kenneth Nelson, PP/AICP, Borough Planning Consultant  
Michael Neglia PE, Neglia Engineering, Borough Engineer  
Brian Intindola PE, Neglia Engineering, Board Engineer  
Brian Piccirillo PE, Neglia Engineering, Graphics Consultant  
Cathy Calabro, Board Secretary

\* This document was adopted by the Wood-Ridge Planning Board on: \_\_\_\_\_

\* The original of this document was signed and sealed in accordance with the provisions of NJSA 45:14A by:

---

Kenneth Paul Nelson PP/AICP  
NJ License # 1314

# TABLE OF CONTENTS

Section	Page
1. Introduction .....	1
2. Regional Setting and Planning History.....	2
3. The Master Plan Reexamination Report Requirement .....	3
4. Background Information.....	6
5. The Master Plan Elements.....	14
A - Statement of Goals, Objectives, Principles and Policies.....	14
B - The Land Use Plan.....	20
C - The Community Facilities Plan.....	25
D - The Transportation plan .....	26
E - The Housing Plan .....	26
F - The Recycling Plan.....	28
G -The Redevelopment Area Designations and Plans.....	28
H -The Relationship To Other Plans .....	29
6. Conclusions and Recommendations .....	30

## **APPENDIX A - MAPS**

Exhibit 1	Regional Location Map
Exhibit 2	Aerial Photo Of Wood-Ridge
Exhibit 3	Existing Land Use Map
Exhibit 4	Existing Zoning Map
Exhibit 5	Environmental Conditions Map
Exhibit 6	Community Facilities Map
Exhibit 7	Transportation Infrastructure Map
Exhibit 8	Land Use Plan Map

## **APPENDIX B – 2006 MASTER PLAN REEXAMINATION REPORT MATERIAL**

## **APPENDIX C – CENSUS MATERIAL**

# **1. INTRODUCTION AND PLANNING HISTORY**

This document was prepared over a period of more than eighteen months and is the first comprehensive master plan undertaken for the Borough of Wood-Ridge since the late 1970's. This document also includes a master plan re-examination analysis in order for the Borough to be fully compliant with the provisions of the New Jersey Municipal Land Use Law (NJMLUL) that govern the preparation of master plan re-examination reports. The issues related to the re-examination analysis are addressed, to a large extent, in the various master plan components and elements contained herein. However, Section 3 of this document provides a brief overview of the statutory requirements associated with a re-examination report and that section should be consulted in order to fully understand how this new master plan responds to the planning issues that are most important to the Borough.

Although the 1970's was the last time that the Borough Planning Board prepared and adopted a comprehensive master plan, in the intervening years since then, Wood-Ridge has been engaged in a variety of community planning efforts. Specifically, the Board conducted a re-examination of the Borough Master Plan in 1986 and again in 1991, 1997 and 2006, and also undertook other planning related efforts, such as the preparation and adoption of a Housing Element and Fair Share Plan. The most notable and most significant of the Borough's planning efforts, however, involved the redevelopment of a portion of the former Curtiss Wright property, now known as Wesmont Station, which has gained statewide recognition for the innovative planning policies incorporated into that project.

In addition, beyond the Wesmont Station planning and redevelopment effort, the Borough in conjunction with the previously mentioned master plan re-examination reports, adopted a number of master plan amendments, as well as several amendments to the Borough's land use regulations. In short, the Borough has diligently addressed its planning and zoning responsibilities in the decades since the last comprehensive master plan. Now, however, the Borough has decided that it is important to no longer rely on that aforementioned document and that a new comprehensive master plan, firmly rooted in the realities of the early part of the 21<sup>st</sup> century, will best serve the Borough in the years ahead

The Wood-Ridge Planning Board decided at the beginning of the Master Plan process to assign the responsibility for the preparation of a draft of a new master plan to a master plan committee. That committee chaired by the Planning Board Chairman, with technical assistance from the Borough planning consultant, included the Borough Administrator and the Borough Zoning Officer – both of whom are members of the Planning Board – and one other member of the Planning Board. The committee met throughout 2015 and reviewed material prepared by the planning consultant. At periodic intervals the committee reported its progress to the Planning Board.

It should also be mentioned, in terms of the Borough's planning history that several years ago the Borough Council combined the Planning Board and Zoning Board into one board. So, technically the Planning Board is now a Planning Board / Zoning Board or as most municipalities, with a combined board prefer – "Land Use Board". And one of the recommendations of this document is that the Wood-Ridge Planning Board officially be re-designated the Wood-Ridge Land Use Board

## 2. REGIONAL SETTING AND MUNICIPAL CHARACTERISTICS

The Borough of Wood-Ridge is a community of approximately 1.1 square miles located in the southwestern portion of Bergen County (see Exhibit 1) in Appendix A. The Borough is surrounded by five municipalities – Carlstadt to the south; Wallington and South Hackensack to the west; Hasbrouck Heights and Lodi to the north and Moonachie to the east. Three major transportation arteries help to define Wood-Ridge. They are Route 17, which runs north and south through the Borough and is a definite barrier separating the eastern part of the Borough from the larger western portion. The other two arteries are rail lines – the Bergen County Line that runs along the westerly border of the Borough and the Pascack Valley Line, which runs parallel to Route 17, almost immediately adjacent to it on the eastern side of that roadway. Given these major transportation arteries, as well as various bus routes, Wood-Ridge is well connected to the surrounding region. An aerial photo included herein as Exhibit 2 in Appendix A, depicts the physical character of the Borough, as well as its relationship to several of the municipalities that adjoin it. Although Wood-Ridge is part of the densely populated New York / New Jersey Metropolitan Area, with a density of approximately 7,000 people per sq mile, based on 2010 census data, it nevertheless retains the characteristics of a “small town” environment, where community facilities and activities help create friendships and loyalties that are often not found in larger municipalities. This has helped establish a unique “Wood-Ridge” character that contributes to the favorable quality of life for which Wood-Ridge is known. Wood-Ridge, however, is not a static community, inappropriately mired in its past. It is a community that has evolved in recent years, welcoming new residents, and that evolution may be best illustrated by the successful Wesmont Station project, which has received widespread community support.

In 2000, according to the US Census Bureau data, the total resident population, at that time, was 7,644. By comparison, the 1990 population was 7,506. So, over a ten year period, the Borough experienced modest growth, of approximately 2%, which added 138 residents to the population base of the community. The 2010 census data, by comparison, showed a slight decrease to 7,626 residents. However, the 2014 population estimate for the Borough, is 8,450 residents – a significant increase of over 800 new residents. Much of this increase is attributable to the development taking place at Wesmont Station. It is expected that as Wesmont Station approaches full “build out” by 2020, the resident population of the Borough will exceed 9,500 or more. It should also be noted that these census figures represent less than 1% of the total population of Bergen County. So, although Wood-Ridge is a relatively small municipality in terms of land area and population, it has a greater impact than would be expected, because of its location and other resources, including a well educated population with a median household income in excess of \$ 90,000 per year.

In summary, Wood-Ridge is a stable municipality with many assets and opportunities to offer. As we move further along into the 21<sup>st</sup> century, there will undoubtedly be many challenges the Borough will face. This master plan document is intended to be one of the tools that the Borough will have at its disposal to help address the anticipated challenges in the decades ahead. As with all municipal master plans, however, it is difficult to look into the future with any great precision. Therefore, this document will need to be reviewed periodically and probably updated, via the master plan re-examination process, as changes occur within the Borough, as well as throughout the region. So, this master plan should be viewed as a broad framework that can and should be adjusted, as needed, to the realities of the day. At the same time, it should be viewed as a document that contains some fundamental principles, which should remain constant and subject to minimal change. An example of such a fundamental principle is related to the fact that Wood-Ridge is primarily a single family residential community and should remain as such.

### **3. THE MASTER PLAN RE-EXAMINATION REPORT REQUIREMENT**

#### **A - Overview**

This document, The 2016 Master Plan, also includes in this section a Master Plan Reexamination Report component, which is in fulfillment of the requirement established by N.J.S.A. 40:55D-89 which, in part, states the following:

"The governing body shall, at least every six years, provide for a general reexamination of its master plan and development regulations by the planning board..." N.J.S.A. 40:55D-89 also stipulates that the contents of a re-examination report shall include:

- A. The major problems and objectives relating to land development in the municipality at the time of the last master plan or master plan reexamination report.
- B. The extent to which such problems and objectives have been reduced or have increased subsequent to that date.
- C. The extent to which there have been significant changes in the assumption, policies, and objectives forming the basis for the master plan or development regulations, as last revised.
- D. The specific changes recommended for the master plan or land use regulations, if any, including underlying objectives, policies and standards or whether a new plan or regulation should be prepared.
- E. Recommendations concerning the incorporation of any adopted redevelopment plans in the land use element of the Master Plan”.

In addressing the contents of N.J.S.A. 40:55D-89, a municipality has the opportunity and responsibility to consider the various factors that relate to both the physical and socio-economic conditions of the community. Although Wood-Ridge is nearly fully developed, it is important to note that a portion of the former Curtiss Wright site, now Wesmont Station, is scheduled to be fully redeveloped during the next several years. But even the remainder of the community is susceptible to some change, although that change may be subtle and almost imperceptible at times.

This document, the 2016 Master Plan and Master Plan Reexamination Report, is intended to help Wood-Ridge focus on the changes that have occurred since 2006, which have affected the community, and to establish the planning policies for the Borough in the years ahead. More importantly, the purpose of this document is to also identify those issues that are either affecting the municipality now and / or will do so in the future. This document, as already noted, is also a new Borough Master Plan, not just a re-examination report, which addresses a number of concerns that have been raised in the past.

In summary, the primary purpose of this portion of the document is to bring the Borough into full compliance with the provisions of N.J.S.A. 40:55D-89. In doing so, the planning issues specific to the Borough will be addressed and decisions will be made about what efforts are needed now, and in the

future, concerning each. It also needs to be emphasized that this document rests, to a certain extent, on the foundation established by prior Borough planning documents. This document, then, builds on what is still valid and discards that which is now outdated, or no longer appropriate and in the best interests of the municipality, at this stage in the Borough's history - the second decade of the 21<sup>st</sup> century.

## **B - The Major Land Use Problems and Objectives As Of The Date Of The Last Master Plan Re-examination Report**

The 2006 Master Plan Reexamination Report identified the major problems that existed at the time of the 1997 Reexamination Report, as well as the Master Plan Goals and Objectives that were included in the 1986 Borough Master Plan Reexamination Report. The 1997 document, in the section entitled Status of the 1991 Problems and Objectives, listed the items that were of concern to the Borough in 1991, as described in the re-examination report prepared at that time. Furthermore, the 1997 Reexamination Report also reported how those matters, identified in 1991, had or had not, been addressed as of 1997. In 2006 the same exercise was undertaken as in previous years. A comprehensive understanding of how the matters of concern, prior to 2006 were addressed or not, can be determined by consulting the 2006 document directly. Clearly during a nearly 30 year period, the Borough has been periodically evaluating the land use planning issues affecting Wood-Ridge, even though a new master plan had not been adopted since the 1970's. Sometimes the Borough has acted expeditiously to address matters of immediate concern, based on the contents of a master plan re-examination report and at other times it has been more appropriate to defer action on some matters – such as the recommendation to prepare this new master plan, which was first suggested a number of years ago and was deferred until the Borough had the financial resources to undertake the preparation of this comprehensive document.

Regarding the identification of the Problems & Objectives, as discussed in the 2006 document, they can be reviewed in detail in Appendix C. The most critical items identified at that time, in addition to many others, as listed in Appendix C, included the Wesmont Station project, the Borough's affordable housing obligation, the possibility of permitting hotels in the GB Zone and the need for a new Land Use Plan

This concludes the analysis of the land use planning related issues, problems and objectives that pertained to Wood-Ridge in 2006. The next subsection considers how these matters have been addressed since the date of the last reexamination report, especially how the Borough has responded to the matter involving the redevelopment of the Curtiss Wright property.

## **C - The Extent To Which The Prior Problems, As Well As The Goals And Objectives, Have Or Have Not Been Addressed**

This subsection focuses on the primary issues identified in the prior subsection. As already noted, the Wesmont Station project is well on its way to completion, although there are still some issues to be resolved there including the amount and types of commercial uses to occupy the site in the future. There may also be the need to reevaluate the location and / or configuration of the recreation fields that are currently part of the redevelopment plan. Next, the Borough's affordable housing obligation was addressed, via the NJ Council On Affordable Housing (COAH) in 2008 / 2009. However, through no fault of the Borough, substantive certification was not obtained, which is explained in some detail in Section 5 E herein. Nevertheless, the Borough has allowed for the inclusion of affordable units in the Wesmont Station project, as will be discussed later. Another important issue that was identified in 2006 was the need to allow for hotel facilities to be constructed along Route 17 in appropriate locations. A zoning ordinance was adopted by the Borough to facilitate that possibility. To date, no hotels have been constructed there because of changing and

unfavorable market conditions. The possibility, however, still exists that at least one hotel facility will be constructed in the not too distant future. Finally, the 2006 Re-exam, emphasized, as in the past, the need for a new master plan / land use plan and ultimately a new zoning map. This document is in fulfillment of that recommendation.

#### **D - Significant Changes In The Master Plan Assumptions And Policies**

The most significant change, since 2006, has been the economic crisis experienced nationwide, which still lingers today, although to a much greater extent elsewhere in the state and the country. The economy in Bergen County and Wood-Ridge has rebounded more quickly than many other locations, as evidenced by the level of development activity, especially the several hundred units that have now been constructed and occupied at Westmont Station. Beyond the economic downturn but somewhat related to it, there has been some concern about the future of both Hackensack St and Valley Boulevard in terms of their continued viability as commercial districts. Those two commercial corridors will be the focus of some discussion in Sections 4 and 5 herein

*Please Note: Normally in a master plan reexamination report the purpose of this section would to identify changes to the Master Plan, and the land use regulations of the Borough, which can be incorporated into the re-exam now or that should be undertaken, separately, at a later date. Since this document is also a new master plan, those changes will follow in the remaining sections of this document.*

## **4. BACKGROUND INFORMATION**

### **A - Demographics and Related Data**

Appendix C contains detailed information from the US Census Bureau's 2010 census program, as well as more recent data from the 2014 American Community Survey (ACS). The ACS data is developed by the US Census Bureau, as a way of keeping current, selected census information. However, not all census categories are the subject of these updates, so the ACS material is not as comprehensive or accurate as the material from the decennial census program.

The census material shows that Wood-Ridge is now beginning to grow more quickly than it has in the past, primarily because of the Wesmont Station project. However, given the limited amount of vacant land in the Borough, it is difficult to predict how much more the Borough will grow and change beyond the Wesmont activity. Additional portions of the Borough could be redeveloped at higher densities but that determination has not been made yet and even if the decision were made to encourage redevelopment, it would take many years from conception to implementation, based on the Borough's experience with Wesmont Station and the unpredictable nature of the marketplace.

The census material also documents some interesting characteristics of the Borough's population, such as the following:

- Approximately 15% of the population is over 65 and 21 % is under 18
- 87% of the population is White but there is a growing Asian and Latino population at 7.1% and 13.1% respectively
- 18.5% of the population is foreign born
- There are 3,051 housing units in the Borough. although with Wesmont Station still under construction, that number is probably now outdated
- The median value of a housing unit is \$ 391,000
- Nearly 40% of the population that is over 25 have college degrees
- The median rent is \$ 1,391
- The occupancy ratio is 2.73 people per unit
- The mean or average travel time to work for Wood-Ridge residents over 16 is 24.6 minutes

So, the preceding data and the remaining data in Appendix C presents a thumbnail sketch of the demographic and related characteristics of the Borough. The Borough is changing, although not dramatically, based on a comparison of the 2010 – 2014 data, versus earlier census information. The Borough will undoubtedly continue to change as Wesmont Station nears completion. However, the Borough should be able to absorb this increase in population and the change that comes with it, without any significant disruptions to the community fabric

### **B - Existing Land Use Conditions**

One of the first steps in crafting a master plan for a municipality is to develop an understanding of what currently exists on the ground in terms of the different types of land uses. This step is often done concurrently with crafting a set of master plan goals and objectives, which are intended to guide the preparation of the community master plan and which are intended to serve as a

checklist, as decisions about the future land use composition of the community are made.

Determining existing land use conditions should be an exhaustive analysis of what currently is located on each lot in a municipality. Various sources, such as tax records, rental property lists, past land use surveys, aerial photos, historical records and other relevant sources are often used for this purpose. That is what was done in compiling the existing land use data for Wood-Ridge. In addition, to consulting those sources, a field verification program was undertaken to confirm the reliability of the aforementioned material and / or to resolve conflicting data.

