

Woodland Park 2012 Master Plan



Woodland Park Planning Board

Adopted January 9, 2012

2012 Master Plan
Woodland Park, New Jersey

ADOPTED
January 9, 2012

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Kathryn M. Gregory, PP, AICP

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1.0 INTRODUCTION

The New Jersey *Municipal Land Use Law (M.L.U.L.)* grants power to local planning boards to regulate land use and development. The foundation of this power is the ability to adopt a master plan, as is stated at *N.J.S.A. 40:55D-28*:

“The planning board may prepare and, after public hearing, adopt or amend a master plan, or component parts thereof, to guide the use of lands within the municipality in a manner which protects public health and safety and promotes the general welfare.”

The master plan documents the current conditions of the municipality and addresses those issues that may have an impact on the community. According to the *M.L.U.L.*, the plan must include “a statement of objectives, principles, assumptions, policies and standards upon which the constituent proposals for the physical, economic and social development of the municipality are based.”

A master plan also must include land use and housing plan elements and may include a number of other plan elements addressing topics such as circulation and community facilities. Other required components of a master plan are policy statements indicating the master plan’s relationship to the master plans of contiguous municipalities, to the county master plan, to the *State Development and Redevelopment Plan* and to the county’s district solid waste management plan.

Woodland Park’s last full Master Plan was adopted in 1979 and a Reexamination was prepared in 2009. The 2009 Master Plan Reexamination addresses how conditions in the Borough and region have changed in the past decade and updates the recommendations of the earlier reports based upon emerging trends and issues. Several housing elements have also been prepared. However, the entire master plan has not been subject to a comprehensive review in over 30 years.

The 2011 Master Plan will provide a comprehensive approach to reaching the community’s vision for its future.

The 2011 Master Plan incorporates by reference the recently adopted 2008 Housing Element and Fair Share Plan; the Open Space and Recreation Plan, prepared December 2007 by the Passaic River Coalition; and the Storm Water Management Plan, prepared in 2007, revised to May 2010 by CMX.

WOODLAND PARK – AN OVERVIEW

Woodland Park is located in the northeastern section of New Jersey, about 20 miles west of New York City and located adjacent to Totowa Borough, The Township of Little Falls, the City of Paterson and the City of Clifton. Woodland Park enjoys superb access to major regional throughways, being nestled between Interstate Route 80 and State Route 46.

The U.S. 2010 Census reports Woodland Park's population to be 11,819. At the time of the 2000 census, Woodland Park was home to 10,987 residents, or 3,731.6 persons per square mile.

Although predominantly residential, Woodland Park does contain a mix of land uses ranging from single-family homes, to apartments, townhomes, neighborhood commercial, to highway commercial and industrial. Its industrial uses are waning and being replaced by commercial uses. County and municipal parkland account for 632.5 acres of Woodland Park's 3.1 square miles, or 1,894.4 acres.

The circulation system in Woodland Park can best be described as a tight grid of secondary streets in the western portion, and a series of long, winding roads in the eastern portion. The primary through-routes are McBride Avenue (County Road 639), Squirrelwood Road/Rifle Camp Road (County Road 636), Browertown Road, and Route 80. Bus connections allow for convenient access to New York City via bus or connections to the Little Falls Train station.

Woodland Park contains 578 businesses, with Retail Trade and Finance and Insurance accounting for the top two industry groups. The majority of businesses located in Woodland Park, or slightly over 90%, employ less than 20 workers.

Woodland Park has reached its build out potential with the exception of a few vacant properties. It is likely any new growth will be in the form of small infill development or redevelopment of existing areas.



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GOALS AND OBJECTIVES

The following goals and objectives embody the Borough's vision for its future.

1. To encourage development of housing types that will provide for housing for various income levels and household needs.
2. To encourage the development of appropriate commercial, industrial, employment, and recreational facilities to serve the needs of all Borough residents and to help maintain the Borough's stable tax base.
3. To preserve the residential character of Woodland Park by stabilizing existing neighborhoods and encouraging rehabilitation of the existing housing stock through the reinforcement of existing residential neighborhoods through zoning and the development of compatible land uses.
4. To conserve open space and maintain and expand existing recreational areas through appropriate zoning techniques.
5. To encourage a variety of office development within the Borough, respecting surrounding conditions and access to regional arteries.
6. To ensure the highest quality of development opportunities for Woodland Park through the reevaluation of existing development controls regarding design standards, coverage and density of various land uses, as well as, zoning designations for various land uses.
7. To revise the zoning ordinance to reflect current planning tenets and zoning regulations, including green building and site design standards, to ensure the highest quality of development opportunities for Woodland Park.
8. To encourage professional office development in the context of mixed use development to create a more walk-able, livable community.
9. To redefine the industrial zone to allow compatible commercial uses to ensure the vitality of the industrial area in the Borough.
10. To provide for control and balance between the multi-family residential environment and the single-family home neighborhoods.
11. To design support related neighborhood commercial development that emphasizes local business/office/commercial needs.
12. To introduce very low density single family residential zoning on vacant/developable, highly constrained land areas.
13. To encourage mixed use development in appropriate areas to contribute to a creation of a downtown while providing affordable (workforce) housing in conformance with the Fair Housing Act.
14. To provide infrastructure with developer assistance in areas lacking such facilities.
15. Encourage transit-oriented development.
16. Encourage carpooling and more connections to public transit.
17. Alleviate parking congestion through the prohibition of conversions of existing single-family homes to two- or more families.

18. Incorporate green building and site design techniques into the zoning ordinance to promote a sustainable environment.
19. Promote a more compact mixed-use type of land use pattern in areas with existing infrastructure and density and preserve open space also to promote a sustainable environment.
20. Incorporate a green buildings and environmental sustainability element into the Master Plan.

The updated Woodland Park Master Plan includes the following elements, listed here in the order in which they appear at *N.J.S.A. 40:55D-28b*:

- Land Use Plan Element
- Housing Plan Element
- Circulation Plan Element
- Utility Service Plan Element
- Community Facilities Plan Element
- Recreation Plan Element
- Recycling Plan Element
- Sustainability Element
- Land Use Relationship to Surrounding Communities

2.0 EXISTING CONDITIONS

EXISTING LAND USE

The Borough of Woodland Park is located in eastern Passaic County, nestled between the communities of Paterson, Totowa Borough, Clifton, and Little Falls. Woodland Park is home to over 10,000 residents, has a density of about 3700 persons per square mile, and is the location of over 570 businesses, with a labor force of 6,715 persons. Although predominantly residential, Woodland Park contains a variety of uses, from single family to industrial. County and municipal parkland accounts for 632.5 acres of its 3.1 square miles, or 33.4% of Woodland Park's total land area.

EXISTING ZONING

Woodland Park has 18 zoning districts; 9 residential and 9 non-residential. The zoning districts are listed below:

Residential

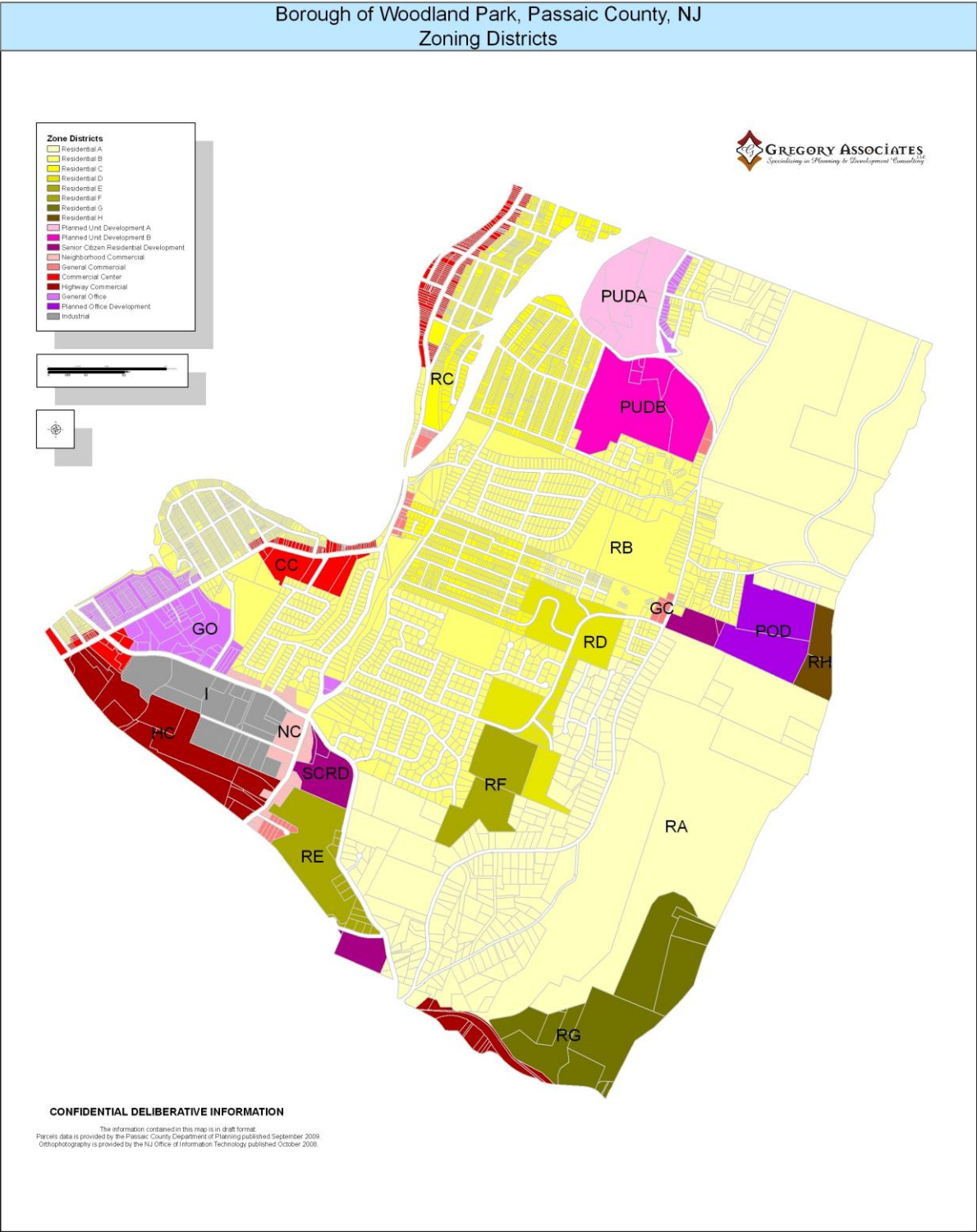
1. Residential A
2. Residential B
3. Residential C
4. Residential D
5. Residential E
6. Residential F
7. Residential G
8. Residential H
9. Senior Citizen Residential Development

Business

1. Planned Unit Development A
2. Planned Unit Development B
3. Neighborhood Commercial
4. General Commercial
5. Commercial Center
6. Highway Commercial
7. General Office
8. Planned Office Development
9. Industrial

Figure 1 shows a map of the existing zoning districts.

**FIGURE 1
EXISTING ZONING DISTRICTS**



Following is a description of each of the existing zoning districts.

Residential A

This zone is located primarily in the eastern portion of the Borough. The majority of the area zoned for RA is County parkland. The portion of the RA District developed with minimum half-acre single-family homes is located on the western side of Rifle Camp Road.

Residential B

This zone is primarily located in the central portion of the Borough, most of which is west of Rifle Camp Road. This area is characterized by 10,000 square foot single-family lots. There are a few non-conforming multi-family uses located along Parkside Terrace. This zone also contains the Frank D. Zaccaria Memorial Park.

Residential C

Residential C zone is located in both the central portion and northern portion of the Borough. The central portion is located mostly to the east of Browertown Road/ McBride Avenue, north of Meriline Avenue and south of Rose Place. The northern portion stretches from Woodrow Avenue in the south to the Borough's border in the north, and east of McBride Avenue to Garden Avenue. These areas are characterized by 6,000 square foot lots. This zone allows for 2-family homes in addition to single-family homes. This zone has seen a proliferation of conversions of single-family homes to two-family homes. This has created a parking problem on many of the streets located in this zone.

Residential D

This zone is in the heart of the Borough along Overmount Avenue. This zone permits single and two-family homes, as well as 2-story garden apartments. Garden apartments require a land area of 10 acres. Currently there are no single- or two-family homes located in this zone, as it is only developed with garden apartments.

Residential E

The Residential E zone permits single-family homes and townhouses. The zone is located in the south central portion of the Borough, south of Lackawanna Avenue and east of Browertown Road. The zone is primarily developed with townhouses, however, there are 12 single-family homes located along Lackawanna Avenue and Lower Notch Road. The maximum permitted multi-family density is 7 dwelling units per ac (du/ac).

Residential F (Planned Residential District)

Located south of the bend in Overmount Road, this zone also permits single-family dwellings and townhouses. The maximum permitted multi-family density in the Residential F Zone is 6 dwelling units per ac (du/ac). This zone is currently developed with only townhouses; no single-family homes are located in the district. This zone also contains provisions for affordable housing.

Residential G (Adult Residential District)

This zone is located in the most southeastern portion of the Borough, bordering Clifton to the east, and Little Falls to the south. This zone permits attached and multi-family dwellings, including townhouses, garden style homes, and villas, restricted to occupancies of 55 years

and older as per the Fair Housing Act. The minimum lot size is 15 acres, and the maximum permitted density is 11.5 du/ac. The zone is currently developed with such housing.

Residential H (Inclusionary Multi-family Residential District)

The Residential H zone is located in the eastern central portion of the Borough. This zone also permits attached and multi-family dwellings, including townhouses, garden style homes, and villas, but also includes mid-rise structures. The minimum lot size is 5 acres and the maximum density is 20 du/ac. This zone is an inclusionary zone which provides for affordable housing at a 15% set-aside for rental units and a 20% set-aside for for-sale units. This zone is has not been developed with housing to date.

Senior Citizen Residential District

The Senior Citizen Residential District is located in 3 distinct areas of the Borough. One area is located in the southern portion of the Borough, south of Lower Notch Road and west of Lackawanna Avenue; a second area is located to the east of Browertown Road and west of Lackawanna Avenue; a third is located on the eastern side of Rifle Camp Road at its intersection with Overmount Avenue. This zone permits multi-family residential structures limited to occupancy for those age 55 and older. A minimum lot area of 5 acres and a maximum density of 10 du/ac are permitted. Two of the three areas have been developed with senior housing. Only the area located south of Lower Notch Road and west of Lackawanna Avenue has not been developed to date.

Planned Unit Development A

The Planned Unit Development A Zone (PUD A) is located in the northern portion of the Borough, south of Interstate Route 80, north of Squirrelwood Road, and west of New Street, surrounding Highland Lake. The overall tract area in the OUD A district is 10 acres. This zone permits mid-rise office buildings for commercial, business, and professional purposes, with a minimum lot size of 5 acres; active-adult family community with a minimum lot size of 5 acres and a maximum permitted density of 15 du/ac.

Planned Unit Development B

The Planned Unit Development B Zone (PUD B) is located to the south of the PUD A zone, south and west of Squirrelwood Road. It is bordered by the Residential C Zone to the west and the Residential B Zone to the south. The Planned Unit Residential B Zone permits the following uses under the Mixed-Use Development (MXD) Standards of Development: postsecondary educational facilities; offices; business establishments and other commercial enterprises; continuing care retirement community/ assisted living residence/ nursing home; hotel/conference center/banquet/catering hall; and single-family dwellings. This zone is exclusively occupied by Berkeley College, and currently contains college facilities related to institutes of higher learning.

Neighborhood Commercial (NC)

The Neighborhood Commercial Zone is located in the southern portion of the Borough in two areas: along Browertown Road south of its intersection with Lackawanna Avenue, on both sides of Browertown Road; and north of Lackawanna Avenue from slightly east of Memorial Drive, to Browertown Road. The zone permits retail business activities; business and professional offices, banks, and fiduciary institutions; parking lots for private passenger vehicles; restaurant, tavern, grill, or other eating establishments, but not including transient

or mobile structures or drive-in restaurants; mortuary or funeral homes; and assembly hall, sports club/health spa and other similar commercial recreational activity. There is no minimum lot size required for the NC Zone.

General Commercial (GC)

This zone is small in land area, and located in 5 separate areas of the Borough. The locations are: along Briarwood Court; along McBride Avenue from south of Brophy Lane to just south of Neeser Lane; northwest of the intersection of Overmount Avenue and Rifle Camp Road; to the west of the intersection of Rifle Camp Road and Mountain Avenue; and on the east side of McBride Avenue to just south of the cemetery. This zone permits retail uses, professional offices, finance, insurance, and real estate offices, restaurants, and shopping centers.

Commercial Center (CC)

The CC zone is located in 3 distinct areas of the Borough: one area is located in the southwestern portion of the Borough, to the northeast and southeast of the intersection of McBride Avenue and Lackawanna Avenue, as well as to the southwest of the same intersection. The second area is located along McBride Avenue, west of its intersection with Browertown Road, extending westward to Pompton Avenue. The third area is located along both sides of McBride Avenue in the northern portion of the Borough, extending from Glover Avenue in the north to the intersection of Newby Avenue and McBride Avenue in the south. This zone permits any use permitted in the Residence B district; retail stores and shops, professional, business, and governmental offices; restaurants; hotels and theatres; finance, insurance and real estate services; municipal buildings, parks, and playgrounds; and shopping centers.

Highway Commercial

The Highway Commercial Zone is located to the north of Route 46, between McBride Avenue and Browertown Road. This zone abuts the I Industrial zone to the north. This zone permits a variety of commercial uses, including drugstores; bakeries; confectionary and ice cream stores; Fruit, vegetable, meat, grocery, delicatessen, and food stores; package liquor stores; barber and beauty shops; shoe repair shops; hardware stores; tailor shops; professional, business, and governmental offices; motor vehicle service stations; retail stores and shops; restaurants; hotels, motels, and theaters; finance, insurance, and real estate services; and retail operation of the same general character; and adult entertainment uses. These uses may be contained within the structure of a shopping center.

General Office

The General Office Zone is located primarily along McBride Avenue, north of its intersection with Lackawanna Avenue, up to approximately Bergen Boulevard. There are two (2) other isolated areas that are zoned GO: one is located between Browertown Road and Mt. Pleasant Avenue, right north of their intersection; the second is located on the eastern side New Street in the northern portion of the Borough. The uses permitted in the GO Zone include: professional office buildings; structures and uses devoted to research or engineering study provided that any processing or fabrication of material can be incidental to the operation; and any use permitted for residence purposes allowed in a Residence "B" district, conforming to the regulations in the Residence "B" district.

The GO District off McBride Avenue is characterized by a couple of large office park type uses; however, there are existing non-conforming single-family uses and retail uses that have been granted use variances in this area of the district.

The GO District at the intersection of Browertown Road and Mt. Pleasant Avenue is occupied by a medical arts building.

The GO District located to the east of New Street is characterized by single family homes and restaurants.

Planned Office Development

The Planned Office District is located in the eastern part of Woodland Park, adjacent to the RH District, and abutted to the north and south by the RA district. Access to the site is off of Rifle Camp Road. The POD Zone permits one or more high rise office buildings, with a minimum lot area of 25 acres.

Currently this zone is developed with a high-rise office building for the Bank of New York.

Industrial

The Industrial Zone is located to the south of Lackawanna Avenue, east of McBride Avenue and west of Browertown Road (although not abutting either road), crossing Andres Avenue, abutting the HC zone at its southern boundary. The Industrial Zone permits the following: industrial and manufacturing processes provided that such use is conducted within a fully enclosed building; warehousing; public utility substations or pumping stations.

This area is characterized by a variety of uses. There still exist some industrial uses; however, many of the properties and existing buildings have been converted to more commercial-type and retail/service uses, such as day care centers and gymnastics academies.

ENVIRONMENTAL FEATURES

A comprehensive description of the environmental features of Woodland Park is contained in the *Open Space and Recreation Plan*, which was prepared by the Passaic River Coalition in December 2007. Section 7 describes the natural resources contained within the Borough. Maps of both the water resources of the Borough and landscape habitats are shown as Figures 2 and 3, respectively.

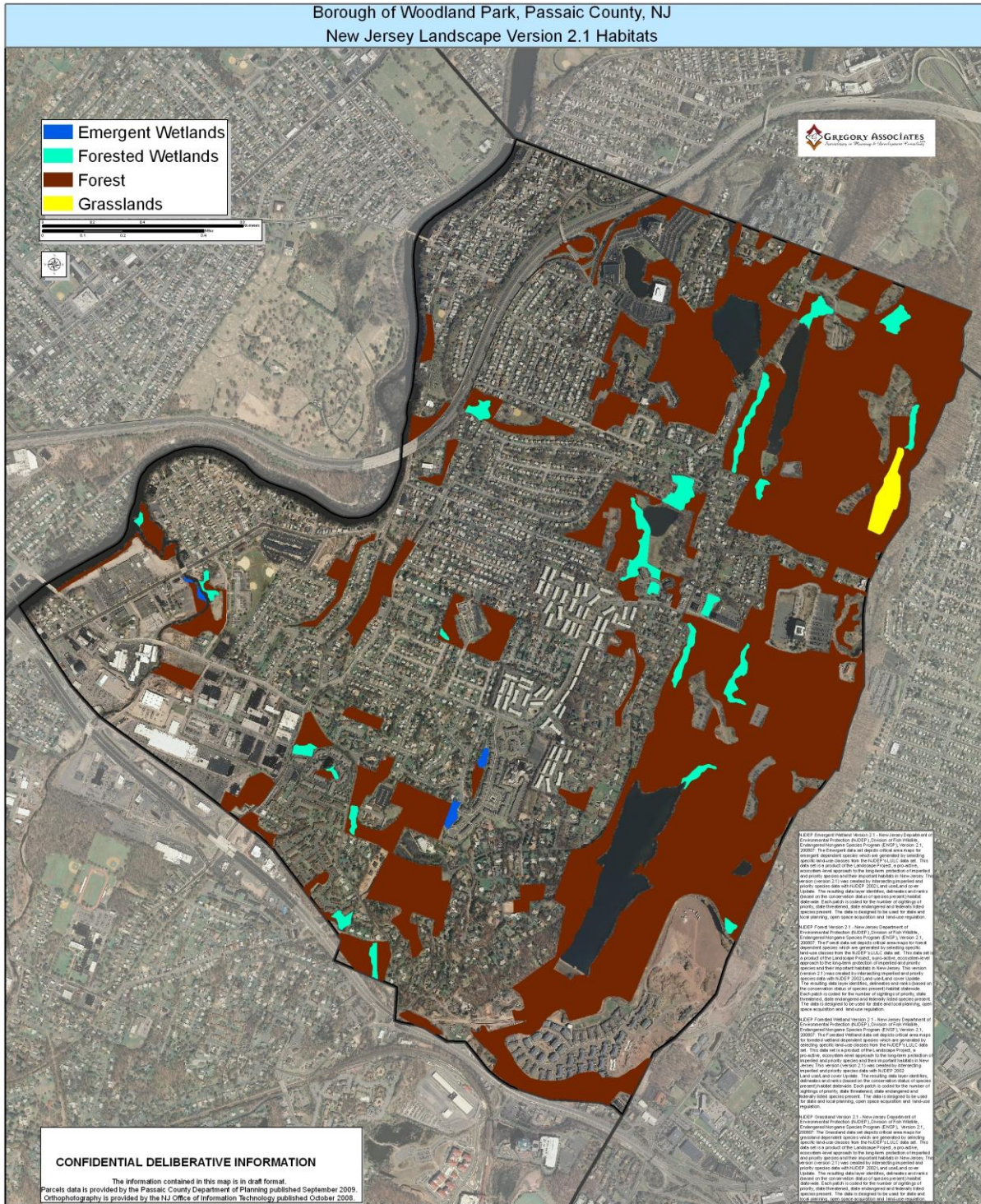
The Borough contains a variety of environmental features, from rivers, lakes and reservoirs, to floodplains, to forests, to steep slopes. Some of the highlights of Woodland Park's environmental features are as follows:

- The Borough contains three (3) rivers, four (4) brooks, two (2) ponds, one (1) lake, and two (2) reservoirs. A map of the water resources can be found on the following page.
- The reservoirs contained within Woodland Park provide 7% of the storage capacity for the Passaic Valley Water Commission (PVWC) system.

FIGURE 2
WATER RESOURCES



FIGURE 3
HABITATS



- The basaltic mountains of the First Watchung Ridge, run through the eastern side of the Borough and contain very steep slopes that serve to protect a unique ecology, one that is recognized by the NJ DEP's Natural Heritage Program but the National Park Service as a National Natural Landmark (for Garret Mountain).
- The large County Parks located in the eastern portion of the Borough are noted as premier bird watching sites due to the large number of avian species that frequent these parks during the spring and autumn migratory seasons.

The *Open Space and Recreation Plan* recommended the adoption of the following model ordinances for the protection of environmental features:

- Creation of Riparian Buffer Conservation Zones to regulate land use on the areas close to streams, lakes, and reservoirs to protect from runoff pollution.
- Conservation Area Overlay District to minimize the erosion and non-point source pollution for environmentally sensitive sections of the Borough

DEMOGRAPHIC PROFILE

This section presents general demographic and housing information for Woodland Park Borough. Demographic conditions and population trends are important to comprehensively plan for the Borough. The demographic component analyzes the changes that have taken place over time regarding population, housing, and income characteristics. These emerging trends are important to effectively plan for the future needs of the Borough with regard to schools, community and recreational facilities, commercial needs, and residential locations.

The following data was contained in the 2004 Master Plan Reexamination. The Demographic Profile should be updated with the release of the 2010 Census data.

Summary of Findings

Woodland Park Borough is a stable municipality comprised of a majority of single-family homes with a balanced mix of rental and for-sale multiple family homes located in or around the Borough central business district.

The major demographic trends in Woodland Park are as follows:

- Woodland Park has experienced a population pattern somewhat typical of older suburban areas with a sharp increase in population between 1940 and 1970 after which the population began to decline.
- Young families are moving into the Borough evidenced by the increase in 35 to 44 and 5 to 9 year-olds, and the increase in school enrollment over the last 10 years.
- The oldest segment of Woodland Park' population is growing in proportion to the Borough's total population.
- Consistent with state and national trends, the size of households in Woodland Park has declined steadily since 1970.
- One of three households in Woodland Park is a one-person household.

- Woodland Park is an older community in terms of housing, as the majority of its housing stock was built prior to 1960.

Population Characteristics

Population Trends

As shown in Table 1, Woodland Park Borough has experienced a population growth pattern typical of older suburban areas, with a sharp increase in population between 1940 and 1970. The population of Woodland Park has experienced a steady decrease from 1970 to 2000. Passaic County also saw an increase in population between 1940 and 1970, but then saw a small decrease in population from 1970 to 1980, and again saw an increase after 1980 to the present. Passaic County gained population slowly between 1980 and 1990, but saw a large increase in population between 1990 and 2000. These increases for Passaic County result from up county growth in West Milford and Ringwood, and also due to the vibrant economy of the late 1990s and the similarly vibrant housing market, particularly in the Northeast and the Metropolitan area. Chart 1 shows a linear graph of the population change.

It is likely the Borough population will increase slightly, as some of the last remaining lands available for development in Woodland Park, the quarries, have been zoned for multi-family housing, and have been approved or applications are now before the Planning Board.

**TABLE 1
POPULATION GROWTH
Woodland Park**

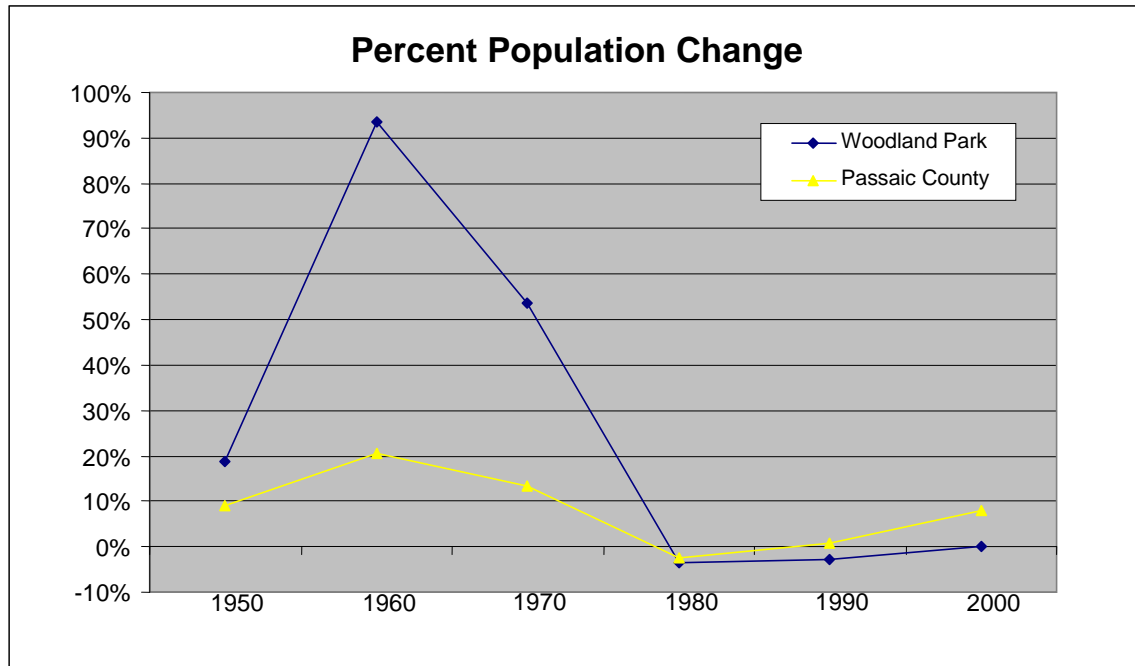
Year	Population	Population Change	
		Number	Percent
1940	3306	-	-
1950	3931	625	18.91%
1960	7602	3671	93.39%
1970	11692	4090	53.80%
1980	11293	-399	-3.41%
1990	10982	-311	-2.75%
2000	10987	5	0.05%

Passaic County

Year	Population	Population Change	
		Number	Percent
1940	309,353	-	-
1950	337,093	27,740	8.97%
1960	406,618	69,525	20.62%
1970	460,782	54,164	13.32%
1980	450,163	-10,619	-2.30%
1990	453,060	2,897	0.64%
2000	489,049	35,989	7.94%

Source: US Bureau of the Census

**CHART 1
PERCENT POPULATION CHANGE
WOODLAND PARK AND PASSAIC COUNTY**



U.S. Bureau of the Census

Population Composition by Age

As can be seen in Table 2 and Chart 2 below, Woodland Park experienced a number of changes in its population composition between the years 1990 and 2000, including a large increase in the 5 to 9, 35 to 44 and 45 to 54 age categories, and a drastic increase in the 85 and over age category. Conversely, there was a significant decrease in the 15 to 19, 20 to 24, and 25 to 34 year age categories.

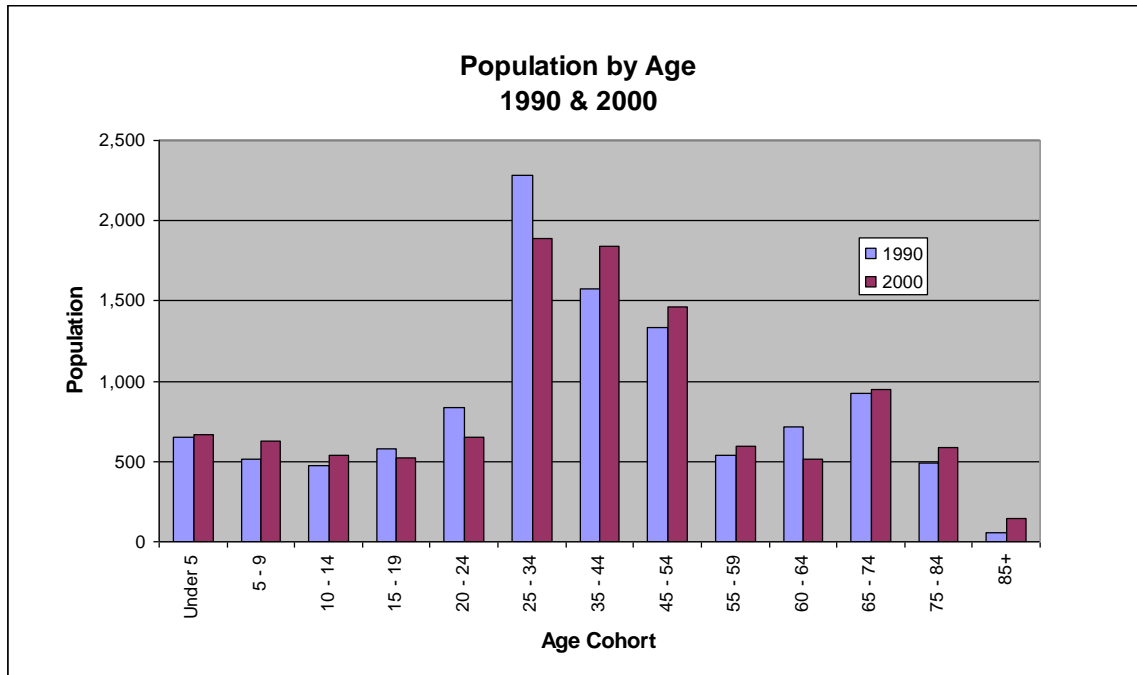
The increase in the number of 5 to 9 year olds, as well as an increase in the number of under 5 year olds is indicative of younger families moving into the Borough, or the population previously in the 20 to 34 age range stayed and had children. This increase in the youngest age categories may have an impact on the Borough's school system. The large increase in the 35 to 44 and 45 to 54 year olds may be related to the increase in number of children under the age of 9. Recent trends indicate that people are getting married later in life and having children later in life as well.

It is also apparent that the oldest segment of the population is increasing. The age category of 75 to 84 years saw a 20.9% increase, while the age category of 85 and older saw an increase of 152.6%. As the Borough's oldest population gets older, there will be additional demand for senior housing, particularly assisted living facilities. The oldest segments (75 and above) are the users of assisted living facilities. Demand for other senior services, such as senior bus service, will increase. The Borough may wish to provide for additional assisted living opportunities for its aging population.