The data in question was compiled and then that information was transferred to a base map of the Borough – see Exhibit 3 in Appendix A - Existing Land Use. That map depicts in graphic form the overall development pattern in the Borough. Exhibit 3 has eleven categories associated with it. They are:

- Single Family Residential
- Two Family Residential
- Multi Family Residential
- Commercial
- Industrial
- Vacant
- Parks
- Public / Quasi Public
- Mixed Use Redevelopment Area
- Streets
- Rail Lines

These are the types of categories generally used in an existing land use survey and they have been specifically tailored to the conditions in Wood-Ridge. Some thought was given to adding some other typical categories, such as offices or mixed commercial / residential but there are few such examples of those categories in Wood-Ridge, so it was decided to include in the Commercial category, both retail and service commercial uses, as well as offices and the limited number of situations where commercial uses are found on the ground floor and residential apartments above.

It should also be noted that Exhibit 3 is not a zoning map. It is a map that depicts how each lot in the Borough is currently utilized, not zoned. For informational purposes, Exhibit 4 in Appendix A has been included herein, which depicts how each property in the Borough is currently zoned. The scope of this master plan program did not permit the development of a computerized data base, which would identify how each property in the Borough is being both utilized and zoned. However, now that Exhibits 3 and 4 exist in digital form, that information can be transferred at some point to the existing tax records. The same is true of a new zoning map once it is prepared and adopted.

For the most part, the vast majority of the lots in Wood-Ridge are being used in conformity with the zoning requirements of the Borough, in terms of the uses currently allowed in the various zoning districts. Several thousand lots now exist in Wood-Ridge and it is estimated that 75% or more comply with the “use” standards included in the Borough’s zoning code. However, there are some notable exceptions, as will be discussed in the following paragraphs and as can be verified by consulting both Exhibits 3 and 4

Wood-Ridge is a nearly fully developed municipality, as can be seen from the aerial photo of the Borough previously identified herein as Exhibit 2, as well as from the information depicted on Exhibit 3. Wood-Ridge is predominantly a single family residential community, with relatively modest wood frame, detached structures located generally on 50'x100' lots. Those residential lots, as well as most properties in the Borough are oriented along a modified street grid system that generally runs in a northeast-southwest / northwest-southeast direction.

The Borough also has a scattering of two family houses throughout the Borough, as well as several multi family structures and apartment complexes. In addition, there are a variety of commercial uses along Hackensack St and Valley Boulevard, as well as Route 17. And some industrial development can also be found in the Borough, primarily on the east side of Route 17 but on the west side, as well, along the community's southwestern and northwestern borders.

There are also several parks within the Borough and they along with a variety of public and quasi public uses have been included on Exhibit 3, as well. In addition, these parks and public / quasi public uses are specifically identified on a map entitled Community Facilities, which is included herein as Exhibit 6 I n Appendix A.

The table included on Exhibit 3, which specifies the total amount of land area occupied by each land use category, clearly shows the predominance of single family homes, which occupy 39% of the land area of the community. However, in certain locations of the Borough, as already noted, such as along Hackensack and Valley Boulevard, there are a variety of uses, such as properties in the commercial, multi family residential and public / quasi public categories that give these areas of the Borough a "mixed use" character. In addition to the land area distribution of the various land use categories, Exhibit 3 also provides street mileage information regarding the various street categories in the Borough. The total street mileage has been calculated to be 17.8 miles. Both the land area percentages and the road mileage data was derived from an analysis of Exhibit 3, specifically, using both GIS and manual calculations where applicable.

It was previously mentioned that two family residences are scattered around the Borough. Many but maybe not all of these two family structures are in conformance with the existing zoning regulations. The R-2 Zone allows two family structures as a permitted use. However, the R-2 Zone is located in only two places in the Borough – the south end of Hackensack St and on the east side of Route 17. Most of the existing two family structures in the Borough are not located in either zoning district. Many of those that are located outside of the R-2 areas, either pre-dated zoning or have obtained variances. Others, however, may not be legally authorized and may be subject to future zoning enforcement efforts.

Another area of the Borough that was the subject of much scrutiny, not only as part of this master plan program but previous master plan re-examination reports, as well, are the Valley Boulevard and Hackensack St. corridors. Each is unique in its own way and each one was analyzed in detail. Suffice it to say, that Exhibit 3 depicts a true mixed use environment along the northern section of each thoroughfare. The southern portion of each street, however, is predominantly residential. These existing development patterns obviously can't be ignored, in crafting a new Land Use Plan for the Borough and ultimately a new Zoning Map

The last but certainly not least area of the Borough that requires some discussion is the large tract located in the extreme northwest corner of the community, formerly known (and still known by some residents) as the Curtiss Wright complex – the famous WW II era aircraft engine facility. The history of this site has been explored in past master plan re-examination reports. The primary

reason for referencing it in this section is that a portion of this site is now the planned, mixed use Wesmont Station project is now in the final stages of “build out.” For ease of description, Exhibit 3 simply places the portion of the site previously mentioned in the Mixed Use Redevelopment Area category. No attempt has been made to delineate where commercial uses, mid rise apartments or townhouses currently exist and which portion of the site is currently vacant and / or under construction. At some point in the future, Exhibit 3 can be updated to reflect the specific development pattern that will exist when this redevelopment area is fully developed.

The Existing Land Use map is an important tool that has been used in crafting many of the master plan components herein. However, it will also be useful in connection with other municipal functions, such as zoning enforcement and the review of development applications. The argument might be made that since Wood-Ridge is already fully developed was it really necessary to compile the information found on Exhibit 3. The answer to that question is clearly Yes, because a document like Exhibit 3 gives you an instantaneous, graphic view of the existing land use conditions in the Borough. Furthermore, Exhibit 3 has also documented some things that were only generally known – such as the extent of existing two family structures in the Borough – that are now part of an official planning document of the Borough. So, in summary, the Existing Land Use map and supporting documentation are part of the foundation on which the rest of the 2016 Master Plan rests

### **C – Existing Zoning**

Exhibit 4, as already noted, depicts the nine existing zoning districts that currently govern land use decisions in the Borough. those districts include the following:

- R-1 Single Family Residential
- R-2 Two Family Residential
- R-3 Multi Family
- RB Retail Business
- GB General Business
- OSP Off Street Parking
- LIP Light Industrial Park
- OLIP The Overlay Zone of a portion of the LIP Zone
- WSRA Wesmont Station Redevelopment Area

Two other zoning districts, the ORL (Office Research Laboratory) and NSC (Neighborhood Shopping Center), although they are still included in the Borough zoning regulations, were effectively eliminated and superseded, when the redevelopment plan was adopted for the Wesmont Station Redevelopment Area.

As noted earlier, Wood-Ridge is essentially a single family residential community and the zoning reflects that fact, since most of the Borough is zoned R-1. The remaining zoning districts, closely but not exactly, reflect the existing development pattern within Wood-Ridge. As was also noted earlier, the mixed use conditions along Valley Boulevard and Hackensack St have been the subject of much scrutiny. The existing zoning in these two areas is in need of some updating to both reflect existing conditions, as well as changes in the Borough’s planning policies for these two areas..... as reflected in the goals and objectives included in this document.

One unusual situation involving both the Hackensack St and Valley Boulevard corridors is the existence of the OSP Zone. This zone apparently was established decades ago and allows for off

street parking adjacent to some of the RB districts. However, the OSP Zone encompasses numerous residential properties and it is unlikely that they will ever be used for commercial parking purposes. More will be discussed about this zone and the Hackensack St and Valley Boulevard corridors later in this document.

In addition to the location of the zoning district as depicted on Exhibit 4, it is also important to understand what uses are permitted in each district. The residential districts (R-1, R-2 and R-3) are straightforward in that they allow various residential densities and types of residential units, as specified in the regulations for those districts. However, other uses are allowed in these zones, which require some discussion. Specifically, in the R-1 and R-2 districts, places of worship together with schools are allowed as a permitted use, as are agricultural uses. Furthermore, professional offices are allowed as part of a residential structure under the conditional use provision of the zoning ordinance. Each of these uses need to be revisited to determine if they should continue to be allowed, prohibited or be controlled by different standards than currently exist. The R-3 Zone also allows professional offices but as a permitted use, not a conditional use. And in the R-3 Zone a professional office can be a stand alone use, it does not have to be part of a residence.

The RB Zone, which controls land uses along portions of Hackensack St and Valley Boulevard, is a standard type commercial zone often found in older suburban shopping districts. Certain provisions of this zone need to be revisited as well. Some consideration should be given to consolidating the allowed uses into a more simplified set of categories. Also, this zone currently allows service stations as a conditional use. However, the standards for a service station are minimal and should be strengthened. Furthermore, a determination should be made as to whether or not car sales should be allowed in conjunction with a service station. In addition, the changing retail marketplace has resulted in many service stations having convenience stores associated with them. The zoning ordinance is currently silent on that combination of uses. Finally, there has also been some discussion regarding residential uses in the RB Zone. Currently residential uses are not permitted. This issue will be discussed in more detail later in this document

Beyond the issue of the zoning districts themselves, there are portions of the zoning ordinance that need to be revisited, so that they reflect the changing standards and / or changing policies of the Borough. More will be discussed about this topic later in this document.

Finally, in assembling the relevant data pertaining to a municipal master plan, it is important to consider not only the existing zoning within the municipality but the zoning that adjoins it in other municipalities. Exhibit 4 includes general information about the adjoining zoning in Carlstadt, Hasbrouck Heights, Lodi and Moonachie. It is important to know this information, so that land use decisions made in Wood-Ridge don't conflict unnecessarily with the land use decisions in these adjoining municipalities. In addition, although Wood-Ridge obviously has no direct control how properties are zoned in these neighboring communities, it is useful to have knowledge about these other land use policies, which may or may not necessitate future discussions with the Borough's municipal neighbors. In general, there seem to be no obvious conflicts at this time, which would necessitate such discussions.

## **D – Environmental Factors**

As already noted Wood-Ridge is a nearly fully developed municipality. Consequently, there are few natural features in the Borough left from the days when Wood-Ridge still had undeveloped acreage within its borders. Exhibit 5 – Environmental Conditions - in Appendix A documents the

Borough's natural features. There are, however, a few interesting features worth noting, among them the shale cliffs, visible from Route 17 that abruptly rise up from an elevation of approximately 15' to 20', at the base, to 100' + at the top. This "natural feature" description leads to a brief discussion about the Borough's existing topographic conditions. The eastern part of the Borough, in the vicinity of Route 17 and Moonachie Ave, is the lowest lying portion of the community, at approximately 10' to 15' above sea level, or less, toward the Moonachie border. Advancing from that location westward, the topography rises to a point around Hillcrest Ave (hence the name) at an elevation of approximately 180' to 200' and then descends toward Valley Boulevard (named for obvious reasons), which is generally at elevation 130' to 150'. The terrain then rises again in a westward direction and at its high point reaches elevation 200', then descends again to about elevation 50' at the western border of Wood-Ridge. There are exceptions throughout the Borough to this general description but it is a good way to best understand the natural terrain that has helped shape the Borough's land use pattern and road network.

While there are a few small wooded areas left in the Borough, most of the significant trees are located in the parks or along the existing street network. There are no large open areas, except for the athletic fields, and the limited amount of wetlands found in the Borough is at the extreme eastern border of the community. This same area is also flood prone, as documented by Exhibit 5

In summary, the environmental characteristics of Wood-Ridge are typical of many older suburban communities in New Jersey. The primary focus during the 1920's and well into the 1960's was to use the land to accommodate the growing population. Not much consideration was given to protecting natural features or preserving large areas as permanent open space. Consequently, most of Wood-Ridge today is "man-made".....an attractive, well constructed man-made environment but nevertheless still man made. Although the Borough cannot undo the past or remake itself to include environmental features that were once here, there may be future opportunities like the one in recent years that resulted in a contaminated former industrial site being reinvented as a municipal athletic field. This topic will be discussed again later in this document.

## **E – Community Facilities**

Wood-Ridge has a broad spectrum of community facilities, as documented by Exhibit 6 Community Facilities. The types of facilities range from several places of worship to various publicly owned facilities related to recreation, education and other governmental responsibilities. In terms of the parks and recreation facilities serving the Borough, they are all locally owned. There are no such facilities in the Borough that are owned by Bergen County, the State of New Jersey or the Federal government. This is somewhat unusual but it essentially ensures that these facilities are and will continue to be used primarily by Wood-Ridge residents and invited guests.

Since community facilities are generally exempt from taxation, it is always important to understand whether or not a substantial amount of land area of a community has tax exempt status or not. It can be seen from a review of Exhibit 6 that the number of tax exempt community facilities is not overwhelming, as it is in some municipalities. At the same time, the community facilities are evenly distributed throughout the municipality and based on discussions with municipal officials, it appears that the level of service and community identity provided by these facilities meet the needs of the current population. More will be discussed about this issue later in this document

Included on Exhibit 6 is a category that identifies historic properties. Wood-Ridge has several properties that are listed on the New Jersey and National Registers of Historic Properties and they are listed on Exhibit 6. However, there are obviously additional properties in the Borough that are important in terms of their history or architecture or both. It was beyond the scope of this master plan program to identify and document such properties but more will be discussed about this issue later in this document

In summary the extent and nature of the community facilities that exist within Wood-Ridge today are typical of those found in many other older New Jersey suburban municipalities, like the Borough.

## **F - Transportation and Other Infrastructure Components**

Exhibit 7 – Transportation Infrastructure – in Appendix A, provides detailed information regarding the road network and public transportation facilities servicing the community. Wood-Ridge is fortunate to have a major New Jersey highway (Route 17) within its boundaries. It also has two NJ Transit rail lines that come through the Borough, with one railroad station located on the Pascack Valley Line and a second station planned for the Bergen County Line. In addition, the municipality is serviced by over 3 miles of roads under the jurisdiction of Bergen County and several bus lines provide service along those roadways.

As noted earlier in this document, the street network in Wood-Ridge is a modified grid system and most of that grid consists of streets under the jurisdiction of the Borough. Most of those streets can be classified as being local roadways, which means that most of the traffic on those streets is related to the homes on those streets and adjoining streets. However, there are several roads in the Borough – in particular Highland Ave, Wood-Ridge Ave and Union Ave - that serve more of an internal collector, rather than local, function. They often are used by residents travelling to other more distant parts of the Borough. In addition, the Bergen County roads, previously mentioned, also provide a similar and in some cases busier collector function and they connect Wood-Ridge internally but also with the municipalities that adjoin it. Finally, Route 17 primarily serves an arterial function, with the overwhelming percentage of traffic on that roadway simply passing through the Borough and not stopping.

The previously mentioned rail lines, as well the bus service, connect Wood-Ridge to the surrounding New Jersey / New York Metropolitan Area, via public transportation. At the moment, Wood-Ridge residents using the Bergen County Line must travel outside of Wood-Ridge to access that line. But that situation will change soon and more will be discussed about that “game changer” later in this document.

Although not identified on Exhibit 7, Wood-Ridge has an extensive pedestrian network that parallels the street network, making Wood-Ridge a very “walkable” community. In some cases the sidewalks are located on only one side of the street but in most cases sidewalks exist on both sides. Similarly, although not depicted on Exhibit 7, there are opportunities to use bicycles as a mode of transportation in the Borough, even though there are no dedicated bikeways. Some of the collector streets are not conducive to bicycle use, as is also true of some local streets, because of the steep gradients. However, bicycle travel is certainly possible and occurs on many of the local streets within Wood-Ridge.

Finally, although Teterboro Airport is not located in Wood-Ridge, it is in close proximity to the Borough, just over the municipal boundary to the northeast. Although most residents of the Borough undoubtedly use one of the area’s major airports, like Newark Liberty, for air travel,

Teterboro is an asset in terms of selective business and private air travel for some residents and businesses located in Wood-Ridge

In short, Wood-Ridge is a well connected municipality, in terms of both internal, as well as external travel. This excellent access to the surrounding region is one of the reasons why Wood-Ridge is a prime location for residential and business purposes.