**TABLE 2
POPULATION BY AGE, 1990 AND 2000
WOODLAND PARK**

Age	1990		2000		Change, 1990 - 2000	
	Number	Percent	Number	Percent	Number	Percent
Under 5 Years	653	5.9%	669	6.1%	16	2.5%
5 to 9 years	517	4.7%	627	5.7%	110	21.3%
10 to 14 years	478	4.4%	539	4.9%	61	12.8%
15 to 19 years	582	5.3%	522	4.8%	-60	-10.3%
20 to 24 years	832	7.6%	648	5.9%	-184	-22.1%
25 to 34 years	2285	20.8%	1887	17.2%	-398	-17.4%
35 to 44 years	1578	14.4%	1843	16.8%	265	16.8%
45 to 54 years	1335	12.2%	1460	13.3%	125	9.4%
55 to 59 years	539	4.9%	596	5.4%	57	10.6%
60 to 64 years	716	6.5%	516	4.7%	-200	-27.9%
65 to 74 years	922	8.4%	946	8.6%	24	2.6%
75 to 84 years	488	4.4%	590	5.4%	102	20.9%
85 years and over	57	0.5%	144	1.3%	87	152.6%
Totals	10,982	100.0%	10,987	100.0%	5	0.0%

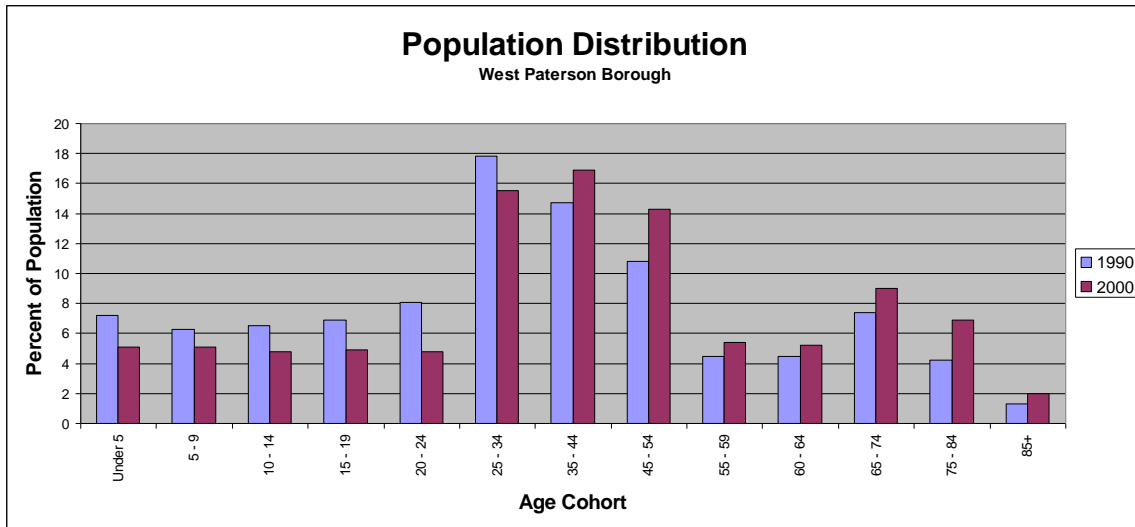
**CHART 2
POPULATION BY AGE, 1990 AND 2000
WOODLAND PARK**



Tables 3 and 4 compare the age group distribution for the Borough of Woodland Park and Passaic County, respectively, in 1990 and 2000. The Borough and the County experienced some similar and some different population distribution patterns. Woodland Park distinctly experienced a decrease in all age cohorts under 35 as a percentage of the population, while experiencing just the opposite, or an increase, in the population distribution in all age cohorts 35 and older. Passaic County, however, experienced an increase in population distribution for all age cohorts under 35, with the exception of the a5 to 19 age cohort, which saw a slight decrease. The pattern for the age cohorts 35 and older experienced the same pattern as Woodland Park, namely an increase in the percentages for each age

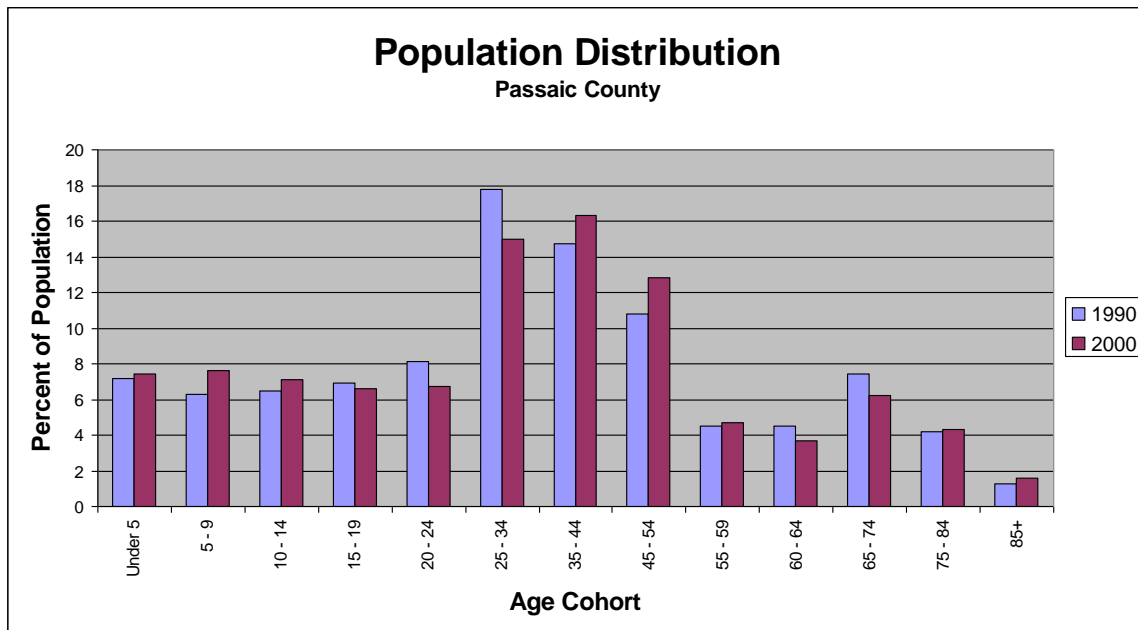
cohort, with the exception of the 60 to 64 age range. The increase in the percentage of the population 35 and older is indicative of an aging population and the growing trend of smaller family sizes.

**CHART 3
POPULATION DISTRIBUTION
WOODLAND PARK**



Source: U.S. Census Bureau

**CHART 4
POPULATION DISTRIBUTION
PASSAIC COUNTY**



Source: U.S. Census Bureau

TABLE 3
POPULATION DISTRIBUTION, 1990 AND 2000
WOODLAND PARK AND PASSAIC COUNTY

Age	West Paterson		Passaic County	
	1990	2000	1990	2000
<i>Under 5 Years</i>	5.9%	6.1%	7.2%	7.4%
<i>5 to 9 years</i>	4.7%	5.7%	6.3%	7.6%
<i>10 to 14 years</i>	4.4%	4.9%	6.5%	7.1%
<i>15 to 19 years</i>	5.3%	4.8%	6.9%	6.6%
<i>20 to 24 years</i>	7.6%	5.9%	8.1%	6.7%
<i>25 to 34 years</i>	20.8%	17.2%	17.8%	15.0%
<i>35 to 44 years</i>	14.4%	16.8%	14.7%	16.3%
<i>45 to 54 years</i>	12.2%	13.3%	10.8%	12.8%
<i>55 to 59 years</i>	4.9%	5.4%	4.5%	4.7%
<i>60 to 64 years</i>	6.5%	4.7%	4.5%	3.7%
<i>65 to 74 years</i>	8.4%	8.6%	7.4%	6.2%
<i>75 to 84 years</i>	4.4%	5.4%	4.2%	4.3%
<i>85 years and over</i>	0.5%	1.3%	1.3%	1.6%
Totals	100.0%	100.0%	100.0%	100.0%

Source: U.S. Census Bureau

Race and Gender

As shown in Table 4, both the Borough and the County have a fairly even distribution between males and females, with only a slightly larger percentage of more females than males.

According to the figures in Table 5, the Borough population is largely white, compared to Passaic County which has a more diverse population. As shown in Table 5, over 86% of the population is white, compared to 62.3% of Passaic County. The second largest category is Asian, which comprises almost 4% of Woodland Park's population. Only 3.2% of Woodland Park' population is Black or African American, compared with 13.2% for the County.

TABLE 4
GENDER, 2000
WOODLAND PARK AND PASSAIC COUNTY

Gender	West Paterson		Passaic County	
	Number	Percent	Number	Percent
<i>Male</i>	5,288	48.1%	237,008	48.5%
<i>Female</i>	5,699	51.9%	252,041	51.5%

Source: U.S. Census Bureau

**TABLE 5
RACE, 2000
WOODLAND PARK AND PASSAIC COUNTY**

Race	West Paterson		Passaic County	
	Number	Percent	Number	Percent
<i>One Race</i>	10,636	96.8%	469,261	96.0%
<i>White</i>	9,507	86.5%	304,786	62.3%
<i>Black or African American</i>	347	3.2%	64,647	13.2%
<i>American Indian or Alaska Native</i>	9	0.1%	2,166	0.4%
<i>Asian</i>	421	3.8%	18,064	3.7%
<i>Asian Indian</i>	180	1.6%	8,452	1.7%
<i>Chinese</i>	58	0.5%	1,983	0.4%
<i>Filipino</i>	56	0.5%	4,068	0.8%
<i>Japanese</i>	4	-	308	0.1%
<i>Korean</i>	73	0.7%	1,486	0.3%
<i>Vietnamese</i>	1	-	203	-
<i>Other Asian</i>	49	0.4%	1,564	0.3%
<i>Native Hawaiian and Other Pacific Islander</i>	4	-	175	-
<i>Native Hawaiian</i>	-	-	24	-
<i>Guamanian or Chamorro</i>	-	-	24	-
<i>Samoan</i>	4	-	28	-
<i>Other Pacific Islander</i>	-	-	99	-
<i>Some Other Race</i>	348	3.2%	79,423	16.2%
<i>Two or More Races</i>	351	3.2%	19,788	4.0%

Source: U.S. Census Bureau

Housing Characteristics

Household Size

Table 6 shows the Borough has experienced a steady decline in the median household size since 1970, which is consistent with state and national trends. The average household size in 2000 in the Borough was 2.49, down from 2.56 in 1990, as shown in Table 6. Conversely, the median household size in the County increased, from 2.85 persons per household in 1990 to 2.92 in 2000.

The reduction in household size can be attributed to a number of factors. Trends in the 1970s through the 1990s included increases in divorce rates, the tendency to marry at later ages, increases in the number of elderly living alone, and a smaller number of children per family. These trends account for the decrease in population but increase in number of housing units.

**TABLE 6
HOUSEHOLD CHARACTERISTICS, 2000
WOODLAND PARK AND PASSAIC COUNTY**

Median Persons Per Household	West Paterson		County	
	West Paterson	County	West Paterson	County
1970	3.22	3.09		
1980	n/a	2.87		
1990	2.56	2.85		
2000	2.49	2.92		

Source: U.S. Census Bureau

Household Type

Table 7 shows that almost 70% of Woodland Park's population is comprised of family households, the majority of which are married couple families, as shown in Table 7. About 1 in 4 of the total number of households is a householder living alone. Householders 65 and over comprised slightly over 8.2% of the total number of households.

**TABLE 7
HOUSEHOLD TYPE, 2000
WOODLAND PARK BOROUGH**

Household by Type	Number	Percent
Total Households	4,397	100.0%
<i>Family Households (Families)</i>	3,025	68.8%
<i>With own children under 18 years</i>	1,182	26.9%
<i>Married Couple Family</i>	2,369	53.9%
<i>With own children under 18 years</i>	927	21.1%
<i>Female Householder, no husband present</i>	476	10.8%
<i>With own children under 18 years</i>	194	4.4%
<i>Non-family households</i>	1,372	31.2%
<i>Householder living alone</i>	1,121	25.5%
<i>Householder 65 years and older</i>	360	8.2%
<i>Households with individuals under 18 years</i>	1,286	29.2%
<i>Households with individuals 65 years and over</i>	1,219	27.7%
<i>Average Household Size</i>	2.49	
<i>Average Family Size</i>	3.01	

Source: U.S. Census Bureau

Housing Characteristics

Woodland Park is a younger community in terms of housing, as shown in Table 8. Most of its housing stock was built between 1940 and 1969. Each passing decade since 1969 saw a decrease in the number of housing units built.

Of the total number of housing units, almost 98% of housing units in Woodland Park are occupied. Of these occupied housing units, almost 58% are owner occupied, and slightly over 42% renter occupied. Of the vacant units, only a very small number are for seasonal, recreational, or occasional use only.

**TABLE 8
HOUSING DATA IN 2000
WOODLAND PARK**

Housing Occupancy	Number	Percent
<i>Total housing units</i>	4,497	100.0%
<i>Occupied housing units</i>	4,397	97.8%
<i>Vacant housing units</i>	100	2.2%
<i> for seasonal, recreational, or occasional use</i>	11	0.2%
<i>Homeowner vacancy rate (%)</i>	0.4	
<i>Rental vacancy rate (%)</i>	2.6	

Source: U.S. Census Bureau

Housing Tenure	Number	Percent
<i>Occupied housing units</i>	4,397	100.0%
<i> Owner-occupied housing units</i>	2,534	57.6%
<i> Renter-occupied housing units</i>	1,863	42.4%
<i>Average household size of owner-occupied housing units</i>	2.71	
<i>Average household size of renter-occupied housing units</i>	2.20	

Source: U.S. Census Bureau

Year Structure Built	Number	Percent
<i>1999 to March 2000</i>	-	-
<i>1995 to 1998</i>	44	1.0%
<i>1990 to 1994</i>	121	2.7%
<i>1980 to 1989</i>	461	10.3%
<i>1970 to 1979</i>	516	11.5%
<i>1960 to 1969</i>	1198	26.6%
<i>1940 to 1959</i>	1554	34.6%
<i>1939 or earlier</i>	603	13.4%
<i>Totals</i>	4497	100.0%

Source: U.S. Census Bureau

Units in Structure	Number	Percent
1-unit, detached	1,854	41.2%
1-unit, attached	301	6.7%
2 units	1,315	29.2%
3 or 4 units	212	4.7%
5 to 9 units	589	13.1%
10 to 19 units	105	2.3%
20 or more units	113	2.5%
Mobile home	8	0.2%
Boat, RV, van, etc.	0	0.0%
TOTAL	4497	100.0%

Source: U.S. Census Bureau

PLANNING ISSUES

The Borough of Woodland Park has faced many challenges in the last few years. New types of development pressures have begun to change the structure of the Borough. The major planning issues facing Woodland Park are as follows:

Proliferation of Two-Family Homes. There have been many applications for the conversion of a single-family home into a two-family home, particularly where the property does not meet the bulk requirements for a 2-family home. This has had a severe detrimental effect on on-street parking on already narrow streets. This may also have an impact on the character and/or the population of the Borough, which, in turn, could also affect Borough services.

Lack of a Town Center. The Borough of Woodland Park is lacking a “Town Center,” or a downtown destination spot that gives identity to a community, and helps to support its local economy.

Affordable Housing. The Borough has addressed affordable housing obligations determined by the State Council on Affordable Housing in both Round 1 and Round 2. The lack of available vacant land, coupled with the lack of sewer service in many areas of the Borough make it difficult for the Borough to provide additional affordable housing on a larger-scale level. The Borough will need to be creative in meeting any affordable housing obligations in the future.

Eroding Industrial Uses. The industrial area of town, located along Lackawanna Avenue, has is no longer mainly an industrial area. Commercial uses have been introduced into the area over time through the granting of use variances.

Lack of Public Transportation. Two bus routes service Woodland Park, and provide connections to regional NJ transit train service in Little Falls; however, over 85% of residents drove alone to work. This not only burdens the local road system, but also contributes to greenhouse gas emissions.

Energy/ Sustainability. The increase in world pollution brings a call to action not only for nations, but local communities as well, to reduce pollutants in the environment, create less waste, re-use resources, and reduce energy use. Goals, objectives, regulations and action plans are necessary for local communities to contribute to sustainable environments to ensure the viability of the ecological footprint for future generations.

3.0 LAND USE PLAN ELEMENT

INTRODUCTION

The land use plan is traditionally the most important element of a master plan due to the impact on each other of land use and other factors, such as transportation routes and the location of public utilities. It is therefore useful to address existing conditions when determining where future growth should occur and what form it should take. The land use plan element serves as the basis for the Borough's Zoning Ordinance and other implementation measures.

This plan element consists of three main components. The first of these is the list of land use plan objectives. The second component provides descriptions of the existing land use categories. The third component is the Land Use Plan, which outlines those changes that are proposed to the Borough's Zoning Ordinance based upon the analysis of the Master Plan.

The underlying purpose of the Land Use Plan Element is to guide development within the Borough to ensure the health, safety, and welfare of Woodland Park's residents by providing for an orderly distribution of land uses. The following objectives supplement the overall Master Plan goals and serve as a framework for land use decisions within Woodland Park.

LAND USE PLAN OBJECTIVES

1. Establish an "image" for the Borough through the creation of a downtown mixed-use district that emphasizes quality architecture, pedestrian facilities, shared parking access, and transit-friendly facilities to create a vibrant activity center/corridor.
2. Enhance the Borough's localized commercial districts through creative zoning techniques to transform these areas into walk-able, mixed-use areas.
3. Prohibit illegal conversions of residential units which create more units and higher densities.
4. Enhance and redevelop older residential neighborhoods while ensuring that new additions and renovations retain the established neighborhood character.
5. Remove substandard housing.
6. Provide housing to address the needs of all residents.
7. Eliminate non-conforming uses.
8. Redevelop older industrial areas through creative zoning techniques.
9. Growth and development decisions should be based on existing and planned capacity of both natural and built systems to ensure that community facilities and services are maintained at levels that will support future growth.
10. Create land use patterns that promote sustainability.

EXISTING LAND USES

The Borough of Woodland Park covers 3.1 square miles. The land mass of the borough is covered by different land use categories, including: residential, commercial, office, mixed uses, industrial, public and quasi-public, recreational and open space, vacant, roads, waterways and railroads. The Borough's existing land uses are summarized by each land use category below.

Land Use Mix

Figure 4 on the following page shows a map of the existing land uses by category. The Borough of Woodland Park's land use is dominated by two (2) land use categories, as can be seen in Table 9 – residential and open space. Almost 45% of the land cover in Woodland Park is residential, from single- to multi-family, and more than 30% is open space and/or recreation. The Borough, in addition to the land use acreage described below, also contains almost 270 acres of roads and dedicated right-of-ways.

**TABLE 9
EXISTING LAND USE BY ACREAGE, 2010***

Land Use	Parcels	Acres	%
Residential 1 to 4 Family	3922	560.38	33.0%
Multi Family	46	202.48	11.9%
Mixed Commercial / Residential	14	3.13	0.2%
Commercial	410	207.66	12.2%
Cemetery	1	2.80	0.2%
Industrial	65	43.94	2.6%
Public	56	44.98	2.7%
Church and Charitable	14	36.87	2.2%
Dedicated Open Space	26	469.84	27.7%
Public Open Space	44	51.15	3.0%
Vacant	78	72.39	4.3%
TOTAL	4676	1695.61	100.0%

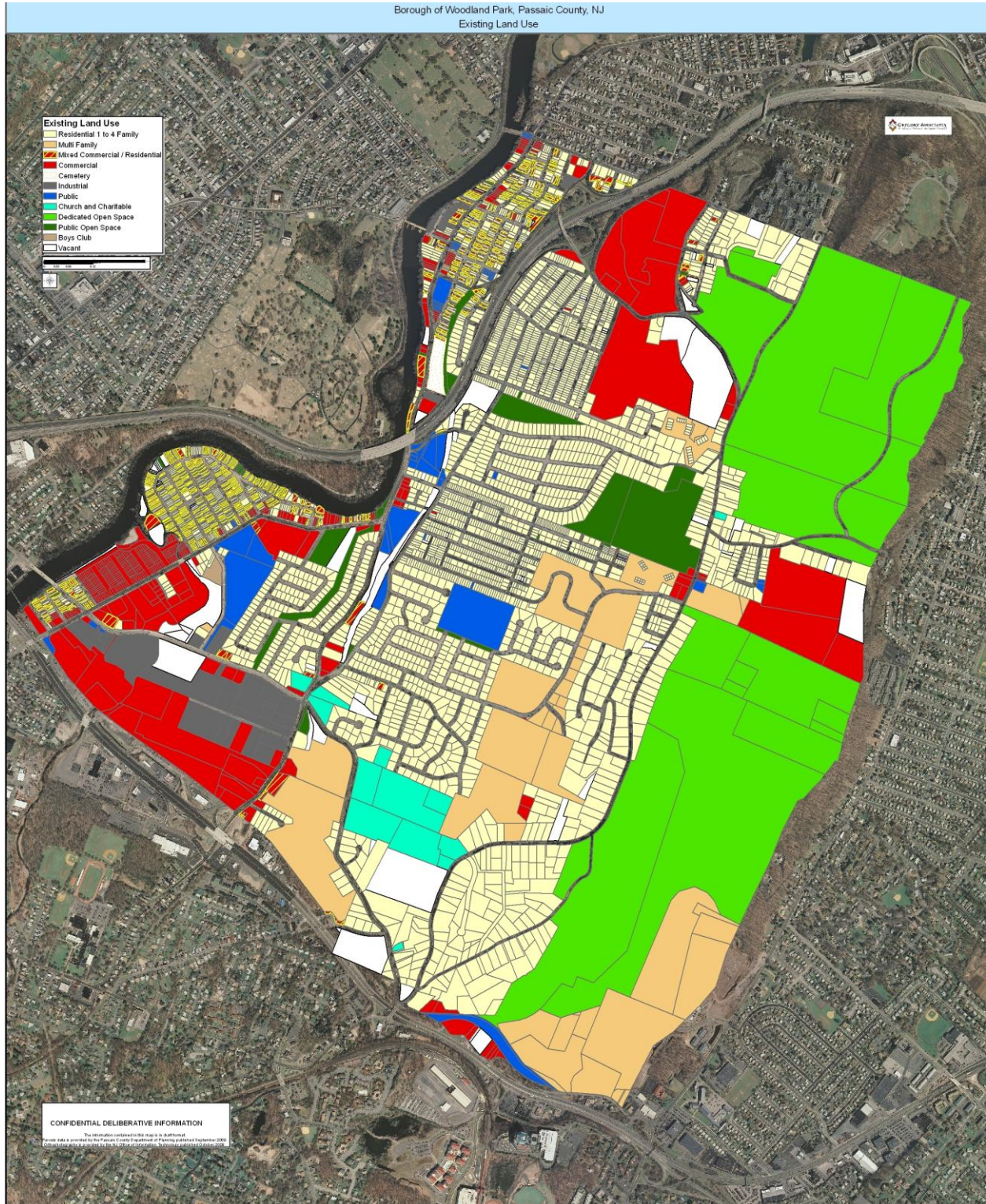
Source: NJDEP

*does not include roadways or right-of-ways

Residential

A review of existing land use characteristics shows that the Borough remains a predominantly a residential community. A comparison of real property valuation is included in this section to show the extent to which each land use classification is valued in the Borough.

**FIGURE 4
EXISTING LAND USE**



**TABLE 10
REAL PROPERTY VALUATIONS, 2005**

Class	# Parcels	Valuation	% Valuation
Vacant	93	\$ 18,200,798	2.83%
Residential	2957	\$ 551,968,824	90.10%
Commerical	198	\$ 152,609,260	6.03%
Industrial	27	\$ 37,815,200	0.82%
Apartments	6	\$ 36,392,800	0.18%
Farm Homestead	1	\$ 1,680	0.03%
Total	3282	\$ 796,988,562	100.00%

**TABLE 11
REAL PROPERTY VALUATIONS, 2008**

Class	# Parcels	% Valuation	% Valuation
Vacant	412	\$ 30,631,513	11.02%
Residential	3088	\$ 584,381,724	82.59%
Commerical	199	\$ 143,528,760	5.32%
Industrial	32	\$ 34,306,600	0.86%
Apartments	7	\$ 34,127,000	0.19%
Farm Land	1	\$ 1,680	0.03%
Total	3739	\$ 826,977,277	100.00%

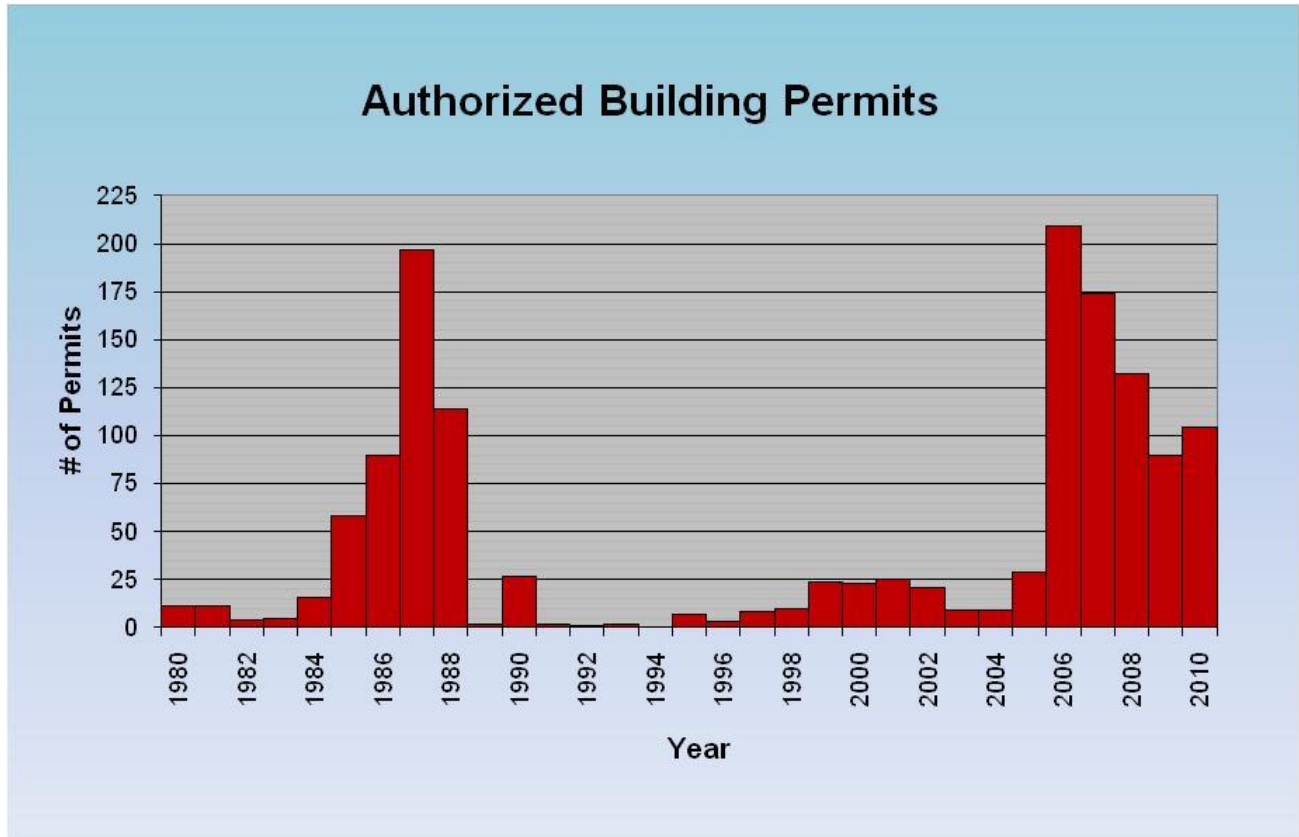
Source: NJ Municipal Data Book

The real property valuation analysis shown in Tables 10 and 11 also confirms that the Borough is predominantly residential community, with a residential valuation of \$618,508,714 (including apartments) which constitutes more than 83% of the total valuation of the Borough in 2008.

Residential Development

Chart 5 shows a significant level of single-family development occurred in the Borough during the 1940s and 1950s. Residential development continued at a somewhat slower rate during the 1960s and drastically dropped in the 1970s through the early 1990s. A review of building permits issued in the 1990s through 2010 shows a large increase in building permits in the mid to late 1980s, with a peak in 1987; then a significant reduction for the next 15 or so years afterward, and then a significant increase again in 2006. While residential building permits have declined since 2006, the number issued was still far greater than the dormant period between 1990 and 2005. The following chart shows the number of residential building permits issued from 1990 to August 2010.

CHART 5
AUTHORIZED RESIDENTIAL BUILDING PERMITS



Source: NJ Residential Building Permit Summaries, New Jersey Department of Labor

The number of building permits issued in the last 5 years can be contributed to the K. Hovnanian Age-Restricted Development in the southeast corner of the Borough. This project was approved with a COAH affordable housing component.

During the years 2000 through 2009, a total of 12 residential units were demolished in Woodland Park.

Single-family Development

Single-family development is scattered throughout the Borough. The single-family categories in the zoning ordinance include three (3) different lot sizes, which can be characterized as low-density, medium-density, and high-density. The higher density/ smaller lot size single family housing is found in the low-land portion of the Borough. The lower density/ larger lot size single-family are found in the upland areas of the Borough.

Multi-family Development

Multi-family development in Woodland Park is found in the form of a variety of multi-family type structures. Townhouses, garden apartments, apartment and condominium buildings are found throughout the Borough. The majority of these were developed on large tracts of land in the upland portion of the Borough.

Commercial

Commercial development since the last Master Plan Reexamination has not changed significantly. Commercial development remains concentrated in three distinct areas of the Borough, although commercial uses are scattered throughout the Borough.

McBride Avenue, both in the northern and southern areas of the corridor, is characterized by a mix of uses. The corridor contains public uses, large- and small-scale offices, commercial/retail uses, and residential uses.

The highway commercial district, located north of Route 46, contains large-scale shopping centers, with large-scale “big-box” retailers and smaller retail uses.

Browertown Road also contains commercial uses along its southern portion.

Although the commercial areas are prominent in Woodland Park due to their locations along major arterial roadways, the commercial uses continue to remain in the minority.

Corporate Office

Corporate office uses are found in three distinct areas of the Borough. The first area is located in the northern portion of the Borough, southeast of Route 80 and north of Squirrelwood Road.

The second area is located off of Rifle Camp Road, in the eastern central portion of the Borough.

The third area is located in the southwestern portion of the Borough along McBride Avenue, north of its intersection with Lackawanna Avenue.

Industrial

Industrial development is concentrated in only one area of the Borough. This area is located south of Lackawanna Avenue, between McBride Avenue and Browertown Road.

Public and Quasi Public

Approximately 5% of Woodland Park’s land area is devoted to public and quasi-public uses. The public uses include the Borough’s municipal services, (police, fire), parks and playgrounds, schools. The quasi-public uses include land uses such as churches, cemeteries, and VFW halls.

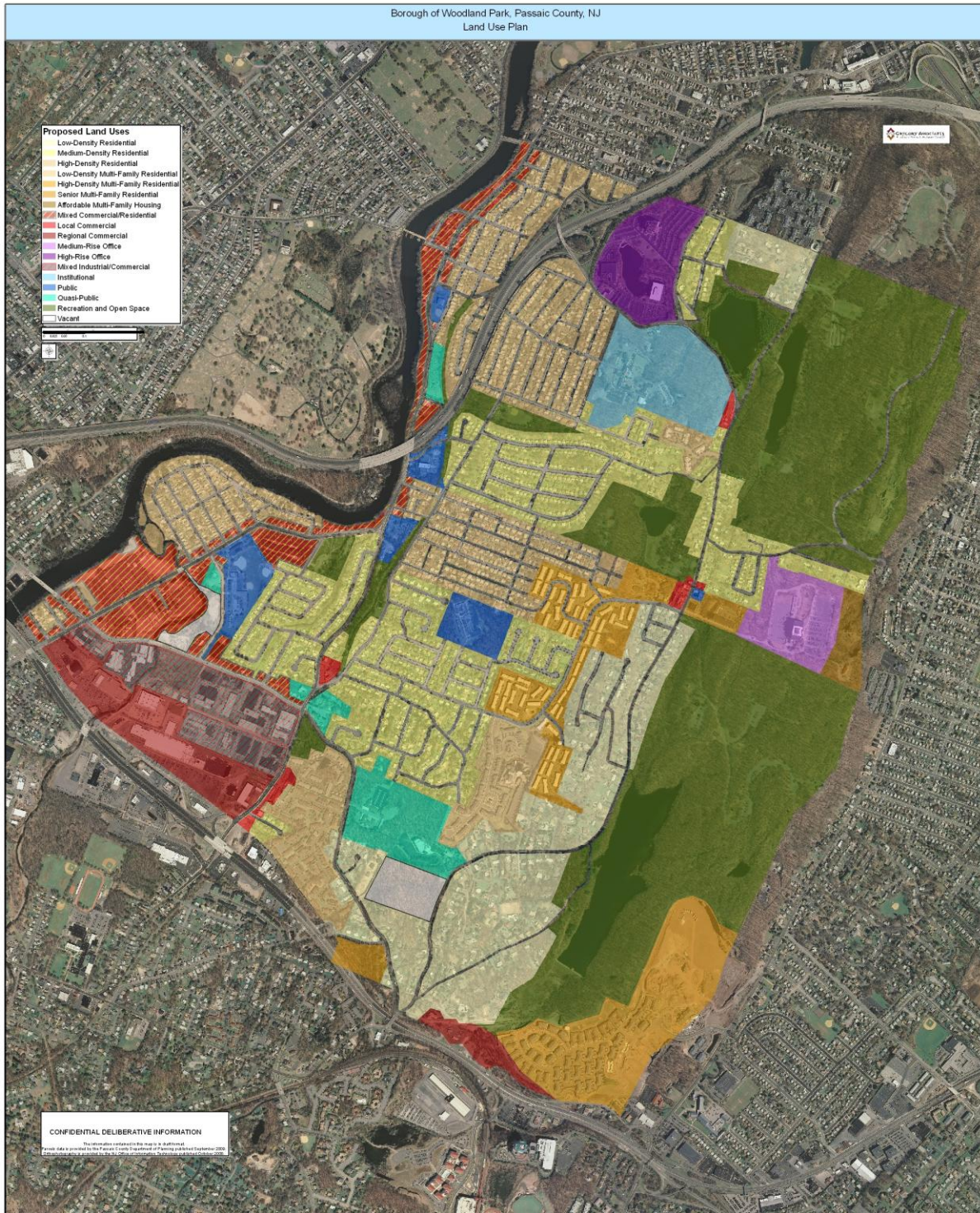
Recreation and Open Space

The Borough has an enormous amount of land area that is dedicated open space, comprising approximately 28 of its overall land area. The County Parks, which occupy the majority of land in the eastern part of the Borough, is currently zoned RA.

Vacant

There are a number of vacant parcels in the Borough which comprise approximately 4.3% of the Borough total land area. The majority of these vacant sites are less than one acre in size.