In terms of the potable water, sewage disposal and stormwater management infrastructure, the Borough's infrastructure is adequate to accommodate some additional growth. Potable water is supplied by Suez New Jersey, formerly United Water, and sewage disposal is accomplished via the Bergen County Utilities Authority, for most of the Borough, and by the Passaic Valley Sewerage Commission, for a portion of the western part of the community. Stormwater management is primarily the Borough's responsibility and is in accordance with the Stormwater Management Plan adopted by the Borough

## **5. THE MASTER PLAN ELEMENTS**

The following section presents several master plan elements, which together with the preceding material comprise the 2016 Wood-Ridge Master Plan. A master plan must include several mandatory elements according to the NJMLUL – see 40:55D-28 - and may have many other elements, which are optional. The mandatory elements include: 1) A Statement of Goals and Objectives ; 2) A Land Use Plan Element.....A Housing Plan and Recycling Plan are also required but by other NJ statutes, not the NJMLUL. As will be noted during the review of this section the Borough has chosen to include some optional elements, with others possibly to be added at a later date.

The first of the mandatory elements - **A STATEMENT OF GOALS, OBJECTIVES, PRINCIPLES AND POLICIES** establishes the foundation of the master plan and is presented accordingly in the next several pages. The remaining master plan elements follow this subsection.

### **A- STATEMENT OF GOALS, OBJECTIVES, PRINCIPLES AND POLICIES**

#### **INTRODUCTION AND PURPOSE**

The Borough of Wood-Ridge is a community dominated by single family residential development but it also contains a variety of other land uses, as demonstrated in the Existing Land Use section of this document. Historically, Wood-Ridge experienced a substantial amount of development, in a similar fashion and during the same period of time (beginning of the 20<sup>th</sup> century until mid century), as a number of its neighbors to the north , south and west – Hasbrouck Heights, Carlstadt, East Rutherford, Rutherford and Wallington. However, each community has a different set of characteristics, so there are very identifiable differences between Wood-Ridge and its neighbors. Consequently, the guiding principles relative to the future of the community will differ from those other communities in many respects but there will also be some commonality. In addition, the beginning of the 21<sup>st</sup> century is obviously much different in terms of influences than what existed at the beginning of the 20<sup>th</sup> century, when the Borough began to assume the shape and character that defines it today As the Borough contemplates the role that it will play during the remainder of the 21<sup>st</sup> century, two key issues need to be considered:

- The “physical form” of the Borough
- The “quality of life” that Wood-Ridge visitors and residents alike, will experience.

The specific planning goals and objectives, as well as the underlying and related principles and policies delineated herein,, will significantly influence both how the Borough’s physical form will be shaped and what quality of life the Borough will be able to offer.

As a starting point, Wood-Ridge Borough accepts and adopts, by reference, the planning purposes outlined in 40:55 D-2 of the New Jersey Municipal Land Use Law (NJMLUL), as well as the applicable goals and statewide policies of the State Development and Redevelopment Plan. These then are the underlying principles that serve as the foundation of this master plan. In summary, then, the NJMLUL “purposes” provide the broad general framework for successful planning in both the State of New Jersey, in general, and Wood-Ridge Borough, specifically.

The purposes of the Act (The NJMLUL) are listed in that document as follows:

**40:55D-2. PURPOSE OF THE ACT.**

It is the intent and purpose of this act:

- a. To encourage municipal action to guide the appropriate use or development of all lands in this State, in a manner, which will promote the public health, safety, morals, and general welfare;
- b. To secure safety from fire, flood, panic and other natural and man-made disasters;
- c. To provide adequate light, air and open space;
- d. To ensure that the development of individual municipalities does not conflict with the development and general welfare of neighboring municipalities, the county and the State as a whole;
- e. To promote the establishment of appropriate population densities and concentrations that will contribute to the well-being of persons, neighborhoods, communities and regions and preservation of the environment;
- f. To encourage the appropriate and efficient expenditure of public funds by the coordination of public development with land use policies;
- g. To provide sufficient space in appropriate locations for a variety of agricultural, residential, recreational, commercial and industrial uses and open space, both public and private, according to their respective environmental requirements in order to meet the needs of all New Jersey citizens;
- h. To encourage the location and design of transportation routes which will promote the free flow of traffic while discouraging location of such facilities and routes which result in congestion or blight;
- i. To promote a desirable visual environment through creative development techniques and good civic design and arrangement;
- j. To promote the conservation of historic sites and districts, open space, energy resources and valuable natural resources in the State and to prevent urban sprawl and degradation of the environment through improper use of land;
- k. To encourage planned unit developments which incorporate the best features of design and relate the type, design and layout of residential, commercial, industrial and recreational development to the particular site;
- l. To encourage senior citizen community housing construction;
- m. To encourage coordination of the various public and private procedures and activities shaping land development with a view of lessening the cost of such development and to the more efficient use of land;
- n. To promote utilization of renewable energy resources; and
- o. To promote the maximum practicable recovery and recycling of recyclable materials from municipal solid waste through the use of planning practices designed to incorporate the State Recycling Plan goals and to complement municipal recycling programs.

The aforementioned purposes, however, as already noted are intended to be broad in nature and do not target, in any detail, the unique issues and circumstances that affect individual communities. Consequently, it is necessary to be more definitive with respect to the Borough's planning goals and objectives, if the Borough is to clearly identify its twenty-first century destination and how it intends to get there.

The goals and objectives are divided into five separate "policy" categories. Each goal associated with a policy category has one or more objectives that suggest how the goal in question will be achieved. Some of the objectives apply to more than one goal. This is done for emphasis in order

to identify those objectives that are multi purpose in nature and to illustrate the interrelationship among the various goals that have been identified.

Again, these specific goals and objectives are tailored to fit Wood-Ridge Borough, but are grounded in the purposes of the New Jersey Municipal Land Use Law, as previously referenced and delineated. These goals and objectives have been formulated and tested, via a review by the Planning Board and with input from other municipal officials and the general public. These goals and objectives reflect a general consensus about the future of Wood-Ridge Borough. However, due to the nature of community planning and the limitations associated with formulating a concise set of goals and objectives, it has not been possible for the goals and objectives to be reflective of every opinion that has been expressed.

This doesn't in any way threaten the validity of the goals and objectives, as stated herein. It does, however, require that the Borough periodically consider any dissenting opinions and determine if changing circumstances warrant reconsideration. The vehicle to do this is the master plan re-examination report process that is required to occur every ten years by the New Jersey Municipal Land Use Law. Until such time then as the goals and objectives contained herein are reexamined and possibly altered, they are to be considered an integral part of the planning policies of Wood-Ridge and must be reflected in the various elements of this Master Plan, in any implementing ordinances adopted by the governing body and in the decisions of the Planning Board, relative to development proposals and variance requests before it for consideration. The specific goals and objectives, grouped in policy categories, follow.

**\* QUALITY OF LIFE**

***GOAL: To maintain an environment in Wood-Ridge Borough that is conducive to attracting and retaining a diverse population and a vibrant business community. These elements are essential to maintaining the Borough's "small town" identity and unique role in Bergen County.***

**Objective #1:**

Preserve the human scale of Wood-Ridge, and its "small town flavor", as well as the physical and historic characteristics of the Borough, while at the same time recognizing that it is part of a dynamic regional context.

**Objective #2:**

Encourage the private investment and commitment needed to make the Borough more pleasant and efficient as a place to live and work.

**Objective #3:**

Protect and enhance the green spaces and streetscapes in the community that will allow those areas to serve as focal points in their neighborhoods.

**Objective #4:**

Protect the residential areas of the community from inappropriate intrusions. Encourage the elimination of non conforming uses in those area and other areas as feasible and appropriate

**Objective #5:**

Work toward making the Borough a handicap accessible community, to the greatest extent possible, and be cognizant of the problems associated with the special needs population

**\* LAND USE**

**GOAL: *To encourage a balanced and appropriate land use pattern.***

**Objective #1:**

Preserve the human scale of Wood-Ridge Borough and its small town flavor, as well as its landmarks and heritage so vital to its identity, where appropriate and realistic.

**Objective #2:**

Respond to regional development trends in a manner most responsive to the community's continued well being and its viability as an older suburban residential community

**Objective #3:**

Preserve the viability of the Borough's role in the region by maintaining its diversity as community with various residential and non residential land uses. At the same time, its primary identity as a residential community should continue to be encouraged and strengthened.

**Objective #4:**

Establish a pattern of land uses, which will promote the highest degree of health, safety, efficiency and well-being for all segments of the community and which will ensure a positive relationship between land used for residential, commercial and other uses.

**Objective #5**

Encourage appropriate commercial and higher density residential growth in the Borough through the approval of redevelopment projects as identified in the Land Use Plan section of this document and at other locations, where appropriate, based on detailed studies and analysis.

**\* ENVIRONMENTAL PROTECTION**

**GOAL #1: *To respect the portions of the natural environment still remaining in Wood-Ridge Borough***

**Objective #1:**

Conserve and enhance existing open space and other valuable natural resources through the proper use of land and facilities, both public and private.

**Objective #2:**

Maintain and supplement the public park and street tree resources that exist within the Borough and encourage the protection of trees on privately owned land.

**Objective #3:**

Protect the environmentally and aesthetically sensitive resources of the community.

**Objective #4:**

Encourage the use of green building technology on future projects and specifically on redevelopment projects.

**GOAL #2: *To encourage the protection of air, water and other natural resources of the community and to minimize the impact of other pollutants.***

**Objective #1:**

Control non-point source water pollution within the Borough in order to protect local water resources. Additionally, actively participate in regional water quality forums and monitor land use issues for areas that impact the Borough and various water resources.

**Objective #2:**

Ensure that the criteria and controls in the Storm Water Management Plan are enforced.

**Objective #3:**

Encourage the use of public transit facilities and/or other transportation alternatives, including pedestrian and bicycle activity, in order to minimize the use of the internal combustion engine. Encourage the use of the new rail station once it is operational

**Objective #4:**

Maintain an effective recycling program.

**Objective #5:**

Encourage responsible patterns of land use and the utilization of land development controls in order to minimize the impact of noise, especially in residential areas.

**\* ECONOMIC DEVELOPMENT**

**GOAL: *To retain and enhance Wood-Ridge Borough's position as a good location for businesses in the South Bergen County region and as one of the logical locations for increased business activity, particularly along Route 17.***

**Objective #1:**

Continue to install and encourage streetscape and other aesthetic improvements throughout the Borough and especially in the business districts in order to make them attractive to visitors.

**Objective #2:**

Encourage businesses that are technologically oriented and that will compete effectively in the twenty-first century.

**Objective # 3:**

Provide the infrastructure needed by the various types of business that the Borough is most likely to attract and retain.

**Objective # 4:**

Continue to encourage the adaptive reuse and redevelopment of underutilized and “brownfields” properties.

**Objective #5:**

Provide sufficient housing for a workforce to staff the economic development endeavors of the Borough

**Objective #6:**

Provide the necessary parking facilities in the vicinity of the Valley Blvd and Hackensack St business districts.

\* **HOUSING**

***GOAL: Provide for a reasonable variety of housing opportunities.***

**Objective #1:**

Continue to respond to the Borough’s COAH obligation, as determine by the Fair Share Housing settlement and the anticipated court ordered changes to the COAH regulations.

**Objective #2:**

Permit higher density residential development in appropriate locations, consistent with the other goals and objectives herein

**Objective #4:**

Encourage the ownership of residences in order to maintain the current owner to renter ratio.

**Objective #5:**

Continue to support initiatives to meet the Borough’s affordable housing obligation, working with both developers and non profit agencies, as appropriate.

**Objective #6:**

Allow building conversions and infill development only where the character of the neighborhood will not be adversely altered. Determine the need for and appropriateness of two family residential structures in certain portions of the Borough

**Objective #7:**

Encourage housing for special needs populations, such as senior citizens, in areas where appropriate.

The contents of this section have set the stage for the remainder of this document, particularly the next part of this document entitled THE LAND USE PLAN. That subsection begins by describing the Borough’s “Vision of the Future”, which is essentially a summary of the Goals and Objectives contained in this subsection of the document.

**B THE LAND USE PLAN**

The Land Use Plan Element consists of this subsection of the Master Plan document, as well as Exhibit 8 – Land Use Plan in Appendix A. This new land use plan, which replaces the land use plan contained in the 1978 Borough Master Plan is intended to guide the future development and redevelopment in the Borough for many years to come. It is also intended to serve as the basis for a new Borough Zoning Map. However, the Land Use Plan map (Exhibit 8) is not a zoning map. That map can only be adopted by the Borough Council and may or may not include all of the components of Exhibit 8, as allowed by the provisions of the New Jersey Municipal Land Use Law. It should also be noted here that this element of the master plan is directly connected to the goals and objectives identified in the previous section and it is also intended to allow for the implementation and realization of those goals and objectives. Likewise, the other master plan elements contained in sections 5 C through 5 G, herein, are also directly connected to this land use plan element and are intended to support and supplement the contents of this subsection of the master plan. The land use designations, contained herein, for most of the Borough remain unchanged, as might be expected in a community, like Wood-Ridge, that is nearly fully developed. So, the substantial portion of the Borough that is currently zoned and used for single family residential purposes continues in the R-1 land use category. However, there are some areas of the Borough where there is a need to set a new direction. The changes related to those areas are depicted on Exhibit 8 and other exhibits - except for item 6 below - and are grouped accordingly for discussion purposes as follows:

1. Hackensack St
2. Valley Boulevard
3. Two Family Structures
4. Public Purpose Uses
5. Former Curtiss Wright Site
6. Land Development Controls

Hackensack St – This street, together with Valley Boulevard, includes the majority of the smaller, more local commercial uses in the Borough. As an aside, some larger commercial uses, which are more regional in nature, exist along Route 17. Both Hackensack and Valley include other land use categories and each street has its own set of unique characteristics. So, the future of each street is being considered separately. To fully understand the changes contained in

Exhibit 8, it is necessary to also consult Exhibits 3 and 4. Those exhibits provide information about the existing land use conditions and existing zoning.

One of the goals of this master plan is to minimize inconsistencies between existing land use conditions and the existing zoning. It is also the intent of this master plan to maintain the viability of these two commercial districts. It is well known that older suburban commercial districts throughout New Jersey are finding it increasingly difficult to compete in the changing retail commercial environment. Although this master plan does not include a comprehensive business district enhancement or revitalization strategy, it does acknowledge the importance of these two districts to the Borough. Consequently, Exhibit 8 attempts to achieve these goals to the greatest extent possible.

As can be seen from Exhibit 3, the northern half of Hackensack St and its environs is a mix of commercial, multi family residential and public purpose uses. The southern half is a mix of single family, two family and multi-family structures and a scattering of a limited number of commercial uses. The existing zoning, as previously noted, is not fully consistent with the land uses that currently exist in either the northern half of the street or the southern segment. In some cases commercial properties are not located in the RB Zone and multi family uses are not located in the R-3 Zone. Furthermore, a small residential area immediately to the west of Hackensack St, between Windsor and Marlboro is currently zoned OSP (Off Street Parking).

So, Exhibit 8 reconfigures the RB and R-3 districts in the northern half of Hackensack St, in order to both achieve a better land use pattern in the future, as well as to better coordinate the future zoning map with existing land use conditions. In addition, the OSP Zone is eliminated and a new Public Purpose land use category is included as part of Exhibit 8. More will be discussed about the Public Purpose district later in this subsection.

With respect to the southern half of Hackensack St, an important policy decision is reflected on Exhibit 8. Specifically, a substantial portion of the east side of the lower half of Hackensack St is currently located in the R-2 Zone. However, Exhibit 3, which documents the existing land use conditions, illustrates the fact that this portion of Hackensack St contains a mix of single family, two family and multi family structures, as previously noted. The multi family structures are non conforming uses, currently, and many of the two family structures do not meet the dimensional standards of the zone. There may also be a trend occurring where two family structures in the Borough are being converted to single family use. All of these factors, plus the fact that Hackensack St is heavily travelled, which means entering and exiting these properties is difficult, suggests that additional two family structures should not be encouraged at this location in the Borough. Consequently, Exhibit 8 does not include a two family land use category along Hackensack St.

Valley Boulevard – The situation involving Valley Boulevard is similar to that just discussed in connection with Hackensack St. The northern half of Valley is a mixed use area and the southern portion is almost exclusively single family residential, with a scattering of two family structures. The southern portion of Valley is currently zoned R-1 and no change is recommended in that regard. However, the northern half of the street has a number of situations where the existing zoning and the existing land use conditions are inconsistent. Exhibits 3 and 4 clearly depict where those inconsistencies exist. Consequently, several changes are proposed, as depicted on Exhibit 8, which will result in the reconfiguration of the RB and R-3 zoning districts in this area.

These changes will not necessarily result in any significant growth in this part of the Borough but they will better reflect the existing realities along Valley and allow some businesses to upgrade and possibly expand, without having to contend with some unrealistic regulations currently in place. In addition, the OSP Zone is eliminated, where it exists in close proximity to Valley, and a new Public Purpose land use category is also included as part of Exhibit 8. More will be discussed about the Public Purpose district later in this section.

### Two Family Structures

With respect to the issue of two family structures, generally, Exhibit 3 clearly shows that many two family structures exist throughout the Borough. However, they are scattered randomly and are not located in uniform clusters. If they were, then it might have been appropriate to establish additional R-2 districts in selected areas of the Borough, where significant clusters of two family structures existed. Since it wasn't possible or appropriate to create any additional two family zones, these existing two family structures will remain as non conforming uses. Furthermore, with respect to these non conforming two family, as well as non conforming multi family structures throughout the Borough, it is the intent of this Plan that they not be further expanded in the future. In addition, it is the strong recommendation of this Plan that the conversion of existing single family residences in the R-1 Zone to two family structures also be discouraged. However, it is also recognized that there may be those unusual and unique circumstances where such a conversion may be justified, from a legal and planning perspective, but it is anticipated that they will be rare and preferably will never materialize.

In summary, it must be emphasized that although Wood-Ridge is predominantly a single family residential community, it in fact does accommodate a variety of housing types already – the two family structures previously discussed, as well as a significant number of older, reasonably priced garden apartment units. Furthermore, the Wesmont Station complex contains mid-rise apartments and townhouse units, as well as approximately 100 or more deed restricted affordable housing units. So, the decision to not expand the R-2 Zone and in fact reduce its size (see Hackensack St) is defensible from a community planning point of view.

### Public Purpose Uses

This land use category is new to Wood-Ridge but the uses that it encompasses are not. This land use category identifies those public uses – schools, parks, government buildings etc - that are an integral part of the community. These uses are clearly identified on Exhibits 3, 6 and 8. The reason for including these uses in their own category is twofold. First, a new Public Purpose Zone will clearly identify, on the new Zoning Map (the one municipal map that is best known to the public), where these uses are located. By doing so, it also clarifies that residential and other types of land uses do not.... and will not.... occupy these areas of the Borough in the future. Secondly, it clearly establishes a policy that public uses will be limited, to the greatest extent possible, within the areas so identified.

Currently, the R-1 Zone, which encompasses most of the Borough, allows schools, parks, government buildings etc as permitted uses. This policy change and subsequent changes to the Borough's zoning regulations will ensure that the R-1 areas of the Borough will be protected from these public uses, which in some cases could have a negative impact on a residential neighborhood if allowed to encroach into them. It is not anticipated at this time that any new public sites and / or uses will be needed in the foreseeable future. Nevertheless, this step is being

taken to establish a policy of limiting the nature and extent of public uses beyond the areas that are proposed to be zoned for these uses.

Of course a municipality can choose not to follow its own master plan and zoning controls and at times an essential public use might need to encroach into a residential neighborhood, regardless of the negative impacts. However, by establishing this policy, the Borough is requiring that the location of future public uses be limited in terms of their distribution throughout the community. And if that policy is to be altered, future governing bodies will be expected to provide supporting documentation as to why it is being changed.

The creation of a Public Purpose zoning category will require that standards for these uses be established and take into consideration the need for future expansion and what controls will be needed to protect affected neighborhoods. It is beyond the scope of this document to provide those detailed controls. However, a general goal of such a set of controls is that they be realistic and take into consideration the current and future use of these facilities

In closing, it should be noted that some discussion involved the possibility of including quasi public uses – such as houses of worship - in this category as well. That proposal was rejected but it generated some discussion about whether or not the provisions of the R-1 Zone need to be changed with respect to allowing such facilities as a permitted use. More will be discussed regarding this item under the Land Use Controls subsection that follows in this document

#### The Former Curtiss Wright Site

As noted throughout this document, the Wesmont Station project, which is being constructed on a portion of the former Curtiss Wright property, is an excellent example of innovative planning perseverance and creative implementation. That mixed use, award winning complex will be completed in the next few years and will be an integral part of the Borough of Wood-Ridge.

The site on which Wesmont Station is located is, for the most part, a former parking area of approximately 60 acres, which was needed when the Curtiss Wright facility was in full operation decades ago. When Curtiss Wright sold its holdings in Wood-Ridge, that parking area - plus some adjoining properties - was considered to be ripe for redevelopment, by both the new owners and the Borough. As a result, the Wesmont Station Redevelopment Plan was adopted and essentially divided that property in five “zones” or districts, which were substantially different than other land use designations in the Borough. Those land use districts include a single family detached residential area along the eastern border of the site, a mid rise residential / mixed use area along the western and northern boundaries of the site, a retail commercial district next to Passaic Ave, an affordable housing site at the southern end and a public recreation area next to the affordable housing site. The remainder of the site, mostly the interior area of the property has been designated for moderate density residential development – primarily townhomes of various designs. In addition to allowing for a variety of uses at this location, the plan also adopts the principles of New Urbanism and design standards are included that are intended to produce a unique setting once the entire project is completed.

The remainder of the Curtiss Wright complex – now owned by Somerset Development – consisting of approximately 150 acres, is still being used for industrial purposes (primarily warehousing) and is zoned for that purpose. In addition, the future of a portion of this area is anticipated to accommodate a variety of uses and an overlay zone was enacted several years ago in conjunction with that goal – see Exhibit 4.

It is beyond the scope of this master plan to specifically set a new direction for this property. However, it is appropriate to suggest that the long term value of this property will probably involve some type of mixed use complex, which will partly be dependent on what the marketplace will support and what will be in the best interests of the Borough. In a perfect world, it would be extremely beneficial to the Borough and the region if such a mixed use complex included not only some residential and commercial components but also one or more other components that will have well paid, employment opportunities associated with them. In summary then, this master plan supports the innovative, adaptive reuse of the remainder of the former Curtiss Wight property. Determining the specifics of a redevelopment strategy, associated with this acreage and the buildings on it, will require further research, discussion and evaluation before a definitive new direction for this property can be determined.

### Land Use Controls

The Borough's land use controls – the Zoning, Subdivision and Site Plan ordinances - plus the Wesmont Station Redevelopment Plan standards are generally adequate but will need to be updated to respond to issues that have been identified herein. For example, the Wesmont Station Plan may need one or more amendments in order to reflect the evolution of that redevelopment area in recent years, as well as changing market conditions.

And of particular concern, as noted earlier, is the future of the business districts along Hackensack St, Valley Blvd. and to a lesser extent, Route 17. In reviewing the list of permitted uses in these areas of the Borough, it is apparent that some modifications are needed in order for these business districts to respond to the demands of the 21<sup>st</sup> century marketplace. For example, service stations are currently allowed in the RB Zone as a conditional use. And car sales often accompany service station operations. However, the RB Zone is no longer an appropriate location for these two uses and the land use controls should be modified to prohibit them.

From another perspective, there are some activities, now commonplace in small suburban business districts that help ensure their survival. These uses and activities are generally of a service commercial nature, since most businesses that sell products (furniture, vehicles, computers, clothing etc) are now generally located along major highways and in large scale malls. So, smaller districts but offer goods and services that require more personal attention. A review of the allowed uses in the RB Zone should be done with this in mind. For example, eating establishments are one type of use that can be successful in business districts like those found along Hackensack St and Valley Blvd. However, they can't always be successful just providing food. Many such establishments must also offer entertainment and, specifically, live entertainment in order to survive. Any modifications to the RB Zone should allow such activities, although they should only occur under appropriate and controlled conditions. However, it needs to be emphasized that in a family oriented community like Wood-Ridge, certain types of entertainment would not be appropriate along either Hackensack St or Valley Blvd.

The previous discussion about the new Public Purpose Zone also identified the fact that certain quasi public uses (ie: houses of worship) currently permitted in the R-1 Zone , need to be better controlled. It is recommended that better standards be established for these uses and, in fact, houses of worship in particular should either be allowed as conditional uses only or even prohibited from certain portions of the R-1 Zone.

Another area that requires some further review involves the R-1 provision that allows professional offices in residential structures, as a conditional use. This provision, probably written in the 1960's or earlier is somewhat antiquated and probably should establish different standards depending on the location of the residential structure (ie: a more intense professional use might be appropriate on Hackensack St but not on North Ave. for example). In addition, consideration should be given to broadening non residential uses allowed in residential structures. There are many home occupations, that don't fit the definition of a professional use but which can be accommodated in a residential setting without having a negative impact.

Finally, Section 248-14 of the Zoning Ordinance contains a list of "prohibited uses". It is suggested that the bulk of this section be deleted in favor of the simple language, which would state that "anything not expressly permitted is prohibited". The danger in having a list of prohibited uses is that it may not be completely comprehensive and could provide an opening for a use that is not on the list but was not intended to something that should be permitted.

In summary, the land use controls of the Borough have served the Borough well for many years but modifications are needed in order for those controls to be consistent with the goals and objectives of this plan and the changing 21<sup>st</sup> century landscape.

## **C THE COMMUNITY FACILITIES PLAN**

In terms of the components of the Community Facilities Plan, reference to Exhibits 3, 6 and 8 are necessary. Combined, those exhibits depict the locations of various community facilities, as well as their functions. In a community of limited size like Wood-Ridge, both in terms of population and land area, it would be expected that the number of community facilities would not be extensive. However, there are, in fact, several such facilities located in the Borough that have served the resident population for many years and they are expected to continue to do so in the future. Consequently, the key component of this plan element is to emphasize the importance of maintaining and upgrading those facilities, so that they don't fall into disrepair and that they are able to meet any increased future demand.

As noted in the previous section of this document, the community facilities inventory, included on Exhibit 6, describes the types of facilities that have been grouped under this broad category. As also noted previously, they include parks and various other governmental facilities. In addition, there are also several houses of worship in the Borough but they are relatively small in size and it is assumed that many Wood-Ridge residents attend other houses of worship beyond the Borough's boundaries in nearby municipalities. With respect to houses of worship, specifically, there is some concern that under the current zoning regulations, a new house of worship or an expanded one could have a substantial negative effect on the neighborhood where it would be located. Consequently, this Master Plan supports the need to revise the zoning controls to ensure such impacts are minimized.

With respect to parks and recreation facilities, there is limited opportunity in the Borough for additional green space. However, it may be possible to create neighborhood parks in selected areas, either by direct involvement by the Borough or via future development and redevelopment activities. Such a component is included in the Wesmont Station Redevelopment Plan and specifically includes a future recreation complex in that part of the community.... in addition to small open space areas associated with the various Wesmont Station neighborhoods. Other parts of Wood-Ridge may be able to incorporate some green areas into their neighborhoods, as well, but no specific proposals are part of this plan element at this time.

Another “community facility” often not recognized as one, involves the historic resources that exist within a municipality. Identifying, restoring and maintaining such facilities can be important in strengthening a community’s identity. They can often serve a secondary function, as well, if governmental activities can be accommodated within them. More importantly, preventing the demolition of structures can enhance the character of a neighborhood.

Based on knowledge of the Borough derived from the existing land use survey that was done, it is clear that there are a number of such structures in the Borough that demand attention and further investigation. However, these structures are scattered around the Borough in such a way that there is probably not an opportunity to create an historic district. Nevertheless, it is recommended that an historic preservation consultant be retained, possibly in conjunction with Bergen County, in order to better document the structures in the Borough of historic and / or architectural significance. It would also be advisable if all development applications reviewed by the Planning Board include information about the historic significance of the site and / or structures that comprise the application.

## **D THE TRANSPORTATION PLAN**

Since Wood-Ridge is almost a fully developed community - and has been for a long time - there is not much that can be added to the transportation infrastructure in the way of new roads. Likewise, the pedestrian network in the community is essentially complete, except for a limited number of locations where new sidewalks might be added. In addition, the public transit system is beyond the control of the municipality in terms of bus lines that may be added or eliminated in the years ahead. Exhibit 7, then, is essentially the graphic component of this Transportation Plan element, in addition to serving as the map, which depicts existing conditions related to the Borough’s transportation network

However, one component of this plan that needs to be mentioned is something that the Borough was instrumental in achieving. Specifically, a new train station on the Bergen County Line at the western end of the Borough has been in the planning stages for many years and is intended to be an integral part of Wesmont Station, and the residents of that part of Wood-Ridge will be able to walk there but it will be convenient for many other residents of the Borough as well.

As mentioned earlier in this report, the use of bicycles for transportation purposes, although there is some activity of that nature, it is limited. The Borough should consider attempting to encourage more bicycle activity but safety considerations should be paramount in doing so. Such an effort will require further study, preferably by a committee appointed for that purpose, which should include a broad spectrum of stakeholders, including not only bicycle enthusiasts but law enforcement personnel, as well

So, in summary, the focus of this Transportation Plan Element is primarily one of maintenance and repair, rather than one of new construction, although some new components of the Borough’s transportation infrastructure are included in the plan as discussed herein

## **E THE HOUSING PLAN**

In the first decade of this century, the Borough attempted to bring itself into compliance with the requirements of the Council On Affordable Housing (COAH), as will be discussed in the next paragraph. Previous to that effort, the Borough had decided to essentially ignore its affordable housing obligation, although some limited discussions were held with COAH representatives in the

1990's but a formal request for substantive certification was never seriously pursued by the Borough.

When the redevelopment plan for Wesmont Station was in its formative stages, it became apparent that the Borough's affordable housing obligation had to be addressed. The Borough could no longer contend that it was a fully developed municipality with little or no land available for development. At about the same time as the planning for Wesmont Station was underway, the Fair Share Housing Center (FSHC - a non profit affordable housing group) focused on the potential to include affordable units, as part of that project. The end result of the FSHC's interest in the Wesmont Station project was an agreement that was reached, after several years of discussions and legal proceedings, between the Borough, the developer and FSHC to include a variety of affordable housing units within the limits of Wesmont Station.

Later in the decade, in conjunction with the provisions of the Wesmont Station agreement, the Borough, initiated the process regarding substantive certification from COAH. That process involved the preparation and adoption of a Housing Plan Element and Fair Share Plan. That document, which was submitted to COAH at the end of December 2008, contained an affordable housing strategy for the entire Borough but a substantial part of the Borough's compliance effort was based on the affordable units proposed for Wesmont Station.

However, the Borough never obtained substantive certification. The reason it didn't is that the entire COAH process and the Third Round Rules, on which it was based, was thrown into a state of confusion because, in effect, the Third Round Rules have been invalidated. During the last six years there have been attempts by the Governor and Legislature to resolve the matter legislatively and administratively but finally the NJ Supreme Court reasserted its jurisdiction in 2015.

So, in order for a municipality to now obtain protection from a builder's remedy lawsuit, as well as certification of its housing plan, it is necessary for the municipality to petition the Superior Court judge, in the municipality's county, who has been assigned this responsibility. The process that each judge is to follow has been established by the Supreme Court and the general guideline is that COAH's Second Round Rules are to be utilized. So, although COAH technically still exists, the entire process has returned to where it began - the courts - when in 1975 the NJ Supreme Court issued the Mt Laurel decision. There is still a possibility that the Governor and the Legislature may be able to find some common ground, reactivate COAH and remove this issue from the courts. In the meantime, however, the certification process will remain one that is controlled by the courts.

As of the date of this document, many municipalities are engaged in this court supervised process but an equal number have chosen not to do so. Reasons for participating, or not, have been based on local conditions, preferences and concerns. Wood-Ridge has decided not to pursue certification at this time for several reasons. First and foremost, Wood-Ridge has actually produced a substantial amount of affordable housing during the last several years (151 units at Wesmont Station have been built and occupied). Secondly, it is unclear how time consuming and expensive this process will be, although it is clear that some municipalities have already spent tens of thousands of dollars in connection with their efforts to obtain certification. Finally, other than the Wesmont Station project, there are few other locations in the Borough where affordable housing units would be feasible and / or appropriate.

Nevertheless, Wood-Ridge is committed to meeting its affordable housing obligation for the period 2015 – 2025, as dictated by the NJ Supreme Court. As a first step in that effort, this Master Plan document readopts and reaffirms the contents of the Borough's 2008 Housing Plan Element and

Fair Share Plan. Eventually, that plan will need to be amended or completely rewritten in connection with whatever certification procedures are in place during that time. So, in the meantime, the Borough will monitor the affordable housing saga, as it plays out in the courts; continue to oversee the production and occupancy of affordable housing units at Wesmont Station and decide when it will be appropriate for the Borough to move ahead and seek certification.