**FIGURE 5
LAND USE PLAN**



LAND USE PLAN

Introduction

The Land Use Plan designates the location and intensity of development throughout the Borough. These designations often reflect existing land uses, but in many cases these are an attempt to plan for changes in a community. While the Land Use Plan has a few general land use categories, more specific regulations are contained in the Woodland Park Zoning Ordinance. The Land Use Plan sets the tone for the Borough in supporting the Borough's Zoning Ordinance and sets the framework for development and redevelopment in the Borough. The overall land use plan is shown in Figure 5.

The remainder of this section contains a description of each of the land use categories including any recommended modifications to the Borough Zoning Ordinance.

Major Initiatives

- Neighborhood commercial v. downtown commercial

In effort to establish a true “downtown” in Woodland Park, the land use plan distinguishes between a Local Neighborhood Commercial District and Mixed-Use Commercial/Residential District. These districts are to be more reflective of the scale and intensity of preferred business types.

- McBride Avenue Corridor

The McBride Avenue corridor is an area that is a connector that contains much of the existing commerce in Woodland Park. The Master Plan recommends the rezoning of this corridor to the Mixed-Use Commercial/Residential District, or “Downtown” District, to permit higher-intensity mixed-use development to develop a traditional downtown environment, couples with “complete streets,” to enhance this area as a destination spot, provide for future economic development, and provide a safe environment for all users.

General Guidelines should include:

- Buildings are to be established at the front property line to establish a consistent street façade. Setbacks may be permitted, if minimal, only for pedestrian friendly amenities.
- Parking is prohibited in the front yard. To the extent feasible, parking is located in the rear and connected and shared by adjoining properties.
- Façade treatments, streetscapes, and signage are consistent with the established design guidelines.
- Curb cuts should be kept to a minimum so that curb lines and sidewalks are continuous.
- Outdoor dining should be encouraged to create street activity.
- Proper buffers and screening should be provided in the rear of the district to shield adjacent residential uses from any potential adverse impacts from trash, recycling, etc.

Residential

Four particular types of residential development are described below along with recommendations for each category.

Single-Family Residential

The current Master Plan designates a large area of the Borough for single-family residential use. This designation should remain unchanged, however, it is recommended that the bulk regulations be revised, as lot coverage and other bulk regulations are omitted in current zoning for all single-family zones. A floor area ratio (F.A.R.) component or form-based codes should also be considered to limit the overbuilding of single-family properties in the Borough.

Two-Family Residential

One of the major planning issues that have arisen in Woodland Park is the proliferation of two-family homes in denser areas of the Borough. This has negatively affected the availability of street parking, and has appeared to increase the school population of the Borough. It is recommended that two-family homes only be permitted on larger lot sizes in existing zones, or eliminated as a permitted use due to the constraints on the local road system. Existing two-family homes should be grandfathered, however, not permitted to be expanded.

Multi-Family

According to the most recent data from the NJDEP, almost 12% of the Borough's land mass is utilized for multi-family housing. In 2000, according to the Census, 22.8% of the Borough's housing stock was multi-family (greater than 2 units). This is proposed to increase as the K. Hovnanian units become available, and other areas zoned for senior-multi-family development and affordable housing units are developed. Further large-scale multi-family housing is discouraged, as these communities are located in areas with limited pedestrian access to local retail and services, which causes residents to drive on the local road system. Future multi-family development is recommended only in locations of mixed-use development, to contribute to the creation of walk-able areas of the community.

Commercial

There are four districts of commercial land use that are designated in the Borough, as follows:

- Neighborhood Commercial
- General Commercial
- Commercial Center
- Highway Commercial

The Neighborhood Commercial, General Commercial, and Commercial Center all share similar characteristics in terms of their permitted uses, yet some zones permit uses not contained in other commercial zones. The General Commercial Zone has larger bulk regulations, yet areas zoned GC contain smaller parcels.

Both the CC and NC Zones permit single- and two-family homes subject to Residential Zone C regulations. All the zones have different parking regulations, even for the same uses.

It is recommended that the 3 localized commercial zones be converted into a Local Commercial Zone, and an “Upper” and “Lower” Mixed Use Commercial/Residential Zone.

The Local Commercial Zone would be primarily composed of smaller businesses that align the roadways. The character of these areas is not clearly defined. It is recommended that the focus of these areas should be on upgrading the sites and facades, creating a more unified streetscape, and more pedestrian friendly environment.

The recommendation of this plan for the Mixed Use Commercial/ Residential Zone is the establishment of a vibrant corridor, with revised guidelines that permit mixed retail, limited commercial, office, and residential uses above. Buildings should address the street and parking areas should be relegated to the rear of buildings. The interrelatedness of properties should become paramount. Curb cuts should be kept to a minimum. Shared parking concepts should be explored among businesses with differing peak periods. The zone should provide for pedestrian-friendly facilities to enhance the walk-ability of the corridor. These design guidelines will promote a unified streetscape design and a “sense of place” for McBride Avenue. Single-family homes should be grandfathered as permitted uses, but encouraged to convert to mixed-use or office, again with shared parking facilities. While the overall design and land use goals are the same, bulk regulations should differ for the “Upper” and “Lower” mixed commercial/ residential zones, based on the characteristics of McBride Avenue north of Route 80 and south of Route 80. The area north of Route 80 contains much smaller parcels of land, and the bulk regulations should be designed accordingly.

The Highway Commercial zone’s permitted uses should be reviewed to include uses found in the corridor, such as self-storage facilities, and also be analyzed for other appropriate uses for the zone. The bulk regulations should be analyzed to consider future development of this area.

Industrial

The Industrial area in Woodland Park has seen a shift in the types of uses that occupy the zone. More commercial and service type uses have been introduced into the area through use variances. This area should be re-designated as a mixed commercial/industrial zone, which permits a wider range of commercial type uses that are compatible with and complement the existing industrial uses to ensure the long-term viability of this area.

Office

The majority of areas zoned for office have already been developed with office uses. There has been little recent office development in the areas zoned for office uses. The area currently zoned PUD A should be revised to a high-rise/ regional office designation, and include conference, hotels, and long-term stay facilities, which would complement the existing offices. Multi-family residential should be eliminated as a permitted use in this area.

The area zoned PUD B is the location of Berkeley College. This zone includes a mixed-use overlay zone, which permits a large variety of uses. The designation for this area should be changed to Institutional, and include the uses permitted currently in the District.

The POD zone should be re-designated as Mid-Rise Office, permitting office buildings up to 8 stories, and the bulk regulations for this zone should be simplified to allow further development of this underutilized property.

Zoning Recommendations

1. Reallocate the GC, CC, and NC zones into a local commercial district and two mixed-use commercial/residential districts.
2. Eliminate single-family uses as permitted uses in commercial districts, yet grandfather existing single-family uses.
3. Allow residential above commercial, retail, and office in the designated mixed-use zone.
4. Create uniform parking standards for land uses, not for individual zones.
5. Allow for shared parking facilities between properties and uses that have differing peak periods.
6. Permit all public uses in all districts.
7. Create a Recreation and Open Space Zone to reflect the County Park, reservoirs, and local open space and recreation uses.
8. Eliminate the PUD A, PUD B, and POD designations, and revise to a High-rise/Regional office zone, Institutional, and Mid-Rise Office Zone respectively.
9. Simplify the bulk regulations for office uses.
10. Eliminate two-family uses as permitted uses, yet allow existing two-family uses to remain.

4.0 HOUSING PLAN ELEMENT

Woodland Park submitted their Third Round Housing Plan Element and Fair Share Plan to the Council on Affordable Housing on December 30, 2008. However, since the time of that submission, a lawsuit was filed against COAH and their Third Round Methodology. On October 8, 2010, the appellate division published their decision regarding this lawsuit.

The court again struck down COAH's growth share methodology in determining municipal obligations. The court struck down this methodology for the same reason it previously struck down COAH's original growth share regulations: municipalities could artificially reduce their obligation by choosing not to grow. The court declared that it was bound by Mount Laurel II, which specifically stated that municipalities should not be able to determine their own obligation. The court ordered COAH to come up with regulations similar to those used for determining obligations in the First and Second Round affordable housing cycles in effect from 1987 to 1999.

The court also addressed several other issues and invalidated other portions of COAH's regulations which were tied to growth share. Other issues decided by the court include the following:

- Portions of the Third Round regulations were struck down for not providing sufficient incentives for developers to construct affordable housing. This related specifically to N.J.A.C. 5:97-6.4, which provided for presumptive minimum densities and maximum set asides for inclusionary development depending upon the planning area. The court noted that there was no data confirming that these minimum densities would provide enough incentive for developers to build affordable housing. Further, the court questioned the 25% set-aside for for-sale developments and noted that prior COAH regulations and Mount Laurel jurisprudence consistently used 20% as an acceptable standard for a set-aside.
- The court upheld smart growth and redevelopment bonus credits.
- The court upheld COAH's determination of prior round obligations.
- The court rejected the argument that the Third Round regulations improperly required expenditure of municipal funds to satisfy affordable housing obligations.

The court remanded the matter back to COAH to adopt new regulations in accordance with its decision within five months. COAH was instructed to create regulations in accordance with its prior round methodology.

The 12-member Council of Affordable Housing was eliminated effective August 29, 2011 with Governor Christie's June 29, 2011 issuance of Reorganization Plan, No. 001-2011. However, the duties of COAH were transferred to the department of Community Affairs. The Borough of Woodland Park will need to amend its Third Round Housing Plan at the time the new affordable housing guidelines are adopted.

5.0 ECONOMIC ELEMENT

The Economic Element contains goals, policies, and programs that establish a context and priorities for economic development in Woodland Park. The goals of the Economic Element recognize the importance of economic activity in enabling the residents of Woodland Park to find employment and pursue the lifestyles that they value and to attract businesses to support local economic growth and enhance the community. The policies and programs for each goal describe principles that will guide decision making and actions that will be taken to achieve those goals.

Economic development may occur in a variety of ways. This may occur through people working at home, occupancy of space in retail, office, industrial, and other nonresidential buildings that is currently vacant, construction of new building space (when current occupancy levels are high enough to make the provision of new space financially feasible), work in non-structure-based locations, such as construction, transportation, and maintenance/restoration of environmental resources.

Woodland Park has identified the following objectives in achieving economic stability and growth into its future.

OBJECTIVES

1. Identify opportunities for redevelopment projects.
2. Improve transportation systems to make accessing local businesses as efficient as possible.
3. Assess redevelopment potential of the industrial district and portions of the McBride Avenue corridor.
4. Identify services and facilities that promote and support existing and future businesses.
5. Identify strategies for retaining existing businesses and attracting new ones.
6. Work closely with state, regional, and local agencies to achieve common economic development goals.
7. Encourage businesses that promote the concept of sustainability.
8. Pursue a diverse comprehensive economic development strategy that considers cultural, environmental, and social resources.

EMPLOYMENT CHARACTERISTICS

A general analysis of Woodland Park's adult labor pool is included in Table 13. Woodland Park Borough has followed the larger economic trends of New Jersey and the Northeast. The higher unemployment rates of the early to mid-1990s were typical of the region as a whole.

Of the 4,892 persons employed in the Borough, 173 people were unemployed at the time of the 2000 Census. Approximately 69.8% of all persons employed have traditional white-collar jobs, while 30.2% of the labor force is employed in traditional blue-collar occupations.

Table 12 indicates the number of employed persons by profession for the Borough of Woodland Park.

**TABLE 12
EMPLOYED PERSONS BY PROFESSION - 2000**

Occupation	Number of Persons	Percent
Agriculture, forestry, fishing and hunting, and mining:	0	0.0%
Construction	339	6.9%
Manufacturing	869	17.8%
Transportation and warehousing, and utilities:	271	5.5%
Information	243	5.0%
Finance, insurance, real estate and rental and leasing:	357	7.3%
Professional, scientific, management, administrative, and waste management services:	691	14.1%
Educational, health and social services:	1,244	25.4%
Arts, entertainment, recreation, accommodation and food services:	290	5.9%
Other services (except public administration)	327	6.7%
Public administration	261	5.3%
Total:	4,892	100.0%

Source: US Census Bureau, General Social and Economic Characteristics, 2000 US Census

Employment Level. The employment trends in Woodland Park are represented in Table 13 below. In 2000, there were 6,292 in the labor force in Woodland Park. In 2009, there were 6,715 in the labor force in Woodland Park. Woodland Park fared better than the County in terms of employment rates from 2000 – 2009, each year having a lower unemployment rate. The increase in 2008 and the spike in the year 2009 are indicative of the overall national economy at that time.

**TABLE 13
EMPLOYMENT CHARACTERISTICS**

	Labor Force	Employment	Unemployment	Unemployment Rate (%)	County Unemployment Rate (%)
2000	6,292	6,151	141	2.2	5
2001	6,259	6,092	167	2.7	5.4
2002	6,225	6,008	218	3.5	7
2003	6,240	6,013	227	3.6	7.3
2004	6,229	6,039	190	3	6.2
2005	6,441	6,228	213	3.31	5.5
2006	6,516	6,299	218	3.3	5.6
2007	6,572	6,343	229	3.5	5.3
2008	6,680	6,377	303	4.5	6.8
2009	6,715	6,181	534	8.0	11
2010	6,693	6,151	542	8.1	11.3

Source: New Jersey Department of Labor

TABLE 14
NUMBER AND TYPES OF BUSINESSES AND NUMBER OF JOBS – 2002

NAICS	Industry	# of Businesses	# of Employees	Percent
31-33	Manufacturing	27	527	15.3%
42	Wholesale trade	28	344	10.0%
44-45	Retail trade	46	989	28.6%
51	Information	4	e	N/A
53	Real estate & rental & leasing	10	55	1.6%
54	Professional, scientific, & technical services	49	282	8.8%
56	remediation service	28	305	8.8%
61	Educational services	3	a	N/A
62	Health care & social assistance	47	380	11.0%
71	Arts, entertainment, & recreation	6	53	1.5%
72	Accommodation & food services	33	413	12.0%
81	Other services (except public administration)	28	107	3.1%
TOTAL		309	3455	

Source: US Census Bureau, 2002 US Economic Census

TABLE 15
NUMBER AND TYPES OF BUSINESSES AND NUMBER OF JOBS – 2007

2 and 3 digit level				
NAICS (2007)	Industry	# of Businesses	# of Employees	Percent
31-33	Manufacturing	25	742	34.7%
44-45	Retail trade	40	708	33.1%
441	Motor vehicle and parts dealers	1	a	N/A
442	Furniture and home furnishings stores	3	a	N/A
443	Electronics and appliance stores	2	c	N/A
444	equipment and supplies dealers	1	a	N/A
445	Food and beverage stores	10	e	N/A
446	Health and personal care stores	2	a	N/A
447	Gasoline stations	7	18	0.8%
448	stores	6	65	3.0%
451	music stores	2	b	N/A
453	Miscellaneous store retailers	3	7	0.3%
454	Nonstore retailers	3	a	N/A
51	Information	5	e	N/A
511	Publishing industries (except Internet)	1	e	N/A
53	Real estate and rental and leasing	7	22	1.0%
531	Real estate	7	22	1.0%
71	Arts, entertainment, and recreation	10	77	3.6%
713	industries	6	b	N/A
72	Accommodation and food services	45	476	22.3%
721	Accommodation	1	a	N/A
722	Food services and drinking places	44	e	N/A
TOTAL		231	2137	

Notes:

a	0 to 19 employees
b	20 to 99 employees
c	100 to 249 employees
e	250 to 499 employees

* The North American Industry Classification System was developed by representatives from the United States, Canada, and Mexico, and replaces each country's separate classification system with one uniform system for classifying industries. In the United States, NAICS replaces the Standard Industrial Classification, a system that Federal, State, and local governments, the business community, and the general public have used since the 1930s.

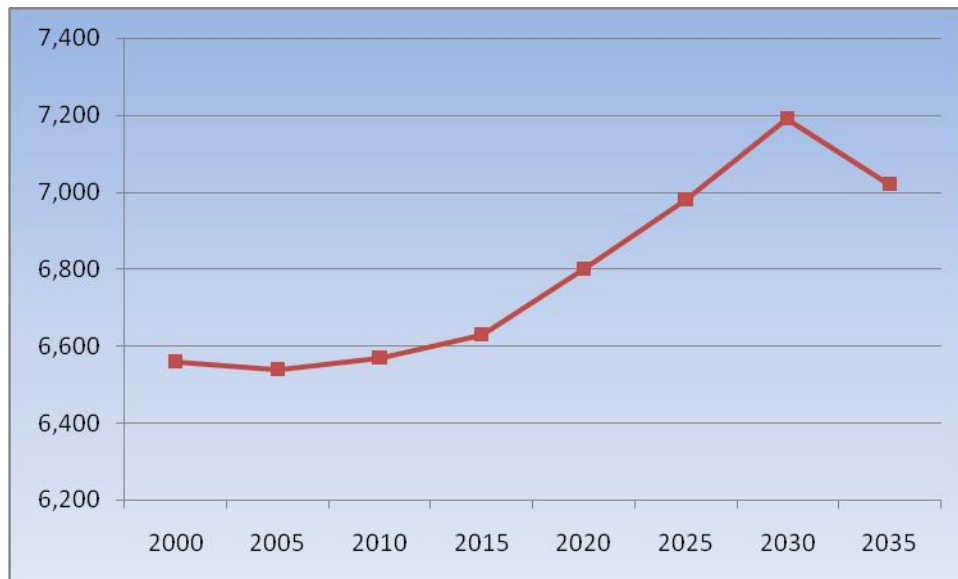
** Changes between 2002 NAICS and 2007 NAICS are relatively minor, but do affect totals of sectors 52, 53, 54 and 56. Nearly all industries are comparable from 2002 to 2007 NAICS classifications.