## **F THE RECYCLING PLAN**

The Borough hereby incorporates and adopts the State Recycling Plan goals, in order to ensure that materials are recycled to the greatest extent possible in the Borough. Specifically, the Borough requires the collection, disposition and recycling of recyclable materials, as described in Chapter 52 of the Borough Ordinances. The opening preamble of that ordinance is as follows:

**§ 53-2. General obligations of property owners.**

All persons, except those physically disabled, who are owners, lessees and occupants of residential, institutional, commercial or industrial property in the Borough of Wood-Ridge shall separate used newspapers, corrugated cardboard, tin cans, glass, aluminum, certain plastics, motor oil, high-grade office paper and leaves from any other trash and garbage produced by such residential, institutional, commercial or industrial properties and shall separately bundle or contain the same for pickup, collection and recycling in accordance with all applicable borough regulations.

The details of this ordinance specify the requirements for the different types of land uses, such as individual residential properties and multi family properties, as well institutional, commercial and industrial facilities. There are also provisions for enforcement, as well as exemption mechanisms. The end result of the Borough's recycling efforts is to identify Wood-Ridge as a community that adopts sustainability goals where practical. Through the Borough's recycling efforts, the better use of various resources is being achieved.

Although it is not the purpose of this plan element or the 2016 Master Plan to specifically require any other measures related to sustainability, such as green buildings or alternative energy systems, it is anticipated that in the years ahead the Borough will move in that direction.

## **G REDEVELOPMENT AREA DESIGNATIONS AND PLANS**

This master plan adopts and incorporates into it, all of the provisions of the Wesmont Station Redevelopment Plan, as amended, as required by the NJMLUL. Although that plan is not included in this document, it is available online at the Borough web site. Furthermore, the Land Use Plan section of this document (5 B), specifically locates the Wesmont Station Redevelopment Area on Exhibit 8 and provides a summary of the contents of that redevelopment plan. As mentioned earlier, it is anticipated that the remainder of the former Curtiss Wright property, adjacent to Wesmont Station, will be the subject of a future redevelopment area designation and redevelopment plan but no specific timetable has been set for that effort. Suffice it to say, as Wesmont Station nears completion, before the end of this decade, the Borough and the property owner, in conjunction with the residents of Wood-Ridge, will be exploring the various land use possibilities for this portion of the Borough.

Beyond the Wesmont Station area and the remainder of the former Curtiss Wright property, there are not many areas within the Borough that will require the intervention of the redevelopment area designation process. Potentially, some areas along Hackensack St and Valley Blvd might qualify but they would be relatively limited in terms of their scope and size. One area of the Borough, however, that might be the subject of future redevelopment activity could be the area east of Route 17. There are several industrial properties in this location that might be reaching the end of their useful life and those properties could be the subject of some adaptive reuse strategy. However, the east side of the Borough is not without its limitations – flooding, access issues etc – that may prevent any significant redevelopment of the properties located there. This issue will require further investigation before any specific recommendations can be made and in the final analysis it may be more appropriate to simply make some zoning changes and / or keep the current zoning in place.

In summary, the redevelopment area designation process has worked well for the Borough to date. Future efforts in that regard may need to be employed again. If they are they will need to be done carefully and comprehensively and follow the example of the Wesmont Station process.

## **H RELATIONSHIP TO OTHER PLANS**

This master plan has taken into consideration the planning policies of the municipalities that surround Wood-Ridge, as well as the planning policies of other applicable public entities, in order to be in compliance with the provisions of the New Jersey Municipal Land Use Law (NJMLUL), particularly the sections that relate to the purpose of that act (40-55D-2) and the section (40-55D28), which governs the preparation of municipal master plans.

Specifically, Exhibit 8 depicts the land use categories adjacent to the Borough in the other municipalities that surround it. Generally, the land use categories and zoning in Wood-ridge are compatible with those that border it in the neighboring communities. Residential development generally abuts residential and non residential abuts non residential uses. There are some exceptions but they are not significant. Furthermore, the border between Wallington and Wood-Ridge is a rail line, which effectively creates a substantial barrier between the two communities. It should also be noted that in the planning for Wesmont Station special care was taken to ensure the compatibility of the periphery of that project with neighboring properties both in Wood-Ridge and adjoining Hasbrouck Heights

With respect to the Bergen County Master Plan, the State Development and Redevelopment Plan (SDRP), as well as other applicable state planning documents, this master plan is both compatible, as well as supportive. The SDRP, in particular identifies Wood-ridge as an older suburban community where additional growth may occur. This master plan, as well as the Wesmont Station Redevelopment Plan, clearly allow for more growth where appropriate, as envisioned by the SDRP and other state policies.

The Borough's Stormwater Management Plan, although a separate document is hereby made part of this Master Plan by reference. It is anticipated that during 2016-17 one or more components of that Plan will need to be revised and those revisions will be consistent with the goals and objectives of this document.

In summary, the relationship of this master plan to other relevant plans as identified in 40:55D-28, is a positive and supportive one and ensures that regional and statewide planning and development goals will be implemented at the local level.

## 6. CONCLUSIONS AND RECOMMENDATIONS

This master plan document contains a substantial amount of planning and community development related material intended to serve both the short range and long range planning needs of the Borough. For example, this document should provide guidance in connection with all development applications that are submitted for review ..... and the Goals and Objectives section should be consulted in connection with any capital improvement projects that are contemplated.

The Existing Land Use map, contained herein, is also an important asset that can be used in connection with zoning enforcement issues, among other things. Furthermore, some material contained in this document will be valuable in connection with grant and other funding applications, which the Borough may pursue in the future.

The primary purpose of this document, however, is that it establishes important planning policies for the Borough. It recognizes that Wood-Ridge is predominantly a single family residential community and should remain so. However, it also recognizes that Wood-Ridge will absorb more growth in the future and the nature of that growth – both residential and non residential – will add to the vitality of Wood-Ridge in an appropriate way. The evolution of the existing land use pattern in future years will not radically transform the Borough. However, it will produce some noticeable changes, particularly along the commercial corridors of the community, as well as within some areas adjacent to the commercial corridors.

These contemplated changes obviously can't be accomplished without the consent and cooperation of the Borough Council. It is, therefore, the purpose of this document to give the Borough Council and the Planning Board both the foundation and the flexibility to construct a set of implementing ordinances, which will establish the standards needed to implement the policies herein.

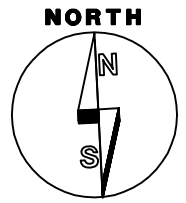
It must also be emphasized that this is not a rigid document that, once adopted, cannot be adjusted. All master plans are creatures of their time and setting. This document's origins are in the early part of the 21<sup>st</sup> century and its "setting" is that of an older suburban residential community, surrounded by communities with similar characteristics. So, as we move further into the 21<sup>st</sup> century, it will be important for the Borough to monitor the relevancy of this document. The best way to do so is to undertake a "master plan re-examination report" at least every ten years, as required by the New Jersey Municipal Land Use Law, or more often as the needs of the Borough dictate

In summary, this Master Plan establishes the land use and related policies of the community that, collectively, are aimed at protecting and enhancing the quality of life within the Borough. Those policies were established through an exhaustive process, which makes them both defensible and representative of the Borough, as a whole. Going forward then, this document should be part of, not only the public decision making process, but private decisions, as well, which will govern the future of the Borough and its residents.

# **APPENDIX A**

## **MAPS**

# REGIONAL LOCATION MAP

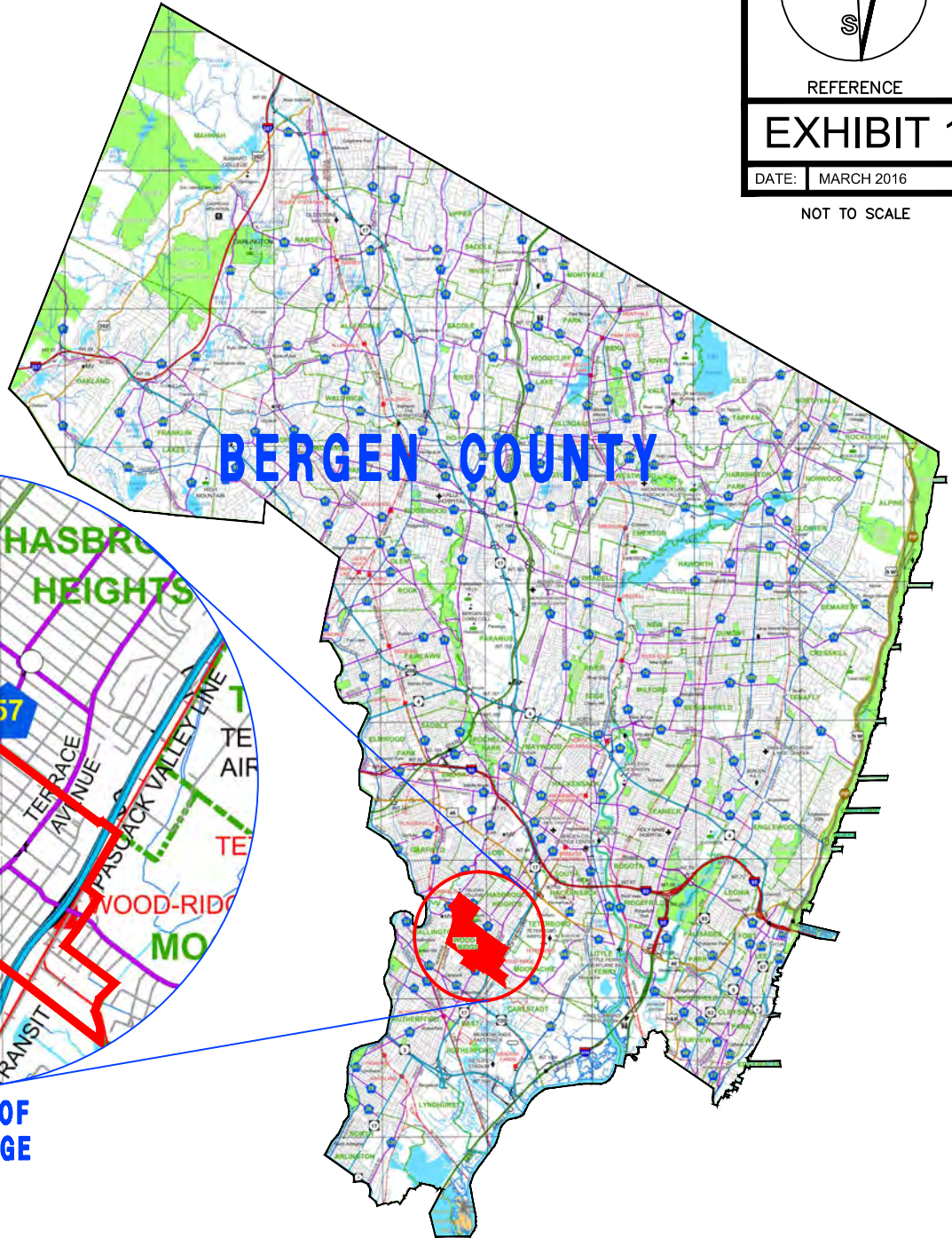


REFERENCE

**EXHIBIT 1**

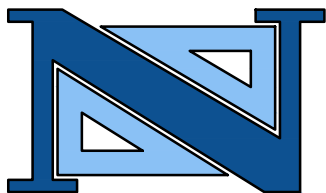
DATE: MARCH 2016

NOT TO SCALE



**BOROUGH OF  
WOOD-RIDGE**

NOTE:  
MAP ACQUIRED FROM:  
<http://www.state.nj.us/transportation/gis/maps/bergen.pdf>



**NEGLIA ENGINEERING ASSOCIATES**  
34 PARK AVENUE  
LYNDHURST, NEW JERSEY 07071  
TEL: 201-939-8805

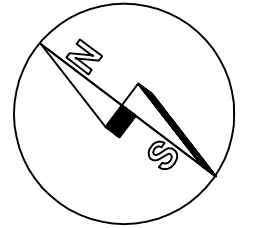
**THE NELSON CONSULTING GROUP**  
2 VOLCANIC HILL ROAD  
WANTAGE, NEW JERSEY 07461  
TEL: 973-903-3766

# AERIAL PHOTOGRAPH

## EXHIBIT 2

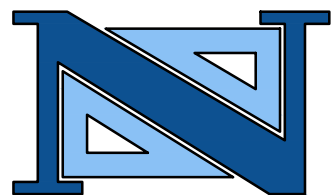
DATE: MARCH 2016

NORTH



REFERENCE

SCALE: 1"=700'



**NEGLIA ENGINEERING ASSOCIATES**  
34 PARK AVENUE  
LYNDHURST, NEW JERSEY 07071  
TEL: 201-939-8805

**THE NELSON CONSULTING GROUP**

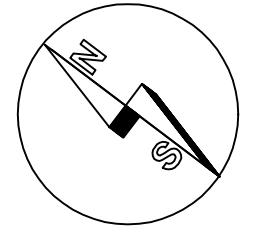
2 VOLCANIC HILL ROAD  
WANTAGE, NEW JERSEY 07461  
TEL: 973-903-3766

# EXISTING LAND USE

## EXHIBIT 3

DATE: MARCH 2016

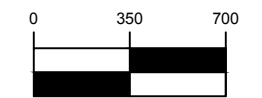
NORTH



REFERENCE

SCALE: 1"=700'

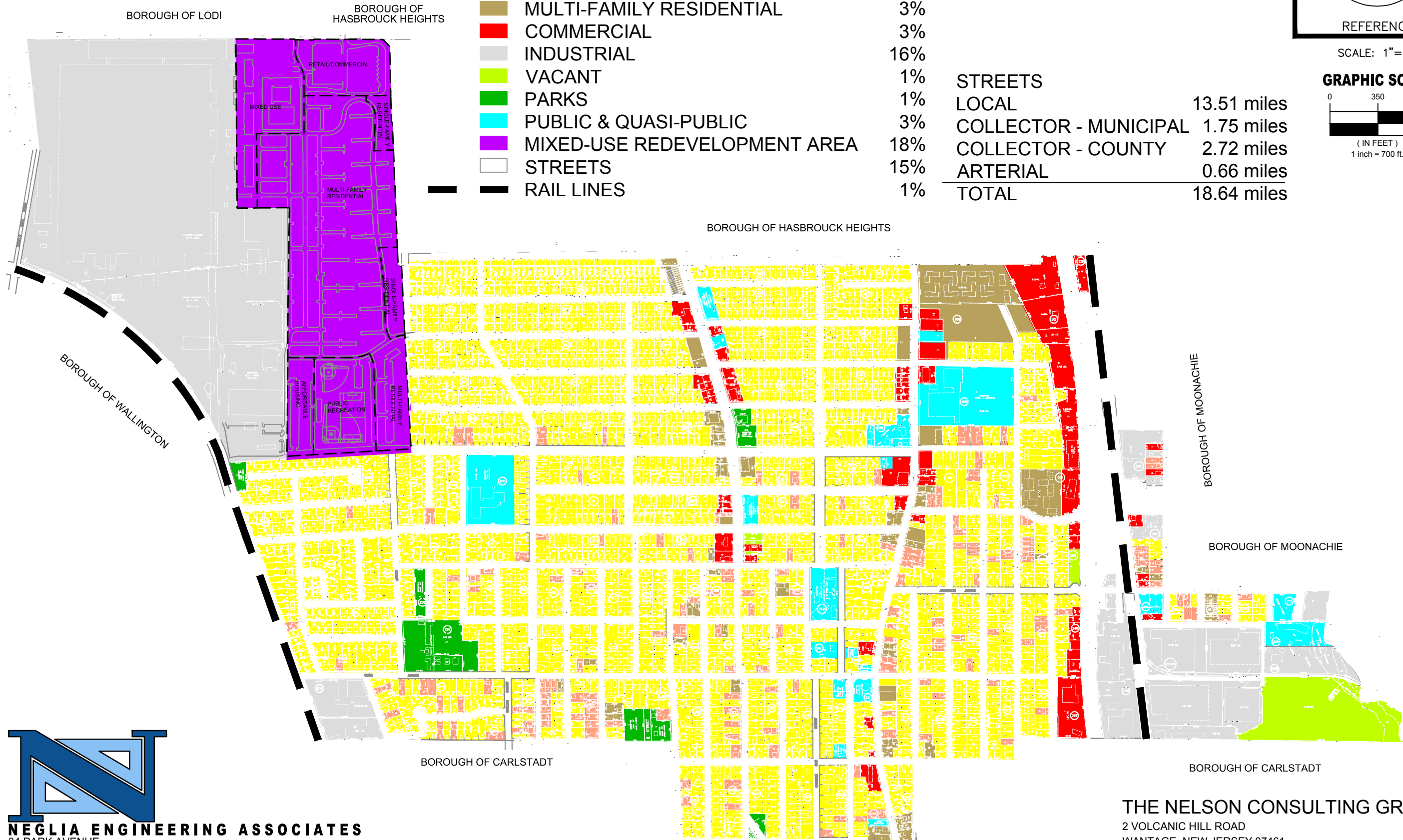
### GRAPHIC SCALE



( IN FEET )  
1 inch = 700 ft.