As shown in Table 14, according to the 2002 US Economic Census, there were 309 businesses and 3,455 jobs in Woodland Park. By 2007, according to the Economic Census, there were 231 businesses and 2,137 jobs in Woodland Park.

While the 2007 Economic Census shows in Table 15 a decrease in the number of businesses and jobs in Woodland Park, according to the NJ Department of Labor and Workforce Development, Woodland Park has 578 businesses as of 2010, with over 90% employing less than 5 workers. This discrepancy may be the result of differing reporting methods, or one business having more than one office in the Borough. Both data sets show that the majority of businesses in Woodland Park employ less than 5 persons.

Employment Projections. The North Jersey Transportation Planning Authority (NJTPA) provides projections for population, employment, and number of households for municipalities, the County, and the region. These projections are shown in Chart 6, and Tables 16 and 17.

**CHART 6
NJTPA EMPLOYMENT PROJECTIONS
WOODLAND PARK, NJ**



**TABLE 16
NJTPA EMPLOYMENT PROJECTIONS
WOODLAND PARK AND PASSAIC COUNTY**

	2000	2005	2010	2015	2020	2025	2030	2035
WP	6,560	6,540	6,570	6,630	6,800	6,980	7,190	7,020
County	191,500	190,600	192,200	195,700	205,100	214,800	226,000	213,100

Source: NJTPA

**TABLE 17
NJTPA EMPLOYMENT PROJECTIONS
% CHANGE
WOODLAND PARK AND PASSAIC COUNTY**

		2000	2005	2010	2015	2020	2025	2030	2035
WP	#	6,560	6,540	6,570	6,630	6,800	6,980	7,190	7,020
	% Change		-0.30%	0.46%	0.91%	2.56%	2.65%	3.01%	-2.36%
County	#	191,500	190,600	192,200	195,700	205,100	214,800	226,000	213,100
	% Change		-0.47%	0.84%	1.82%	4.80%	4.73%	5.21%	-5.71%

Source: NJTPA

ECONOMIC PLAN

Woodland Park’s economic base is somewhat typical of a traditional suburban community, with an industrial area, regional commercial and local neighborhood businesses found along the major thoroughfares. Smaller service oriented businesses (1 to 4 employees) dominate the business inventory.

While the local economy is affected by regional, national, international and global trends that change over time, and unforeseen changes are always to be expected in the future, the Borough can support the local economy by providing policy direction and land use infrastructure to allow for and encourage robust economic activity.

General Strategies

The Borough should coordinate with the local Chamber of Commerce and the County to address the overall region’s economic goals. At the local level, the Borough of Woodland Park should use the following policies to foster a vibrant economic community:

- Coordinate with local business groups to track commercial activity, identify trends and assess the economic health of the local community.
- The Borough should embrace diverse and innovative business opportunities compatible with the community and develop programs to make Woodland Park an attractive location for those businesses.
- Encourage local business groups, educational institutions (such as Berkeley College), and other entities to provide continuing knowledge and skills development.
- Support and promote home-based businesses.

Woodland Park also contains historic, cultural and environmental resources that should be integrated into a comprehensive economic development strategy, including the following:

- Morris Canal
- Garrett Mountain Park
- Rifle Camp Park
- Berkeley College

Woodland Park contains many resources that should be capitalized upon in marketing Woodland Park as a great place to live, work, and visit.

Downtown/ McBride Avenue Corridor

It is the Borough's intention to enhance the McBride Avenue corridor not only through aesthetic improvements, but reinforce and grow the existing businesses. The goal is to enhance the area, particularly from Route 46 to Browertown Road, as a recognizable "center of town" through the following land use policies:

- Creation of a Downtown Mixed-Use District with an intensity that supports the success of this area
- Permitting mixed-use buildings as a principal use
- Allowing shared parking among property owners
- Improving pedestrian circulation

The Borough should establish an Economic Development Committee to reach out to local businesses to foster the creation of a Business or Special Improvement District, (BID or SID), to help facilitate the goals for the McBride Avenue corridor. A SID is an organization, management, and financing tool used by local businesses to provide specialized services that complement rather than replace existing municipal government services as part of a revitalization downtown plan. A SID is first created under state law and then enacted by a municipal ordinance. The law permits property owners and businesses to organize and assess themselves in order to pay for the services that are needed. These services vary from SID to SID, but can include façade and streetscape improvements, marketing, security, parking, and social service needs. A SID will allow the local business community to compete more effectively through professional management and organized marketing.

A Business District Improvement Plan should be developed through the cooperative efforts of the Borough, the BID, and related experts. This plan will be implemented through rezoning of the area to foster economic stability and growth.

6.0 CIRCULATION PLAN ELEMENT

INTRODUCTION

The purpose of a circulation plan is to analyze the existing transportation system to determine to what extent it meets the current demand for its system, as well as predict the future demand on the system based on land use plan recommendations. The transportation improvements that may be needed will be determined from the analysis above.

The transportation system does not only include vehicular transportation, but public transportation, pedestrian and bicycle transportation systems as well.

Woodland Park's road network is almost fully developed with limited opportunities for expansion. The remainder of this plan element describes the various aspects of the Borough's circulation system.

CIRCULATION PLAN OBJECTIVES

Goal: To provide for mixed-use including offices, hotels, restaurants, etc., in a planned, compact, centralized and well accessible manner, so as to encourage reduction of traffic volumes, traffic hazards, and congestion in commercial areas.

OBJECTIVES:

1. To cooperate with the state and county in the planning and development of highway and transit improvements.
2. To provide transportation services for those with special needs such as the elderly, handicapped, poor and young.
3. To require that all development proposals be designed to include or accommodate necessary transportation improvements.
4. To minimize potential area of conflict between pedestrians and vehicles.
5. To provide alternatives for the non-driving segments of the population (young and very old).
6. To increase pedestrian and bicycling facilities to provide in town linkages and reduce vehicular traffic.

SUMMARY OF FINDINGS

Existing Transportation System

Woodland Park Borough is served by a variety of transportation facilities. Route 80 traverses Woodland Park, and Route 46 is located directly to the south of Woodland Park, which provide regional access to major activity centers. Limited express and local bus service is also provided by New Jersey Transit.

Roadway Classification

A roadway classification system is necessary to develop standards for road right-of-way widths, improvements and land use. Each road serves a specific purpose within the street

hierarchy, which is the conceptual arrangement of streets based upon function. Function ranges from high-traffic arterial roads down to streets whose function is residential access.

Roads are typically classified based on the amount of traffic they carry. A functional classification of roads can be found in the following table.

**TABLE 18
FUNCTIONAL CLASSIFICATION OF ROADS**

Freeway	A limited access highway with no grade crossings. The function of a freeway is to provide high speed mobility.
Major Arterial	A street with access control, channelized intersections, restricted parking, and collects and distributes traffic to and from minor arterials. The function of a major arterial is to convey traffic between municipalities and other activity centers and to provide connections with major state and interstate roadways. Significant community, retail, commercial, and industrial facilities may be located on arterials. Should not intersect residential areas.
Minor Arterial	A street with signals at important intersections and stop signs on the side streets and collects and distributes traffic to and from collector streets. Should be outside of residential neighborhoods. Operates at lower speeds and service levels than major arterials.
Collector*	Highest order of residential streets. Conducts and distributes traffic between lower-order residential streets and higher order streets – arterials and expressways. Carries the largest volume of traffic at higher speeds. Function is to promote free traffic flow; therefore, parking should be prohibited and direct access to homes from this level of street should be avoided.
Sub collector* (Minor Collector)	Middle order of residential street. Provides frontage for access to lots and carries traffic of adjoining residential access streets. Designed to carry somewhat higher traffic volumes than lower order streets such as rural and residential access streets, with traffic limited to motorists having origin or destination within the immediate neighborhood. It is not intended to carry regional traffic.
Access Street*	Lowest order, other than rural street type, of residential streets. Provides frontage for access lots and carries traffic with destination or origin on the street itself. Designed to carry the least amount of traffic at the lowest speed. All, or the maximum number of housing units, shall front on this class of street.

* Definitions taken from the December 4, 2000 edition of the Residential Site Improvement Standards.

The classification of the major roadways in Woodland Park is found in Table 19.

**TABLE 19
ROADWAY CLASSIFICATIONS AND CHARACTERISTICS
WOODLAND PARK, NJ**

Classification	Road Name	ROW Width (ft)	Jurisdiction
Freeway	Interstate Route 80	300 - 750'	State
Major Arterial	Route 46	120'	State
Minor Arterial	McBride Avenue (County 639)	50' - 66'	County
	Browertown Road (County 635)	45' - 60'	County
	Rifle Camp Road (County 633)	40' - 60'	County
	Lackawanna Avenue (County 632)	41.25' - 66'	County
	Weaseldrift Road (County 634)	40'	County
Collector	Overmount Avenue	50'	Borough
	Mount Pleasant Avenue	33'-50'	Borough
	Rose Place	40'	Borough
	Neeser Lane	30'	Borough
	Brophy Lane	30-50'	Borough
	New Street	33-40'	Borough

Source: NJ DOT

Freeways

Interstate Route 80 is one of the two limited access freeways in the Borough. Route 80 is a divided highway with eight lanes between EXIT 55 and EXIT 57 in Woodland Park. This section opened in stages between 1965 and 1971. The speed limit on this section is 55 MPH. Direct local access to Route 80 is provided through intersections at Squirrelwood Road.

Indirect access is provided to two other freeways in the area, New Jersey Route 3 and the Garden State Parkway. Access to New Jersey Route 3 is through Route 46, and access to the Parkway is provided via Route 46 to Route 3 to the Parkway.

Major Arterials

There is one major arterial roadway in the Borough. The right-of-way for this road is 120'.

State Route 46. State Route 46 is an east/west major arterial roadway that crosses through the southern section of Woodland Park. This roadway consists of 8 lanes; 4 lanes in each direction. The NJDOT, in 2001, completed a Feasibility Assessment Study in 2001 to determine the transportation problems and needs along Route 46 from the interchange with Notch and Rifle Camp Roads in Little Falls and Woodland Park to the Route 3/Valley Road interchange in Clifton, Passaic County. The Feasibility Study resulted in a Proposed Improvements Plan, which outlined operational and safety improvements at Route 46 and Route 3 to conform to current design standards. The New Jersey Department of

Transportation (NJDOT) is in Final Design of the proposed operational and safety improvements for two Passaic County interchanges - Route 46 and Notch and Rifle Camp Roads in Little Falls and Woodland Park and Route 3/Valley Road in Clifton. These two interchanges have become chronic bottlenecks due to heavy traffic volumes during peak hours.

The proposed changes that impact Woodland Park directly are as follows:

- Improvements at the Notch Road/Rifle Camp Road interchange include the re-striping of the existing intersection on the south side of Route 46 and a new roundabout on the north side of Route 46 to improve traffic flow and sight distance.
- Construction of a new two-way service road (Great Notch Road) on the north side of Route 46 connecting Notch Road to Valley Road to remove traffic and reduce weaving on Route 46 westbound.
- From Notch/Rifle Camp Road to the Valley Road interchange, Route 46 will be widened to provide shoulders and acceleration/deceleration lanes, to reduce mainline weaving caused by the closely spaced driveways and access points on Route 46 and at the Route 46/Route 3 diverge. Three lanes are proposed to replace the existing two lane connections at the intersection of Route 46 and Route 3 eastbound. Route 46 will be realigned to converge with Route 3 from the right (not from the left as currently exists)

Minor Arterials

There are four minor arterial roadways in the Borough. The right-of-ways for these roads range from 50 to 66 feet. All of these roads are county roads.

McBride Avenue (County 639). McBride Avenue is a north/south minor arterial road located in the western portion of the Borough. This road connects to Wayne Avenue/Spruce Street in Paterson to the north and Main Street in Little Falls in the south. McBride Avenue provides access to Route 46.

Browertown Road (County 635). Browertown Road is a north/south minor arterial located in the central portion of Woodland Park. It branches off of McBride Avenue just south of Route 80, and connects to Main Street in Little Falls, and also connects to on and off ramps to Route 46.

Rifle Camp Road/Squirrelwood Road (County 633). Rifle Camp Road/ Squirrelwood Road are a north/south minor arterial road, located in the east/central portion of the Borough. This roadway connects to Route 80 at its northern end and Route 46 at its southern end.

Lackawanna Avenue (County 632). Lackawanna Avenue is an east/west minor arterial located in the southern portion of the Borough. It connects to Union Boulevard in Totowa and to Route 46 at its eastern end.

Weaseldrift Road (County 634). Weaseldrift Road is an east/west minor arterial road that connects Woodland Park to Clifton, south of Garrett Mountain Reservation. It connects to Rifle Camp Road on its western end, and becomes Mountain Park Road, connecting to Valley Road, in Clifton.

Collectors

There are six collector roads located in Woodland Park. Collectors primarily serve local traffic and link local development to the arterial roads. These roads have right-of-ways widths that range from 50 to 100 feet.

Overmount Avenue. Overmount Avenue is east/west collector road located in the central portion of the Borough. The road connects to Mount Pleasant Avenue at its western end and to Rifle Camp Road at its eastern end.

Mount Pleasant Avenue. Mount Pleasant Avenue is a north/south collector road located in the central portion of the Borough. It connects to Chestnut Grove Avenue at its northern end and to Browertown Road at its southern end.

Rose Place. Rose Place is an east/west collector road located in the central northern portion of the Borough. This road connects to McBride Avenue at its western end and to Hobart Avenue (connecting to Overmount Avenue) at its eastern end.

Neeser Lane. Neeser Lane is a small east/west collector road, located just south of Rose Place. This road connects McBride Avenue to Mt. Pleasant Avenue.

Brophy Lane. Brophy Lane is also a small east/west collector road, located directly north of Rose Place and south of Route 80. This road also connects McBride Avenue to Mt. Pleasant Avenue. It is also the location of the public library, police, and municipal building.

New Street. New Street is a north/south collector road, located in the northern portion of the Borough. The road connects to Squirrelwood Road at its southern end, and connects to Grand Street in Paterson at its northern end.

The majority of the remaining roads in the Borough are local roads, primarily providing land access for all types of land uses.

Passenger Rail

Rail service is indirectly provided to Woodland Park via the Passaic County Line with train stations in Little Falls. The Little Falls Station is located on Union Boulevard in Little Falls. The Montclair-Boonton line provides service to New York.

Bus Service

Local and express service to New York Borough and Newark is also provided by NJ Transit. A list of the Routes serving Woodland Park can be found in Table 20.

**TABLE 20
BUS SERVICE IN WOODLAND PARK**

Bus Route	Local Thoroughfare Served	Final Destination
704 local	Browertown Road & McBride Avenue	WillowBrook Mall/ Paterson
NYPA 191	connection in Little Falls	New York, NY
NYPA 194	connection in Little Falls	New York, NY

Accidents

Table 21 illustrates the number of accidents over the last 5 years. Interesting to note is the spike in the number of accidents in 2006 and 2007, but a fairly significant reduction in accidents afterwards to 2010. Accidents that occur on County roads have the largest representation here. These are the major roads that provide access to Woodland Park, connection to adjacent municipalities and the region.

TABLE 21
REPORTED ACCIDENTS, JUNE 2005- APRIL 2010

Year	Number
June 2005 - Dec. 2005	347
2006	523
2007	558
2008	416
2009	388
Jan. 2010 - April 2010	153

Source: Borough of Woodland Park Police Department

Table 22 lists the streets that have been improved under the Borough's Roadway Improvement Program. Most of these roads were milled and paved through the Morris County Coop Program that the Borough participates in every year.

TABLE 22
2007-2009 ROADWAY IMPROVEMENTS

2007	2008	2009
Arcadia Ave	Alexandra Ct	Greenway Ln
Bell Ave	Harrison Ct	Irving Pl
Eben Ave	Pershing Pl	Mary Ave
Haverhill Ave	Weston Pl	Woodrow Ave (Mt. Pleasant Ave to Maple Ave)
Brophy Ln	Miller Ave	Providence Ave
Vernon Ct	Virbickas Dr	West 31st St
Municipal Lot	Rose Pl	West 32nd St
Lincoln Ln	Hobart Ave	West 34th St
Borkowski Pl	Hillcrest Ave	West 35th St
Tiessen Ter	Pompton Ave	Jackson Ave
	Boys & Girls Club Parking Lot	Taft Ave
		Chestnut Grove
		Maple Ave
		Newby Ave

CIRCULATION PLAN

Roadway Improvements

Physical constraints have established the limits of the road system. Existing roads should be improved and maintained through a regular maintenance program. Problematic intersections should be identified and improved with enhanced signalization, signage, or channelization.

The Borough has a proposed 15-year municipal roadway resurfacing program, from 2006 to 2020. The table below lists the roadways planned for resurfacing. The 15-Year Road Resurfacing Program is subject to change, pending availability of funding and the immediate or emergency need for re-surfacing. A copy of this table can be found on the Borough's website at <http://www.wpnj.us/>.

**TABLE 23
15-YEAR ROAD RESURFACING PROGRAM**

Years 2006-2013

2006	2007	2008	2009	2010	2011	2012	2013
AREA 1	AREA 2	AREA 3	AREA 4	AREA 5	AREA 6	AREA 7	AREA 8
L.F. 3,851	L.F. 5,936	L.F. 9,809	L.F. 7,424	L.F. 10,023	L.F. 8,473	L.F. 8,699	L.F. 7,710
Alcazar Ave 300	Arcadia Ave 700	Alexandra Ct 400	Greenway Ln 300	Borrego Dr 1800	Chestnut Grove 550	Brookview Dr 1912	Passaic Ave 1100
Cedarhurst Ave 1576 (DOT GRANT)	Bell Ave 150	Harrison Ct 375	Irving Pl 650	Bush Ave 812	Maple Ave 1762	Grandview Dr 1200	Rockaway Ave 975
Whittaker Ave 1175	Eben Ave 187	Pershing Pl 1550	Mary Ave 1337	Garden Ave 1700	Mt Pleasant Ave 1750 (Woodrow north)	Highview Dr 2662	Ryle Park Ave 1125
West 36th St 450	Haverhill Ave 2250	Weston Pl 562	Newby Ave 1700	McKeown Ave 1425	Woodrow Ave 1562	Ridgeview Dr 1350	Mt. Pleasant Ave 2673 (Woodrow south to American Legion)
Zoar St 350	Brophy Ln 900	Miller Ave 400	Providence Ave 975	Randazzo Ln 275	Jackson Ave 837 (south)	Valley Dr 725	Bartsch Ave 812
	Vernon Ct 262	Virbickas Dr 826	West 31st St 262	Rockland Ave 1587	Hugo Ave 1512	Sunset Ave 850 (Highview north)	
	Municipal Lot	Rose Pl 2724	West 32nd St 725	Pitts Ave 1050	Wilson Ave 500 (west)		
	Lincoln Ln 700	Hobart Ave 320	West 34th St 750	Winslow Pl 612			
	Borkowski Pl 375	Hillcrest Ave 1627	West 35th St 775	Willow Way 737			
	Tiessen Ter 412	Pompton Ave 1025		Morley Dr 625			
				Neesers Ln 475			
				Sibel Ct 175			

Years 2014-2020

2014	2015	2016	2017	2018	2019	2020	MISC
AREA 9	AREA 10	AREA 11	AREA 12	AREA 13	AREA 14	AREA 15	AREA
L.F. 8,349	L.F. 8536	L.F. 6,124	L.F. 7,911	L.F. 6,183	L.F. 12,050	L.F. 8,448	L.F. 1,187
Overmount Ave 5462	Caroline St 312	Andrews Dr 2200	Dowling Pkwy 2550	Casson Ln 1500	Jackson Ave 1000 (north)	Dulles 375	Canger Ave 225
Mt. Pleasant Ave 1400 (American Legion south)	Elizabeth Ln 1062	Bauers Ln 175	Filippone Way 762	Garret Dr 525	Taft Ave 1475	Kay Rd 450	Ferrary Pl 462
	Hillside Ter 1000	Brianwood Ct 500	Hromiak Ter 962		Bergen Blvd 3750	Lookout Ln 587	Wilson Ave 500 (mid)
	Old Orchard Rd 225	Hughes Pl 325	Lozrovich Dr 450	Mountain Ave 2500	Whippany Ave 600	Pascale Pl 875	
	Oak Ridge Rd 1700	Memorial Dr 1525	Vetrone Dr 1462	Park Dr. 475	Ramapo Ave 250	Robinson Dr 587	
	Lower Notch Rd 587	Mulroony Cr 437	Wallace Ave 1725	South Dr. 275	Terrace Ave 475	Thorton Pl 200	
	Van Winkle Ct 525	Radcliffe Ave 512		Wilson Ave 438 (east)	Marcellus Ave 1350	Westerholt Ave 1000	
	Old Rifle Camp Rd 2400	Ray Ave 450			Sunset Ave 1200 (Highview south)	Zambrano Dr 1075	
	Rosina Dr 475			Kelsey Ave 170		Zendzian Ave 637	
	Hazel St 250			Leighton Ave 300	Meriline Ave 1950	Williams Dr 2662	

Transportation Improvement Program

The North Jersey Transportation Planning Authority or NJTPA is the federally authorized Metropolitan Planning Organization (MPO) for the 13-county northern New Jersey region. The NJTPA is responsible for the *Regional Transportation Plan for Northern New Jersey (RTP)*, which is updated every four years. The RTP sets out a vision for the development of the region's transportation infrastructure over the next twenty-five years. The NJTPA is also responsible for the *Transportation Improvement Program (TIP)*. Updated annually, the TIP is a four-year agenda of improvement projects drawn from the Regional Transportation Plan.

The TIP includes one project that affects Woodland Park. This project will widen Route 46 from Notch Road/Rifle Camp Road to Valley Road and provide express and local lanes on eastbound Route 46. From Notch/Rifle Camp Road to the Valley Road interchange, Route 46 will be widened to provide shoulders and acceleration/deceleration lanes. An express/local configuration will also be provided along eastbound Route 46. The Notch Road/Rifle Camp Road structure will be replaced and the ramp system will be reconstructed to form a full diamond interchange. Access is provided to Rt. 46 westbound via an overpass at Clove Road. At the intersection of Route 46 and Route 3, a three-lane section will replace the existing two-lane connections. Route 46 will be realigned to converge with Route 3 from the right (not from the left as presently exists). Complete interchange upgrades will be made. The project will require the removal of four structures and replacing them with five new bridge structures. The total cost for these improvements is projected at \$155,650,000, with construction work expected to begin in 2012.

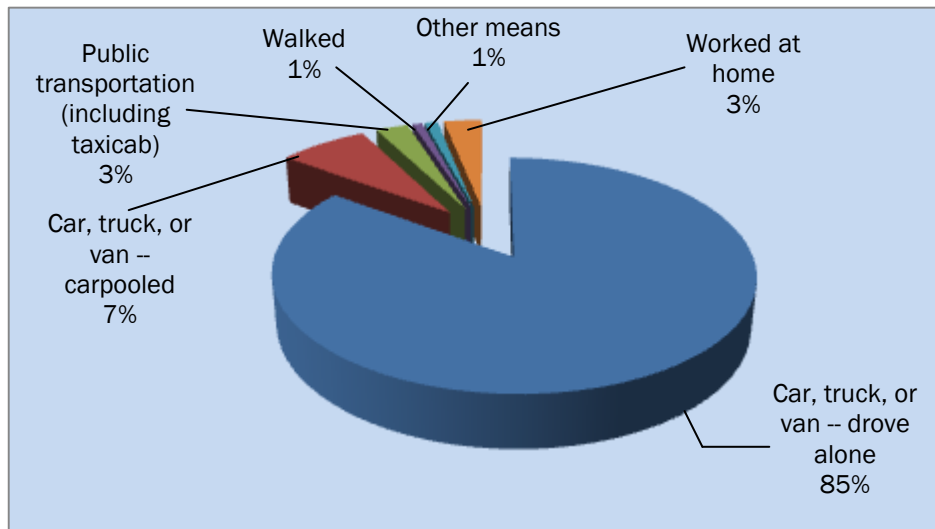
Mass Transit

The availability (or lack thereof) of transit service is reflected by the sheer number of residents that drove to work in 2000, as shown in Table 24 and Chart 7. Eighty-five percent (85%) of Woodland Park's residents drove alone to work, while only 2.7% used public transportation.

TABLE 24
COMMUTE TO WORK, MODE OF TRAVEL, 2000

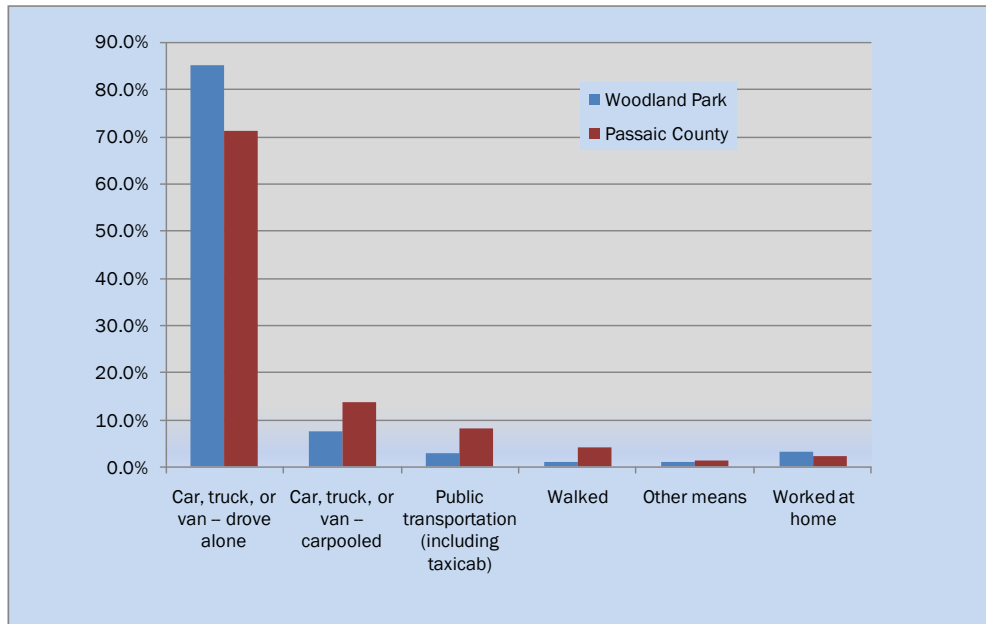
COMMUTING TO WORK - Workers 16 years and over	Number	Percent
Car, truck, or van -- drove alone	4,885	85.0%
Car, truck, or van -- carpooled	422	7.3%
Public transportation (including taxicab)	153	2.7%
Walked	46	0.8%
Other means	60	1.0%
Worked at home	180	3.1%
Total	5,746	100.0%

CHART 7
COMMUTE TO WORK, MODE OF TRAVEL, 2000



Woodland Park exceeds the County in terms of percentage of persons who drove alone to work, and falls well below the County for all other means of transportation to work, as shown in Chart 8. While a slight greater percentage worked from home, the lack of public transit options contributes to the dependence of residents to drive alone to work.

**CHART 8
COMMUTE TO WORK, MODE OF TRAVEL, 2000
WOODLAND PARK AND PASSAIC COUNTY**



The Borough seeks to:

- Promote alternate means of transportation including walking, biking, connections to existing public transit, and expansion of the public transit system to better serve the public.
- Opportunities should be provided for increased access to mass transit with the incorporation of design features that accommodate both bus and shuttle service, including, but not limited to pull off-lanes, shelters, and street furniture.

Pedestrian and Bicycle Circulation

Currently there are no designated bicycle routes in the Borough. These are often an overlooked component of the circulation system. Designated bicycle routes provide an alternate means of not only transportation for commuters, but also a means for the non-driving segments of the population (the young) to have greater access to community services and facilities through increased mobility.

The Borough should seek to:

- Investigate viable east-west options for bicycle and pedestrian linkages to connect the upland areas with the lowland areas, to provide upland residents access to commercial services and the lowland areas access to the County parks and recreation.
- Analyze streets for viability of adding designated bicycle lanes to promote connections not only in the Borough, but linkages to other communities and mass transit.

- Create attractive, safe, and interesting walking environments through streetscape improvements.
- Provide bicycle racks at transit stops, community buildings, parks, and large commercial and office buildings.
- Institute traffic calming techniques in areas of pedestrian activity.

County Efforts

The County of Passaic is currently updating its Transportation Element of the County Master Plan. The project Goals and Objectives include:

- Identify measures to bring the County's transportation system into line with current needs. There have been dramatic changes since the last Transportation Element was prepared in 1982, when fuel costs were a fraction of what they are today and residential and travel patterns were different. The Transportation Element will use scenario analysis to identify strategies that address these changing needs.
- Help the County become more transit-friendly and reduce reliance on the automobile. This may include providing better access to existing transit services as well as defining priorities for new services, which could include rail extensions, Bus Rapid Transit, or bus service enhancements. It may also include identifying locations for transit-oriented development, such as in-town housing for retirees.
- Integrate transportation with local land use plans to better support each community's vision for its future. This includes improving the fit between County roads and their surroundings, with new perspectives on roadway design that emphasize walk-ability and improved aesthetics. It also means improving connections among destinations within the County.
- Work toward the creation of "Complete Streets" that better serve pedestrians and transit users, including senior citizens and persons with disabilities.

The Borough has actively worked with the County in establishing priorities which complement the long-term circulation goals of Woodland Park. The Borough identified the following as priorities in the transportation and circulation system:

- **Morris Canal**

The Committee identified the Morris canal as a potential for a new greenway through Passaic County. The Borough saw it as an Opportunity for walking and bike paths in Woodland Park. The greenway extends through Pompton Lakes and to the Falls in Paterson.

- **Riverwalk**

The Committee identified the desire for a Riverwalk along the Passaic River as another recreational amenity in the Borough.

- **Connection between Rifle Camp Park and Garrett Mountain Park**

The Committee expressed a desire for a pedestrian and bikeway linkage between Rifle Camp Park and Garrett Mountain Park, as well as upgrades to parking facilities

and connections to other parks in the Borough. This would foster better utilization of all parks and promote more recreational activities.

- **Wayfinding/Marketing**

Woodland Park should utilize its strengths to create economic development opportunities in the Borough. In order to do so, signage is needed in the Borough for wayfinding when entering and getting around Woodland Park. Attractive signage should be placed at the following key intersections:

- McBride Avenue & Lackawanna
- Lackawanna & Browertown
- Browertown & McBride
- McBride & Glover
- Exits from I-80
- Squirrelwood Road & McKeown Avenue
- Lackawanna & Notch Road
- Rifle Camp Road & Old Rifle Camp Road
- Rifle Camp Road & Weaseldrift Road

- **Linkages from Mountain Area to Valley Area**

Woodland Park is comprised to two distinct areas, the Garrett Mountain area, which is characterized by large lots, winding roads, no sidewalks, and hilly terrain. The “valley” area is characterized by flatter terrain, smaller lot zoning, sidewalks, insufficient on-street parking, and a combination of a grid system of roads and winding roads. The valley area is where most of the commercial activity is located, and the mountain is where most of the recreational activity is located.

The Committee identified the McBride Avenue corridor as a future Business Improvement District or BID. The committee also identified the County Parks as a focus for marketing Woodland Park as a destination spot.

In order to promote sustainable practices, reduce automobile dependency, and promote Woodland Park as a destination spot, linkages must be created to connect these two distinct areas. Bike paths and walking paths need to be provided to allow access to the Downtown area (McBride Avenue) and the County Parks. An inter-borough trolley system was identified as a potential idea as well.

Recommended Policy Action

Complete Streets

Complete streets provide a full menu of transportation options to meet the needs of everyone using a road — pedestrians, cyclists, the disabled, and users of public transportation. They are cost-effective because they save money on retrofits and reduce congestion, improving conditions for existing businesses and attracting new development. They help us reduce our oil dependence by making it easier for people to leave their cars at home.

Complete streets improve safety for everyone and encourage healthy and active lifestyles, saving all taxpayers money in future health care costs. The National Complete Streets Coalition has found that the gradual conversion to complete streets will reduce crashes, deaths, and injuries, particularly the almost 5,000 annual fatalities and 70,000 injuries among vulnerable road users such as pedestrians and bicyclists, including older Americans and children. Studies have found that designing for pedestrians by installing raised medians and redesigning intersections and sidewalks reduces pedestrian risk by 28 to 40 percent, and some treatments reduce automobile crashes as well.

The Borough should enact a “Complete Streets” Policy. This will be coordinated with the County efforts in the revision to the County’s Transportation Element of the County Master Plan. A “Complete Streets” Policy will enable Woodland Park to seek available funding for changes to the roadway system that will enable usage by all users. The County will be releasing a Transportation Plan for Passaic County in Fall 2011.

7.0 UTILITY SERVICE PLAN ELEMENT

The utility service plan analyzes both the need for utilities and identifies the need to upgrade systems to minimize future concerns. Following is a description of the utility systems and recommendations for the future of each.

WATER

The Borough is served primarily by the Borough's Water Department, which serves approximately 69% of the Borough. The balance is served by the Passaic Valley Water Commission (PVWC) and the New Jersey American Water Company.

The current system was developed in the 1920s, and currently serves 2,330 residential customers, including 54 high-density residential customers, and 30 large commercial customers. The current system includes a 5.3 MGD pump station, with an 800,000 gallon water storage tank, with 8 to 16 inches diameter water mains installed. According to the Director of the Department of Public Works, George Galbraith, the system is operating at about 60% of its total capacity.

Planned improvements for the future include the installation of water mains within the Borough's water distribution system to increase fire flow characteristics of the system and improve water quality characteristics.

SEWER

The Department of Water Pollution Control, headed by the Superintendent of the DPW, is responsible for the maintenance of the sanitary sewer system. The Borough has its own pump station, but the Passaic Valley Water Commission provides for treatment of waste. Woodland Park's sewage is carried to the Passaic Valley Sewage Commission's treatment plant in Newark by the same main that serves Little Falls and Totowa. No upgrades are planned to the sewer system at this time.

STORM WATER

The Borough has prepared a Storm Water Management Plan (SWMP) as required by N.J.A.C. 7:14A-25 Municipal Storm Water Regulations. The plan addresses groundwater recharge, storm water quantity, and storm water quality impacts by incorporating storm water design and performance standards for new major development, defined as projects that disturb one or more acre of land.