LEGEND		LAND USE %
	SINGLE FAMILY RESIDENTIAL	36%
	TWO FAMILY RESIDENTIAL	3%
	MULTI-FAMILY RESIDENTIAL	3%
	COMMERCIAL	3%
	INDUSTRIAL	16%
	VACANT	1%
	PARKS	1%
	PUBLIC & QUASI-PUBLIC	3%
	MIXED-USE REDEVELOPMENT AREA	18%
	STREETS	15%
	RAIL LINES	1%

STREETS	
LOCAL	13.51 miles
COLLECTOR - MUNICIPAL	1.75 miles
COLLECTOR - COUNTY	2.72 miles
ARTERIAL	0.66 miles
<b>TOTAL</b>	<b>18.64 miles</b>

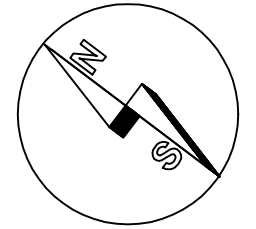


# EXISTING ZONING

## EXHIBIT 4

DATE: MARCH 2016

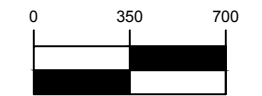
NORTH



REFERENCE

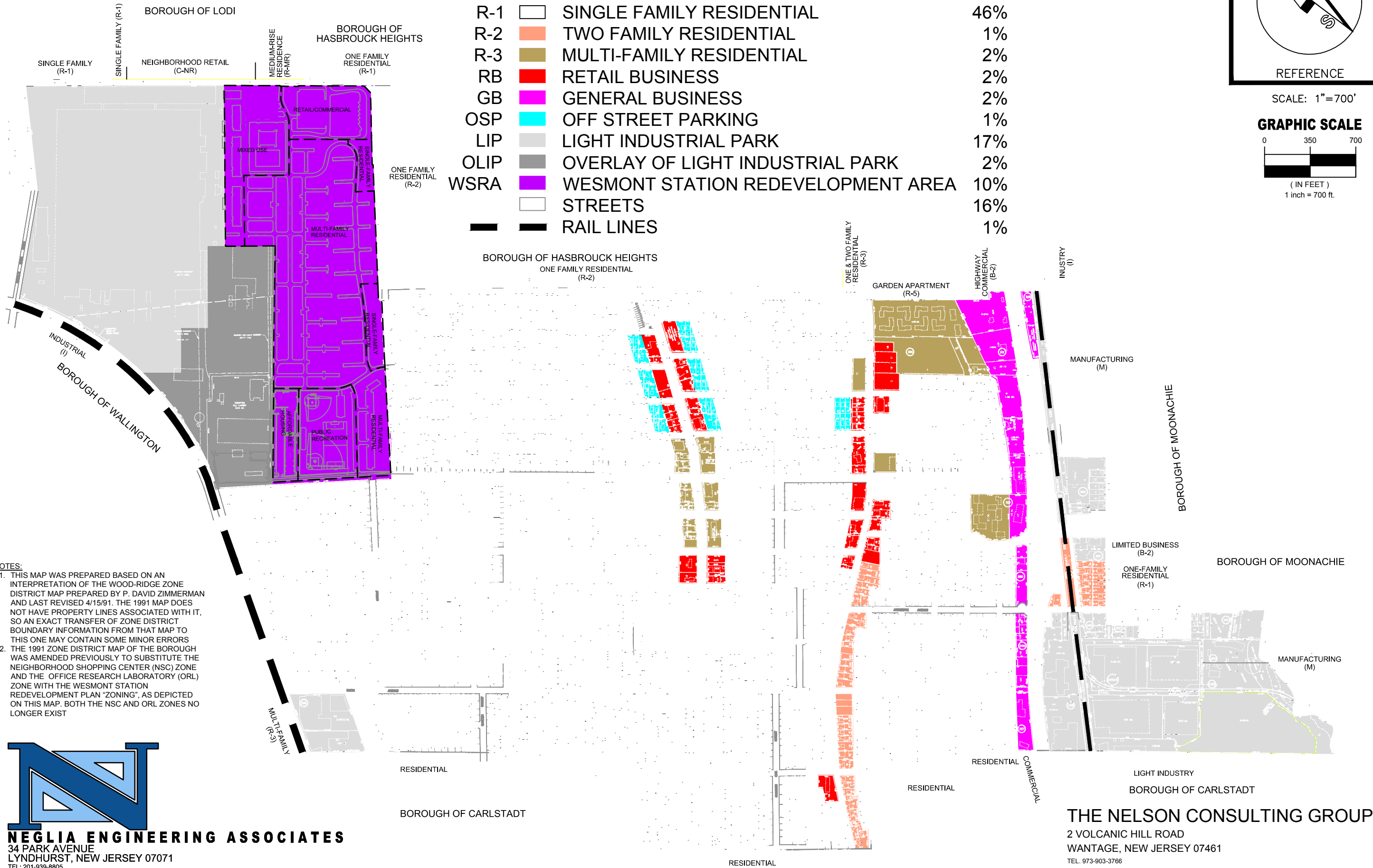
SCALE: 1"=700'

### GRAPHIC SCALE



( IN FEET )  
1 inch = 700 ft.

LEGEND		LAND USE %
R-1	SINGLE FAMILY RESIDENTIAL	46%
R-2	TWO FAMILY RESIDENTIAL	1%
R-3	MULTI-FAMILY RESIDENTIAL	2%
RB	RETAIL BUSINESS	2%
GB	GENERAL BUSINESS	2%
OSP	OFF STREET PARKING	1%
LIP	LIGHT INDUSTRIAL PARK	17%
OLIP	OVERLAY OF LIGHT INDUSTRIAL PARK	2%
WSRA	WESMONT STATION REDEVELOPMENT AREA	10%
	STREETS	16%
	RAIL LINES	1%



**NOTES:**

1. THIS MAP WAS PREPARED BASED ON AN INTERPRETATION OF THE WOOD-RIDGE ZONE DISTRICT MAP PREPARED BY P. DAVID ZIMMERMAN AND LAST REVISED 4/15/91. THE 1991 MAP DOES NOT HAVE PROPERTY LINES ASSOCIATED WITH IT, SO AN EXACT TRANSFER OF ZONE DISTRICT BOUNDARY INFORMATION FROM THAT MAP TO THIS ONE MAY CONTAIN SOME MINOR ERRORS
2. THE 1991 ZONE DISTRICT MAP OF THE BOROUGH WAS AMENDED PREVIOUSLY TO SUBSTITUTE THE NEIGHBORHOOD SHOPPING CENTER (NSC) ZONE AND THE OFFICE RESEARCH LABORATORY (ORL) ZONE WITH THE WESMONT STATION REDEVELOPMENT PLAN "ZONING", AS DEPICTED ON THIS MAP. BOTH THE NSC AND ORL ZONES NO LONGER EXIST

**NEGLIA ENGINEERING ASSOCIATES**  
34 PARK AVENUE  
LYNDHURST, NEW JERSEY 07071  
TEL: 201-939-8805

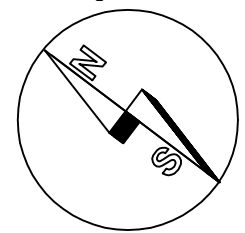
**THE NELSON CONSULTING GROUP**  
2 VOLCANIC HILL ROAD  
WANTAGE, NEW JERSEY 07461  
TEL. 973-903-3766

# ENVIRONMENTAL CONDITIONS

## EXHIBIT 5

DATE: MARCH 2016

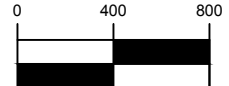
NORTH



NJSPCS

SCALE: 1"=800'

GRAPHIC SCALE



(IN FEET)  
1 inch = 800 ft.



### LEGEND

**SPECIAL FLOOD HAZARD AREAS (SFHAs) SUBJECT TO INUNDATION BY THE 1% ANNUAL CHANCE FLOOD**

The 1% annual chance flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equalled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones A, AE, AH, AO, AR, APF, V, and VE. The Base Flood Elevation is the water-surface elevation of the 1% annual chance flood.

- ZONE A** No Base Flood Elevations determined.
- ZONE AE** Base Flood Elevations determined.
- ZONE AH** Flood depths of 1 to 3 feet (usually areas of ponding); Base Flood Elevations determined.
- ZONE AO** Flood depths of 1 to 3 feet (usually sheet flow, on sloping terrain); average depths determined. For areas of alluvial fan flooding, velocities also determined.
- ZONE AR** Special Flood Hazard Area formerly protected from the 1% annual chance flood by a flood control system that was subsequently decertified. Zone AR indicates that the former flood control system is being restored to provide protection from the 1% annual chance or greater flood.
- ZONE APF** Area to be protected from 1% annual chance flood by a Federal flood protection system under construction; no Base Flood Elevations determined.
- ZONE V** Coastal flood zone with velocity hazard (wave action); no Base Flood Elevations determined.
- ZONE VE** Coastal flood zone with velocity hazard (wave action); Base Flood Elevations determined.

**FLOODWAY AREAS IN ZONE AE**

The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood heights.

**OTHER FLOOD AREAS**

- ZONE X** Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood.

**OTHER AREAS**

- ZONE X** Areas determined to be outside the 0.2% annual chance floodplain.
- ZONE D** Areas in which flood hazards are undetermined, but possible.

**COASTAL BARRIER RESOURCES SYSTEM (CBRS) AREAS**

**OTHERWISE PROTECTED AREAS (OPAs)**

CBRS areas and OPAs are normally located within or adjacent to Special Flood Hazard Areas.

- 1% annual chance floodplain boundary
- 0.2% annual chance floodplain boundary
- Floodway boundary
- Zone D boundary
- CBRS and OPA boundary
- Boundary dividing Special Flood Hazard Areas of different Base Flood Elevations, flood depths or flood velocities.
- Base Flood Elevation line and value; elevation in feet\* (Elev. 513)
- Base Flood Elevation value where uniform within zone: elevation in feet\*

\*Referenced to the National Geodetic Vertical Datum of 1929

- (A) --- (A) Cross section line
- (B) --- (B) Transect line
- 51° 01' 30", 32° 22' 30" Geographic coordinates referenced to the North American Datum of 1927 (NAD 27) Western Hemisphere
- 427896M 1000-meter Universal Transverse Mercator grid values, zone 18
- 800000 FT 5000-foot grid ticks: New Jersey State Plane coordinate system, FIPS ZONE 2100, Transverse Mercator projection
- DX8510 X Bench mark (see explanation in Notes to Users section of this FIRM panel)
- Location of node for stillwater elevation calculation
- MAP REPOSITORY
- Refer to listing of Map Repositories on Map Index
- EFFECTIVE DATE OF COUNTYWIDE FLOOD INSURANCE RATE MAP SEPTEMBER 26, 1996
- EFFECTIVE DATES OF REVISIONS TO THIS PANEL: September 30, 2005 - to change Base Flood Elevations and Special Flood Hazard Areas; and to reflect updated topographic information.

NOTE:  
THIS MAP DEPICTS INFORMATION ACQUIRED FROM FEMA.

**NEGLIA ENGINEERING ASSOCIATES**  
34 PARK AVENUE  
LYNDHURST, NEW JERSEY 07071  
TEL: 201-939-8805

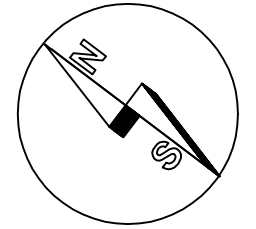
**THE NELSON CONSULTING GROUP**  
2 VOLCANIC HILL ROAD  
WANTAGE, NEW JERSEY 07461  
TEL: 973-903-3766

# COMMUNITY FACILITIES

**EXHIBIT 6**

DATE: MARCH 2016

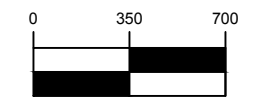
**NORTH**



NJSPCS

SCALE: 1"=700'

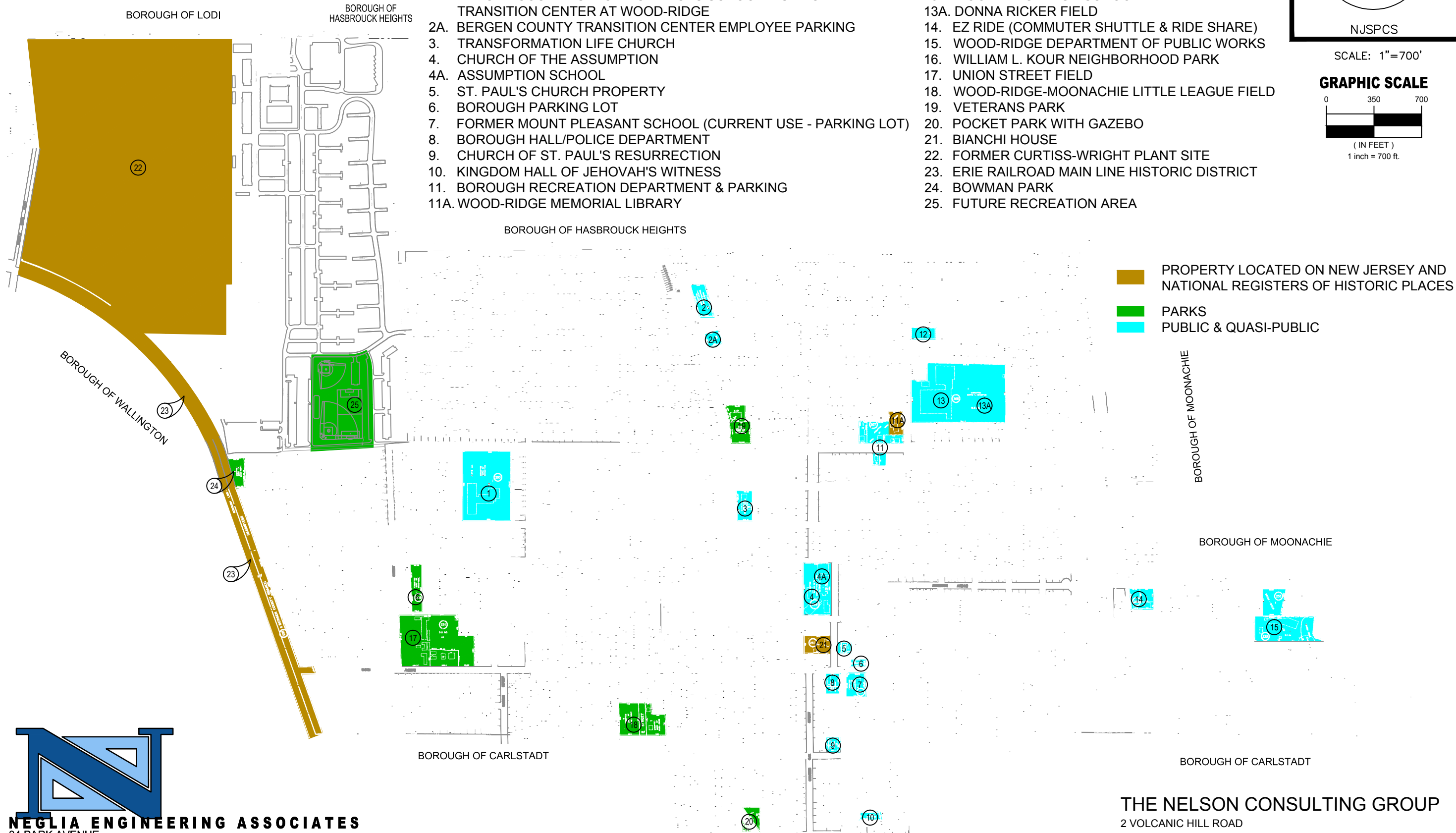
**GRAPHIC SCALE**



( IN FEET )  
1 inch = 700 ft.

## LEGEND

- |  |  |
|--|--|
| <ol style="list-style-type: none"> <li>1. CATHERINE E. DOYLE ELEMENTARY SCHOOL</li> <li>2. BERGEN COUNTY SPECIAL SERVICES SCHOOL DISTRICT TRANSITION CENTER AT WOOD-RIDGE</li> <li>2A. BERGEN COUNTY TRANSITION CENTER EMPLOYEE PARKING</li> <li>3. TRANSFORMATION LIFE CHURCH</li> <li>4. CHURCH OF THE ASSUMPTION</li> <li>4A. ASSUMPTION SCHOOL</li> <li>5. ST. PAUL'S CHURCH PROPERTY</li> <li>6. BOROUGH PARKING LOT</li> <li>7. FORMER MOUNT PLEASANT SCHOOL (CURRENT USE - PARKING LOT)</li> <li>8. BOROUGH HALL/POLICE DEPARTMENT</li> <li>9. CHURCH OF ST. PAUL'S RESURRECTION</li> <li>10. KINGDOM HALL OF JEHOVAH'S WITNESS</li> <li>11. BOROUGH RECREATION DEPARTMENT &amp; PARKING</li> <li>11A. WOOD-RIDGE MEMORIAL LIBRARY</li> </ol> | <ol style="list-style-type: none"> <li>12. UNITED STATES POST OFFICE</li> <li>13. WOOD-RIDGE HIGH SCHOOL</li> <li>13A. DONNA RICKER FIELD</li> <li>14. EZ RIDE (COMMUTER SHUTTLE &amp; RIDE SHARE)</li> <li>15. WOOD-RIDGE DEPARTMENT OF PUBLIC WORKS</li> <li>16. WILLIAM L. KOUR NEIGHBORHOOD PARK</li> <li>17. UNION STREET FIELD</li> <li>18. WOOD-RIDGE-MOONACHIE LITTLE LEAGUE FIELD</li> <li>19. VETERANS PARK</li> <li>20. POCKET PARK WITH GAZEBO</li> <li>21. BIANCHI HOUSE</li> <li>22. FORMER CURTISS-WRIGHT PLANT SITE</li> <li>23. ERIE RAILROAD MAIN LINE HISTORIC DISTRICT</li> <li>24. BOWMAN PARK</li> <li>25. FUTURE RECREATION AREA</li> </ol> |
|--|--|



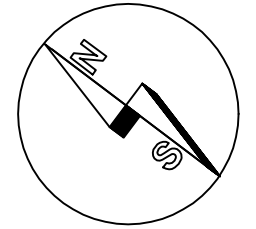
- PROPERTY LOCATED ON NEW JERSEY AND NATIONAL REGISTERS OF HISTORIC PLACES
- PARKS
- PUBLIC & QUASI-PUBLIC

# TRANSPORTATION INFRASTRUCTURE

**EXHIBIT 7**

DATE: MARCH 2016

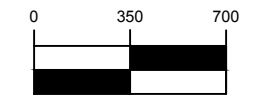
**NORTH**



NJSPCS

SCALE: 1"=700'

**GRAPHIC SCALE**



( IN FEET )  
1 inch = 700 ft.

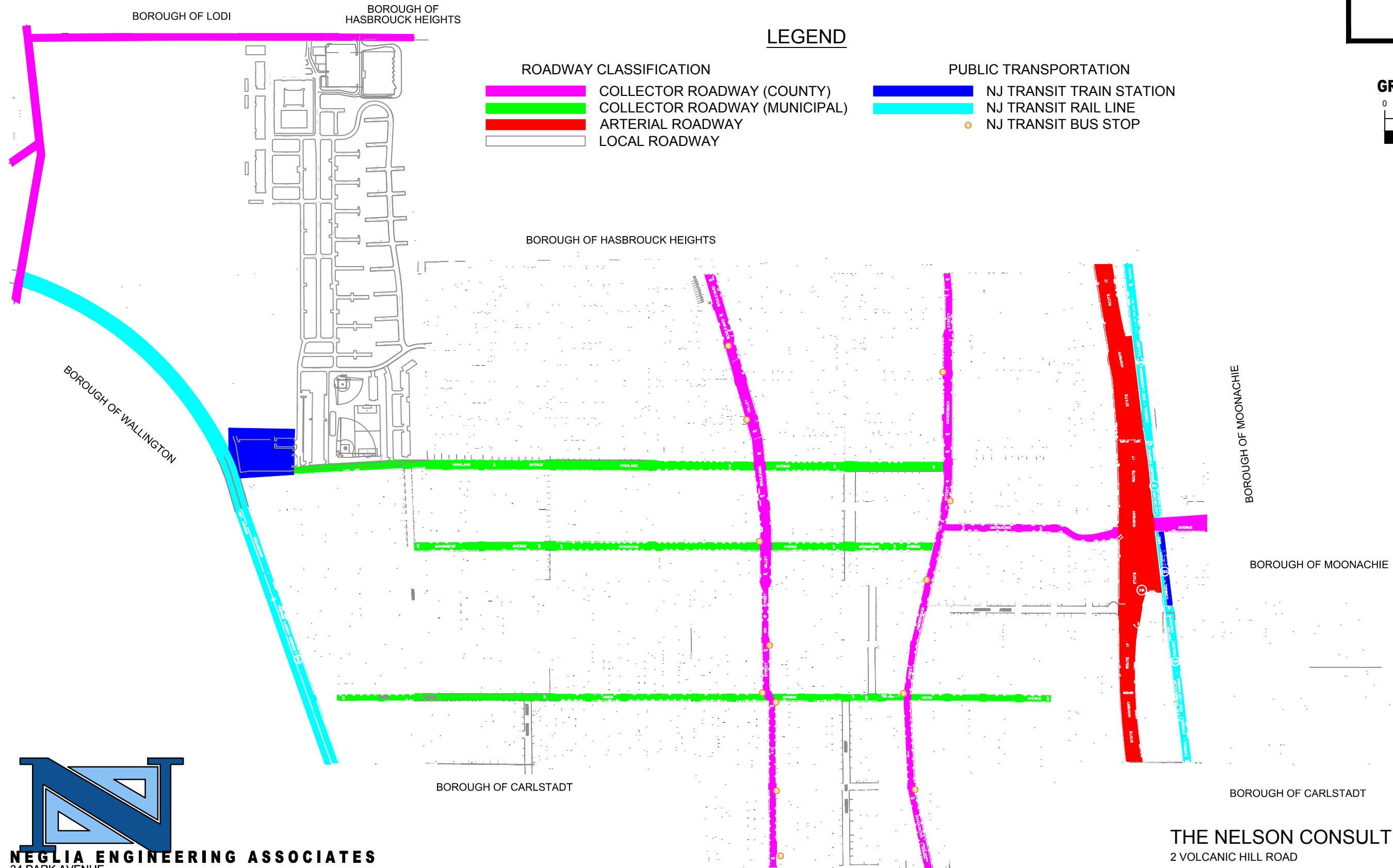
## LEGEND

### ROADWAY CLASSIFICATION

- COLLECTOR ROADWAY (COUNTY)
- COLLECTOR ROADWAY (MUNICIPAL)
- ARTERIAL ROADWAY
- LOCAL ROADWAY

### PUBLIC TRANSPORTATION

- NJ TRANSIT TRAIN STATION
- NJ TRANSIT RAIL LINE
- NJ TRANSIT BUS STOP



**NEGLIA ENGINEERING ASSOCIATES**  
34 PARK AVENUE  
LYNDHURST, NEW JERSEY 07071  
TEL: 201-939-8805

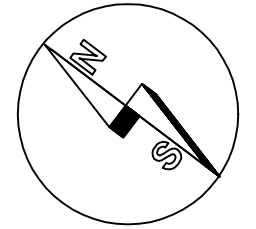
**THE NELSON CONSULTING GROUP**  
2 VOLCANIC HILL ROAD  
WANTAGE, NEW JERSEY 07461  
TEL: 973-903-3766

# LAND USE PLAN

**EXHIBIT 8**

DATE: MARCH 2016

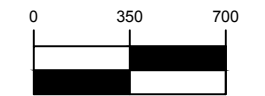
**NORTH**



REFERENCE

SCALE: 1"=700'

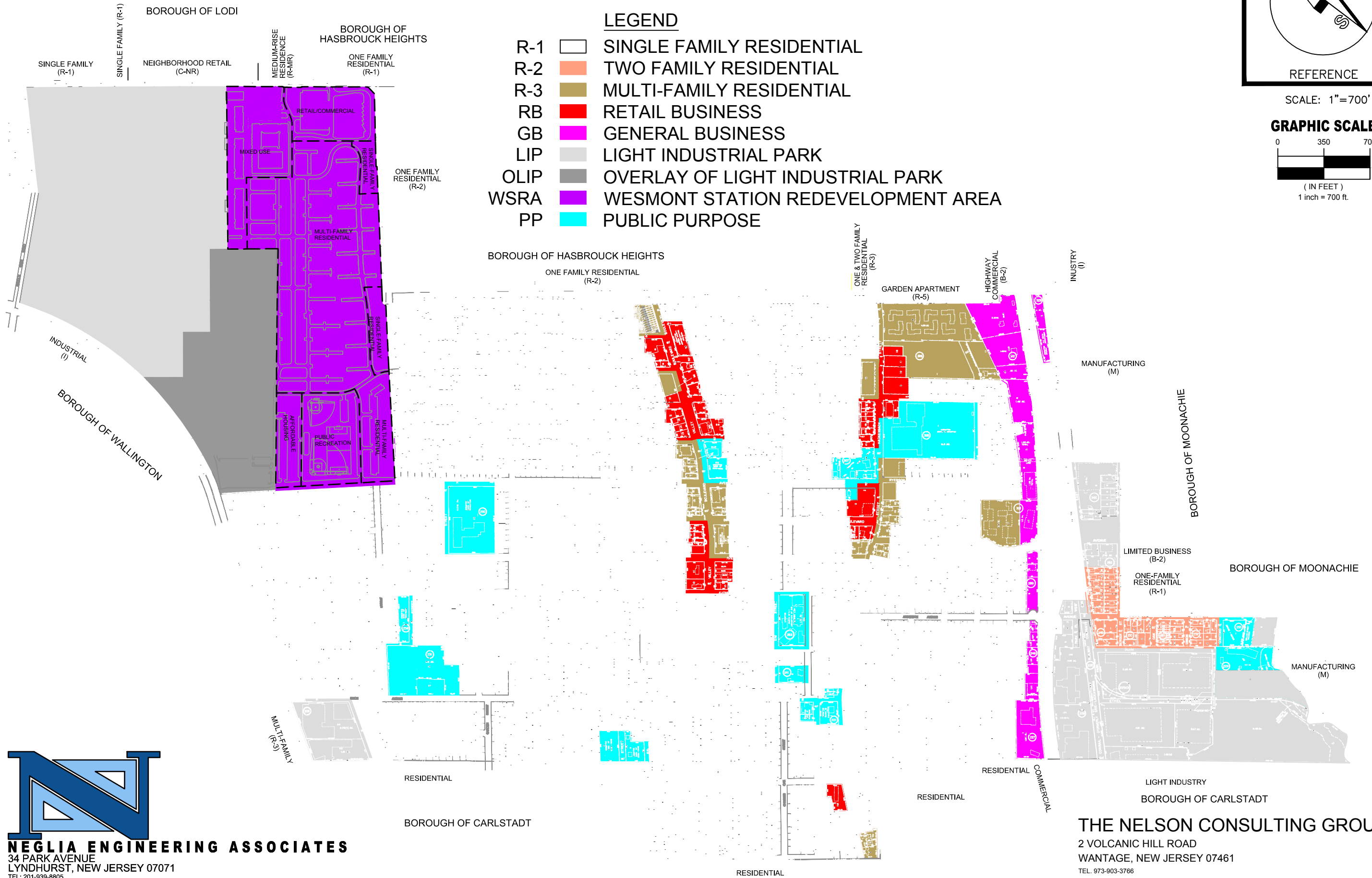
**GRAPHIC SCALE**



( IN FEET )  
1 inch = 700 ft.

**LEGEND**

R-1		SINGLE FAMILY RESIDENTIAL
R-2		TWO FAMILY RESIDENTIAL
R-3		MULTI-FAMILY RESIDENTIAL
RB		RETAIL BUSINESS
GB		GENERAL BUSINESS
LIP		LIGHT INDUSTRIAL PARK
OLIP		OVERLAY OF LIGHT INDUSTRIAL PARK
WSRA		WESMONT STATION REDEVELOPMENT AREA
PP		PUBLIC PURPOSE



# **APPENDIX B**

**2006 MASTER PLAN**

**RE-EXAMINATION REPORT MATERIAL**

## *Excerpted from the 2006 Wood-Ridge Master Plan Re-examination Report – Section 5*

The purpose of this section is to identify changes to the Master Plan, and the land use regulations of the Borough, that can be incorporated in this document now or that should be undertaken, separately, at a later date. This section also includes a discussion about the adopted redevelopment plan for Wesmont Station, as per the requirements of N.J.S.A. 40:55D89.

As noted previously, the Borough has already authorized several efforts, beyond this reexamination report, that are intended to update the Borough Master Plan. Those efforts include the preparation of a COAH compliant Housing Plan element and the preparation of a new Land Use Plan element, both of which are scheduled to be completed in 2006. The remainder of this section will focus on ten items that were either identified in previous reexamination reports and not previously pursued or have become issues and / or received attention since the 1997 Reexamination Report. A discussion regarding each of those items follows:

- **WESMONT STATION** – This project has traveled the route from an “idea” to an adopted redevelopment plan and to the next step of an approved site plan. This reexamination report, then, in recognition of the reality of this project, incorporates that redevelopment plan, in its entirety by reference (as adopted by the Borough Council) both as part of this document and as part of the Borough Master Plan. Furthermore, the Borough Zoning Map should be changed to reflect this new designation.

This document also supports and adopts the “overlay” zone, necessary to facilitate the implementation of the proposed train station, associated with this project, as well as other elements of the Wesmont Station Plan, that are located immediately to the west of the designated redevelopment area, on property owned by Somerset Development. Finally, this reexamination report also supports the use of the aforementioned overlay zone and or the use of a second overlay zone for the purpose of addressing the affordable housing obligation of the Borough, as determined by both COAH’s prior round rules and the new third round rules.

- **A NEW SET OF MASTER PLAN GOALS AND OBJECTIVES.** – The current Master Plan Goals and Objectives, although adequate, do not provide as much clarity as they could regarding the planning policies of the Borough. As part of the Land Use Plan element update, the Borough has authorized the preparation of a revised set of goals and objectives. The intent is to build on the existing goals and objectives that have served the Borough for many years – not to discard them. Consideration, however, should be given to a new format that would be more specific and detailed, than the current set of goals and objectives and in addition might include specific “policy statements” that further refine the traditionally broad language, associated with most master plan goals and objectives. It is recommended that a committee of the Planning Board, or a Mayor’s committee, which might also include non Board members, be given the responsibility of helping to formulate these revised goals and objectives.
- **AGE RESTRICTED HOUSING** – Giving the changing demographics of the Borough, as well as the entire State of New Jersey, with respect to the aging of the population, consideration should be given to encouraging age restricted housing in selected areas of the Borough, at somewhat higher densities than currently allowed. A small portion of the Wesmont project will include age restricted housing but other than that one location, this is not a land use category specifically encouraged or permitted elsewhere in the Borough. This type of housing is normally restricted to the 55 and older age

group and can either be subsidized in some form or can be market rate housing. Some possible locations for this type of housing could be along portions of Hackensack St. and Valley Boulevard.

- **ADDITIONAL REDEVELOPMENT AREAS** – The Borough has successfully negotiated the first phase (the planning and approval phase) of the Wesmont Station redevelopment project. It is assumed that the implementation phase will be equally successful. As the Borough monitors the implementation phase, consideration should be given to the designation of other areas within the Borough, as “areas in need of redevelopment” or to the use of an “overlay zone” strategy to accomplish various redevelopment and revitalization goals. The sections of the Borough that come to mind in this regard, at the moment, are the remainder of the former Curtiss Wright property ( now under the control of Somerset Development ), selected areas along Hackensack St. and Valley Boulevard, an older industrial area in the vicinity of Union Ave. and the NJ Transit Bergen County rail line, portions of the Route 17 corridor and the portion of the Borough on the east side of Route 17, in the vicinity of the Wood-Ridge train station adjacent to the Pascack Valley rail line and Blum Boulevard.

Other areas might also be candidates for such designation, after further review and analysis. However, a word of caution is important here. The power to designate a property or neighborhood as an “area in need of redevelopment” is one that should be exercised cautiously and sparingly. It is an important and invaluable planning mechanism that can achieve results that standard zoning often cannot. But it can also be harmful if it is not pursued with caution and restraint. It is critical that individual property rights always be at the forefront of the municipality’s considerations. It is particularly harmful if a municipality designates an area for redevelopment and then fails to proceed in a timely manner with the preparation and adoption of a redevelopment plan. When this happens, the uncertainty created can often have a chilling effect on individual property rights. Such uncertainty can negatively impact decisions involving the purchase and sale of real estate, as well as a variety of business decisions that pertain to relocation, expansion and numerous other investment related expenditures. So, the recommendation is to consider the possibility of designating other redevelopment areas, using the Wesmont model where possible, but always taking into consideration first, whether or not other planning mechanisms, short of the redevelopment area designation, may be more suitable.

- **THE BOROUGH’S AFFORDABLE HOUSING OBLIGATION** - The effort to address this issue is currently underway with authorization to proceed with the preparation of a COAH compliant Housing Plan. That document will eventually be adopted as part of the Borough Master Plan and will ultimately serve as the basis for the Borough’s substantive certification petition to COAH. Under COAH’s third round rules the Borough’s obligation will be dependent on how much residential and non residential growth is projected to occur between 2004 and 2014 and ultimately how much of that projected growth actually does occur. Most, but not all, of the Borough’s growth during that time period will be in the form of the Wesmont project and the Wesmont developer has agreed to satisfy the obligation generated by that complex (approximately 95 units) via a multi part strategy, that will be discussed in detail in the Housing Plan. Suffice it to say, that this strategy will involve the use of the overlay zone, mentioned earlier in this section, as well as the possibility of establishing affordable units elsewhere in the Borough. The

possibility of transferring a portion of the Borough's obligation to another municipality via a Regional Contribution Agreement (RCA) may also be pursued.

With respect to the Borough's obligation, which predates COAH's third round rules ("the prior round obligation"), a strategy, similar to the one just described in connection with the Wesmont obligation will probably be employed. Addressing the prior round obligation, which has been determined to be 30 units that are in need rehabilitation and 28 units of new construction, may be partly or completely resolved by using the aforementioned overlay zone approach. However, the strategy could also involve the encouragement of age restricted housing in selected areas of the Borough, with the offer of a density bonus if a percentage of the units are COAH compliant. And other COAH sanctioned options are not being completely ruled out. In short the Borough has begun the process of addressing its affordable housing obligation, which will be outlined in detail in the Housing Plan.

- **THE COMMUNITY FORESTRY MANAGEMENT PLAN** – This document, prepared by the Borough Shade Tree Commission in 2004, is an authoritative document that provides a strategy relative to the protection and enhancement of the Borough's street tree resources. The document stands on its own but in order to give it additional weight it is hereby incorporated, by reference, as part of the Borough Master Plan
- **THE ROUTE 17 CORRIDOR** – Route 17 is the only state highway that traverses the Borough. It travels a north – south route and connects the Borough to other major transportation arteries in the immediate area such as Routes 80, 46 and 3. Exhibit 3 depicts the alignment of Route 17, as it traverses the Borough, and it also delineates the existing properties that border it on the east and west and depicts how each property is being used. Exhibit 4 depicts the zoning districts that exist in this area, as per the Wood-Ridge Zoning Map. The Route 17 corridor, as it travels northward from Rutherford, East Rutherford, Carlstadt and into Wood-Ridge - and beyond Wood-Ridge into Hasbrouck Heights, immediately to the north - is a mix primarily of retail and service commercial uses. Some of these uses are of recent vintage but some of them can trace their origins to the 1950's, 1960's and 1970's.

The Wood-Ridge portion of this corridor contains several newer uses such as a restaurant and fast food operation on the west side of the road. Other uses are older and in some cases have reached or are nearing obsolescence. Still other properties, because of their shape, size, location, traffic safety concerns and other physical characteristics, have limited development and redevelopment potential.

Clearly, the Route 17 corridor, within Wood-Ridge, requires some attention if it is going to reach its full potential. Given the fact that it is a major transportation route in close proximity to various corporate and entertainment facilities, it would seem that this corridor could accommodate one or more new service commercial uses, like a hotel complex, or even possibly a Class A office building. There are several problems, however, that stand in the way. One problem involves access issues and another is the size and shape of a number of the existing lots that border the roadway. In fact, some properties are so problematic, it would be better if they were not developed at all and served instead as a buffer or green area bordering Route 17. Other properties, however, do have redevelopment potential and the Borough should do what it can to encourage that potential.

The zoning in the Route 17 corridor is fragmented. Three separate zones exist here – the GB: General Business ; the LIP: Light Industrial Park and the R2 : Two Family Residential. This, to a certain extent, reflects the fragmented land use pattern that exists and the fact that not all of the properties that border Route 17 have full or safe access to it. The GB zone encompasses the entire west side of the corridor and for the most part topographic conditions substantially separate the residential development to the west that borders these Route 17 properties. On the east side, the topographic conditions are less severe but the NJ Transit Pascack Valley rail line creates a separation between the Route 17 properties and properties further to the east.

The GB zone, as the title suggests, allows a number of commercial uses but it is missing some key components, such as hotels and other transportation oriented uses, that one would expect to find in such a zoning district. And as stated previously, some of the properties have such constraints associated with them that virtually no use permitted in any of the three zones, within the corridor, are appropriate. Given these facts, it is recommended that a comprehensive study be undertaken of the Route 17 corridor, with the intent of shaping a new set of zoning regulations for this portion of the community. Additional uses should be considered that are not currently permitted and greater use of the “conditional use” provision should be employed – allowing certain uses but only if a detailed set of conditions are met. However, as an interim measure, it is recommended that consideration be given now to allowing hotels as a permitted use along portions of the Route 17 corridor. A detailed discussion regarding this recommendation follows

*Hotels, as already noted, are currently not permitted in the RB zone, which encompasses the west side of Rt. 17 or in the LIP zone, which encompasses the east side of that highway. Allowing hotels in the LIP zone would not be advisable, without a more detailed study. However, allowing hotels in the RB zone is something that should be favorably considered now and it is recommended that the Borough Council enact a zone change, based on that recommendation. Realistically, given the amount of land area in the RB zone, any hotel facilities constructed there would undoubtedly be of a “boutique” nature. In other words, they would be relatively small hotels – 100 rooms or less– and might very well be aimed at a market “niche”. As already recommended, hotels should be allowed as a permitted use. Furthermore, a definition of hotel needs to be added to the zoning ordinance. That definition should be as follows:*

**Definition of “Hotel” – Recommendation: A facility offering transient lodging accommodations to the general public and providing additional services and facilities, such as restaurants, meeting rooms, and entertainment and recreational facilities. All rooms shall be accessible via internal corridors only and may contain limited kitchen facilities. This definition is not intended to allow “extended stay” hotels, which are prohibited and which are defined as allowing clientele to occupy the premises for periods of time in excess of three consecutive weeks.**

Generally, the dimensional requirements of the RB zone can also be used in connection with hotels. The Zoning Schedule below, indicates where

modifications of the RB standards should be enacted, or in certain instances, where new standards should be included.

### ZONING SCHEDULE

Item	RB	Hotel
Lot Size	40,000 sq ft	<b>20,000 sq ft</b>
Lot Width	200'	<b>100'</b>
Lot Depth	200'	<b>same</b>
Front Yd Setback	25'	<b>25' or ½ the bldg. height whichever is less</b>
Side Yd. Setback	25' / 50'	<b>20' / 40'</b>
Rear Yd Setback	25'	<b>same</b>
Bldg Ht	30'	<b>5 Stories / 60'</b>
Bldg. Coverage	30%	<b>same</b>
FAR	NA	<b>1.0 to 1.25</b>
Parking	NA	<b>1.2 spaces per room plus additional spaces for accessory uses, based on the requirements of this ordinance *</b>
Loading Space	NA	<b>1 space</b>

**\* shared spaces, valet spaces and/or off site spaces may be permitted at the discretion of the Board**

Finally, with respect to the Route 17 corridor, the Borough should consider whether or not employing a Transfer of Development Rights (TDR) mechanism might be feasible here. Basically, the TDR mechanism allows the development rights from one property to be transferred to another property, thus allowing the receiving property to be developed at a higher density than the zoning allows. This might be a way to curtail development on properties that are problematic. Another approach would be to investigate the feasibility of designating the entire corridor as an area in need of redevelopment and devising a comprehensive plan that would identify the areas where intensive redevelopment could occur and those areas where the development would be more limited or completely restricted.

- OTHER POTENTIAL ZONING MAP CHANGES** – Concerns have been raised about several other zoning designations and property conditions within the Borough. First is the Valley Boulevard area, particularly that portion on the west side of **Valley Boulevard between Columbia Boulevard and Wood-Ridge Ave.** Exhibit 5 depicts all of the properties along the Boulevard and how they are currently being used. Exhibit 6 depicts the current zoning in this area. The portion of this area where there is the greatest concern (between Columbia Blvd. and Wood-Ridge Ave.) is zoned R3 – Multi Family. This zoning district actually extends several more blocks north of Columbia, on both sides of the street, as far as Marlboro Road. The problem is that several buildings in this area that would be suitable for commercial use, at least on the

first floor, cannot be occupied by commercial uses without first obtaining a use variance. Consideration should be given to either modifying the provisions of the R3 to allow for commercial uses in the zone or reduce the limits of the R3 zone in this area and expand the RB – Retail Business zone. It is also suggested that the Valley Boulevard RB zoning be evaluated in order to determine if any changes are needed that will ensure the vitality of the business district in this part of the Borough by helping to minimize the number of vacancies. Of particular concern is an area between Main and Union Avenues. Finally, there are several public purpose uses and quasi public uses in this area that are not available for commercial purposes ( ie: a municipal park, a church, a school etc. ). Consideration should be given to modifying the zoning in connection with these properties to reflect their unavailability for private use.

Another problem area is in the vicinity of **Hackensack St. and Moonachie Ave.** The zoning here is a mix of R1 – Single Family Residential, RB and R2. Exhibit 7 depicts the properties in the Hackensack St area, from North Rd to the Wood-Ridge / Hasbrouck Heights boundary, and how each property is being used. Exhibit 8 depicts the zoning in this same area.

The development pattern in this area does not fully coincide with the zoning and this area should be studied in more detail to determine what zoning changes here might better reflect existing conditions and also facilitate the better use of some of these properties. Furthermore, where some properties may not be compatible with the neighborhood, consideration should be given to a zone change or a change in permitted uses, in order to encourage more appropriate uses in this area. And as a last comment relative to this area, although property conditions are generally not an issue in a master plan reexamination report, the condition of certain properties in this area may be an indicator that their useful life is approaching an end and that a change in the zoning could be the catalyst that facilitates a reinvestment by the private sector.

The Borough has a unique zoning district known as the **OSP zone – Off Street Parking.** It is limited to several areas in the vicinity of Valley Boulevard and Hackensack St, immediately adjacent to the RB zone. The only use permitted is off street parking and the standards associated with this zone are minimal. These OSP zoning districts are immediately adjacent to existing single family areas and potentially pose a threat to the health, safety and welfare of these residential neighborhoods. On the other hand, the parking demands associated with the businesses in the RB areas can't be ignored. Consequently, the OSP areas need to be investigated further in order to determine the extent of parking areas that already exist and how this zone should be modified in order to best protect the adjoining residential areas.

Finally, the Borough should take steps to eliminate the **NSC Zone** from the Borough land use regulations and Zoning Map, since this zone has been superseded by the Wesmont Station Redevelopment Plan.

- **THE NEW LAND USE PLAN ELEMENT** – The Borough has already authorized the preparation of a new Land Use Plan element to be incorporated into the Borough Master Plan. That effort will get underway immediately after the finalization and adoption of this reexamination report. And as already noted this effort will also include the formulation of a revised set of goals and objectives.

The Land Use Plan element will include an updated Existing Land Use map that will depict how all properties in the Borough are currently being used. An analysis will then be undertaken to determine how the existing zoning

coincides with the actual usage of properties. A determination can then be made if any zoning map modifications are warranted. This effort is intended to also coincide with some of the proposed tasks already discussed in this section.

- **A COMPREHENSIVE REVIEW OF THE BOROUGH'S LAND DEVELOPMENT CONTROLS** – There are a number of issues related to the Borough's land development controls that suggest the time has arrived for a comprehensive review of those controls. First where state regulations conflict with or supersede municipal standards (ie: the NJ Residential Site Improvement Standards ; the NJMLUL provision that allows daycare facilities in all non residential zones as a permitted use) the Borough standards need to be revised. Also, there are sections of the municipal regulations that conflict with each other which need to be corrected. And some new controls need to be added, such as design guidelines, that will help enhance the appearance of commercial properties and control the visual impact of new residential structures being added to established, older residential areas.

This effort to comprehensively review the Borough's land development controls should be the responsibility of a committee of the Planning Board that might also include representation from the Board of Adjustment , as well as other municipal entities where appropriate, and the Borough professionals, where their expertise is of value. This will be a major undertaking and could take more than a year to complete. This effort should also be coordinated with the Borough Council and periodic updates given to the Council, so that the governing body is aware of what changes are contemplated. Since the Borough Council will have the ultimate responsibility for adopting any recommended changes, this coordination will be essential to the most productive use of everyone's time.

This concludes the 2006 Wood-Ridge Master Plan Reexamination Report. The next steps, as outlined herein should begin as soon as this document is adopted by the Planning Board

# **APPENDIX C**

## **CENSUS DATA**

**WOOD-RIDGE CENSUS DATA  
SOURCE – US CENSUS BUREAU  
2010 CENSUS DATA AND 2014 ESTIMATES**

*Population*

Population estimates, July 1, 2014, (V2014)	8,450
Population estimates base, April 1, 2010, (V2014)	7,626
Population, percent change - April 1, 2010 (estimates base) to July 1, 2014, (V2014)	10.8%
Population, Census, April 1, 2010	7,626

*Age and Sex*

Persons under 5 years, percent, April 1, 2010	4.9%
Persons under 18 years, percent, April 1, 2010	21.5%
Persons 65 years and over, percent, April 1, 2010	14.7%
Female persons, percent, April 1, 2010	51.7%

*Race and Hispanic Origin*

White alone, percent, April 1, 2010	87.2%
Black or African American alone, percent, April 1, 2010	1.4%
American Indian and Alaska Native alone, percent, April 1, 2010	0.2%
Asian alone, percent, April 1, 2010	7.1%

Two or More Races, percent, April 1, 2010	1.7%
---	------

Hispanic or Latino, percent, April 1, 2010	13.1%
--	-------

White alone, not Hispanic or Latino, percent, April 1, 2010	77.3%
---	-------

### *Population Characteristics*

Veterans, 2010-2014	316
---------------------	-----

Foreign born persons, percent, 2010-2014	18.5%
--	-------

### *Housing*

Housing units, April 1, 2010	3,051
------------------------------	-------

Owner-occupied housing unit rate, 2010-2014	78.2%
---	-------

Median value of owner-occupied housing units, 2010-2014	\$391,000
---	-----------

Median selected monthly owner costs -with a mortgage, 2010-2014	\$2,714
---	---------

Median selected monthly owner costs -without a mortgage, 2010-2014	1,000+ <sup>1</sup>
--	---------------------

Median gross rent, 2010-2014	\$1,614
------------------------------	---------

### *Families and Living Arrangements*

Households, 2010-2014	3,019
-----------------------	-------

Persons per household, 2010-2014	2.73
----------------------------------	------

Living in same house 1 year ago, percent of persons age 1 year+, 2010-2014	96.5%
--	-------


### *Education*

High school graduate or higher, percent of persons age 25 years+, 2010-2014	93.0%
---	-------

Bachelor's degree or higher, percent of persons age 25 years+, 2010-2014	38.3%
--	-------

### *Health*

With a disability, under age 65 years, percent, 2010-2014	4.1%
---	------

Persons without health insurance, under age 65 years, percent	 11.3%
---	---

### *Economy*

In civilian labor force, total, percent of population age 16 years+, 2010-2014	68.8%
--	-------

In civilian labor force, female, percent of population age 16 years+, 2010-2014	62.3%
---	-------

### *Transportation*

Mean travel time to work (minutes), workers age 16 years+, 2010-2014	24.6
--	------

### *Income and Poverty*

Median household income (in 2014 dollars), 2010-2014	\$97,006
--	----------

Per capita income in past 12 months (in 2014 dollars), 2010-2014	\$39,791
--	----------

Persons in poverty, percent	6.4%
-----------------------------	------

### Geography

Population per square mile, 2010	6,951.7
Land area in square miles, 2010	1.10