The goals of the plan are:

- Reduce flood damage, including damage to life and property;
- Minimize, to the extent practical, any increase in storm water runoff from any new development;
- Reduce soil erosion from any development or construction project;
- Assure the adequacy of existing and proposed culverts and bridges, and other in-stream structures;

- Maintain groundwater recharge;
- Prevent, to the greatest extent feasible, an increase in nonpoint pollution;
- Maintain the integrity of stream channels for their biological functions, as well as for drainage;
- minimize pollutants in storm water runoff from new and existing development to restore, enhance, and maintain the chemical, physical, and biological integrity of the waters of the state, to protect public health, to safeguard fish and aquatic life and scenic and ecological values, and to enhance the domestic, municipal, recreational, industrial, and other uses of water;
- Protect public safety through the proper design and operation of storm water basins;
- Meet with adjoining municipalities to cooperatively establish storm water control measures; and
- Meet with the county to ascertain regional storm water planning goals and determine their impact on Woodland Park.

The Borough adopted design and performance standards for storm water management measures as presented in N.J.A.C. 7:8-5.8, Maintenance Requirements, to minimize the adverse impact of storm water runoff on water quality and water quantity and loss of ground water recharge in receiving water bodies. A Storm Water Control ordinance was adopted by the Borough in 2006.

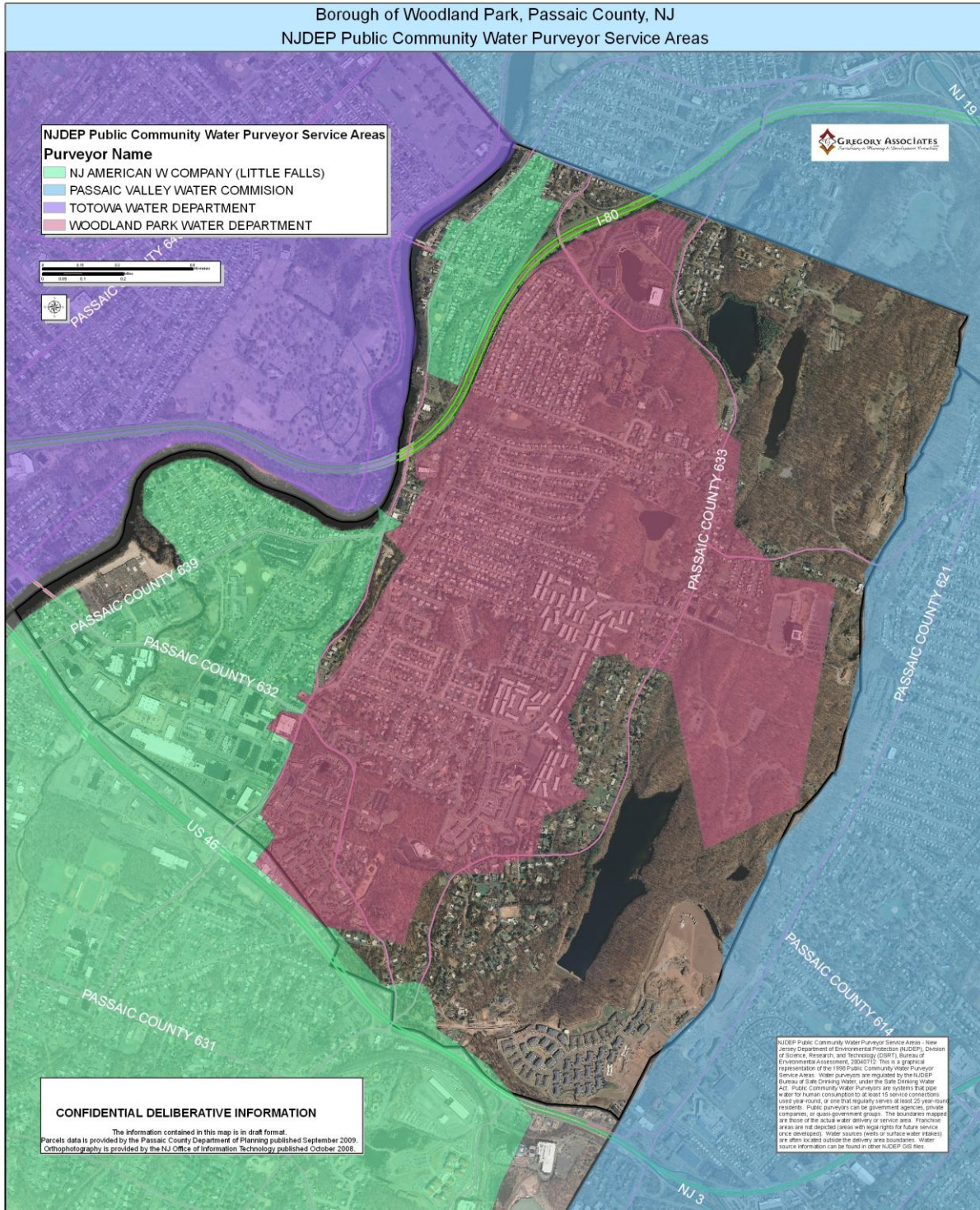
The SWMP and Storm Water Control Ordinance were originally submitted together to Passaic County on March 2, 2007. Conditional approval was granted by the County on March 13, 2007. A revised SWMP was submitted to the county to address their comments on May 20, 2009.

The Borough's SWMP is herein incorporated into the 2010 Comprehensive Master Plan.

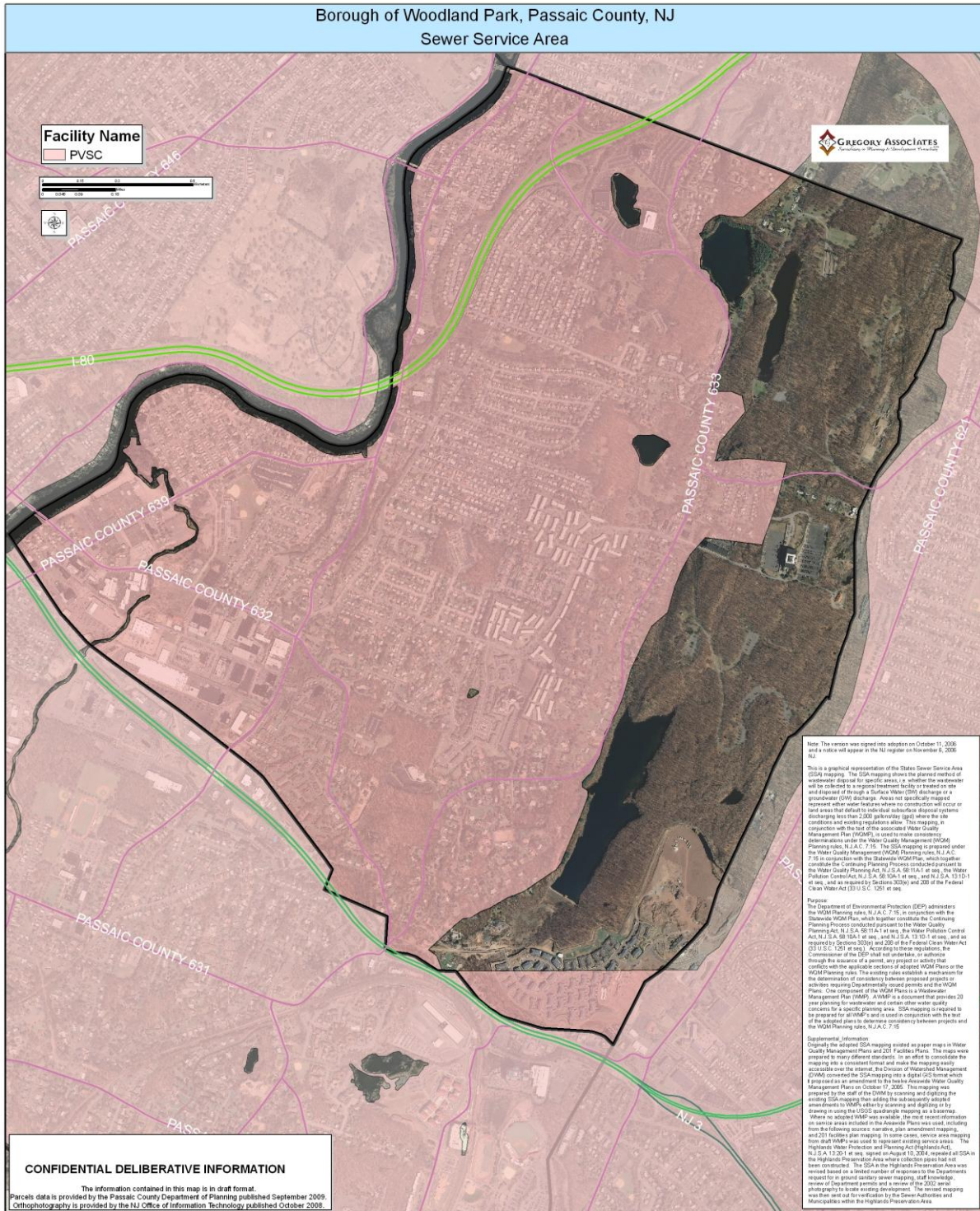
The most recent upgrades to the system included changing the storm water castings on all the inlets to comply with the latest DEP regulations.

The Borough is served by four water purveyors, as shown in Figure 6. The sewer service areas are shown in the map in Figure 7.

**FIGURE 6
WATER PURVEYOR SERVICE AREAS**



**FIGURE 7
SEWER SERVICE AREAS**



8.0 COMMUNITY FACILITIES ANALYSIS

INTRODUCTION

This section of the Master Plan updates the conditions in the Borough since the last Master Plan. First it documents the existing level of service provided as well as the total capacity of these services. The next section compares the existing level of municipal services to the planning standard/ service level provided in the *Development Impact Assessment Handbook*, a commonly used planning reference. Finally, the future capacity of these services will be analyzed for their ability to accommodate future growth. The implications for planning will address the affect future growth will have on the municipal services and what measures the Borough can take to accommodate for this growth. This section analyzes police, fire, water, sewer, recreation, and schools.

POLICE

The Borough of Woodland Park Police Department employs a total of 24 police officers as of January 2010. With 24 officers, the Borough provides approximately 1 police officer for every 496 residents or 2.02 officers per 1,000 residents, based on the 2008 estimate of 11,908 persons. This slightly exceeds the planning standard/service level of 2 police officers per 1,000 residents. Currently, the Borough provides adequate service in terms of police officers, but may want to monitor the level of service after the release of Census 2010 data.

FIRE

The Borough of Woodland Park has a total of 75 volunteer fire personnel. Therefore, the Borough provides approximately one fireman for every 158.77 residents, or 6.3 firemen for every 1,000 residents. This exceeds the planning standard/ service level of 1.65 firemen for every 1,000 residents.

The Fire Department has 4 pumper trucks, a ladder truck, and a duplex rescue truck/portable cascade, for a total 6 land vehicles for fire protection. There are a total of three firehouses within the Borough: W.P. Hose Co. 1, Passaic Valley Hose Co. 2, and Rifle Camp Fire Co. 3. It is important to note that the fire personnel are on a volunteer basis.

SCHOOLS

The purpose of documenting primary and secondary school population is to gain an understanding of the relationship between school population and physical development patterns over time. Studying historical school population and development patterns will better help to understand how future development may affect the Borough's school population and the school related services the Borough will have to provide. The relationship between actual services provided and its school population can also be evaluated. In evaluating the relationship between the actual facilities provided and the school population we use planning standards from the *Development Impact Assessment Handbook*.

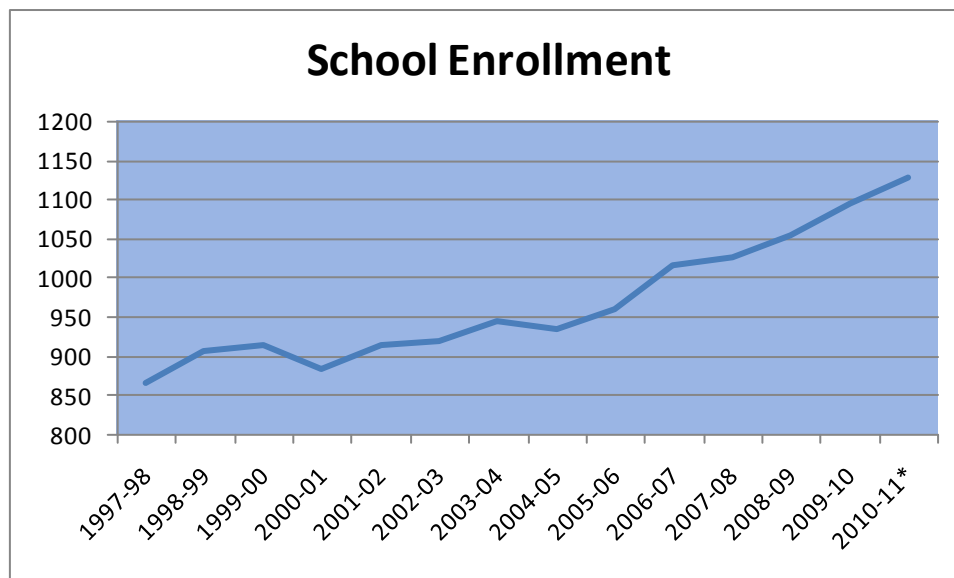
Students in public school for Kindergarten through eighth grade are educated by the Woodland Park School District. Schools in the district include the Charles Olbon School for grades K-2, the Beatrice Gilmore School for grades 3-4, and Memorial School for grades 5-8.

For grades 9 - 12, public school students attend Passaic Valley Regional High School, which serves students from Little Falls Township, Totowa, and Woodland Park. The school facility is located in Little Falls Township.

The Garret Mountain campus of Berkeley College is also located in Woodland Park. Established in 1931, Berkeley is a co-educational institution where students come from over 29 states and 112 foreign countries. The Garrett Mountain Campus of Berkeley College has an enrollment of over 1,300 students.

The following chart shows the enrollment history in the Borough from the 1997-98 to 2010-11 school years for Beatrice Gilmore School, Charles Olbon School, and Memorial School.

**CHART 9
ENROLLMENT HISTORY
1997-98 TO 2010-11**



Source: Woodland Park Superintendant of Schools
*projected

Increases in enrollment have occurred almost every year during this time period. A dramatic increase in school enrollment occurred from 1999 to the present. School enrollment has increased although only a small amount of no-age restricted residential units have been built. The schools have seen an increase in the school population that speaks English as a second language. This increase will have implications on the physical capabilities of the school system, as well as the programming school provides.

The 2007-08 student to teacher ratio (class size) for each of the grade levels is shown in the following Table 25:

TABLE 25
STUDENT/TEACHER RATIO

Grade	School	State Average
K	17.4	18.6
1	21.4	19.4
2	22.8	19.7
3	23.6	20.1
4	21.0	20.4
5	22.2	21.1
6	19.8	20.7
7	23.0	20.4
8	22.6	20.4
9	18.6	20.6
10	16.8	20.7
11	17.9	20.3
12	17.7	20.6

According to the *Development Impact Assessment Handbook (ULI: 1994)*, the service level that is required for each of the grade levels is as follows:

Elementary School (K-6):	24:1
Middle School (7-9):	25:1
High School (10-12):	26:1

The Borough of Woodland Park's Board of Education currently meets the national recommended planning standard for student to teacher ratio. The student to teacher ratio should be monitored in the future based on constant increases in enrollment to ensure that Woodland Park continues to maintain nationally recommended service levels in the school system.

9.0 RECREATION AND OPEN SPACE

In December 2007, the Passaic River Coalition prepared an *Open Space and Recreation Plan* for the Borough of Woodland Park (Woodland Park). This included goals and policies, identification of existing open space and recreation sources, an analysis of open space and recreation needs, an assessment to meet those needs, and an action plan to acquire and implement the recommendations made in the Plan.

The following recommendations were made in the *Open Space and Recreation Plan*:

Conservation Acquisitions and Conversions

- Block 110.05, Lot 12.04
- Block 54.01, Lot 15
- Block 1212, Lots 1.01 & 5

Active Recreation Acquisitions and Conversions

- Block 111, Lots 9.01 & 17.

Passive Recreation Acquisitions and Conversions

- Block 107, Lot 1
- Block 15, Lot 10
- Block 58, Lot 5.
- Block 501, Lot 26.01
- Block 129, Lot 1
- Block 46, Lot 1
- Block 54, Lot 12

To date, these recommendations have not been implemented. The Borough should implement the recommendations made in the *Open Space and Recreation Plan* and include the document as part of its Comprehensive Master Plan.

10.0 RECYCLING PLAN ELEMENT

BACKGROUND

The New Jersey Source Separation and Recycling Act adopted in 1987 and last amended in 1992 (N.J.S.A. 13:1E-99.11 et seq.), requires that municipal master plan include a recycling plan element pursuant to the Municipal Land Use Law (MLUL). The MLUL requires that the element must “incorporate State Recycling Plan goals, including provisions for the collection, disposition, and recycling of disposable materials designated in the municipal recycling ordinance, and for the collection, disposition, and recycling of disposable materials within any development proposal for the construction of 50 or more units of single-family residential housing or 25 or more units of multi-family residential housing and any commercial or industrial development proposal for the utilization of 1,000 square feet or more of land.”

Initially, the Recycling Act called for the recycling of 15% of the municipal solid waste stream in the first year of the program followed by the recycling of 25% of the municipal solid waste stream thereafter. That goal was more than doubled through legislation enacted in 1992 (P.L. 1992, c.167), amending the 1987 Recycling Act with a new challenge to recycle 50% of the municipal solid waste stream and 60% of the overall waste stream by the end of 1995.

New Jersey’s statewide mandatory recycling law requires all municipalities to adopt a recycling ordinance, which requires persons generating municipal solid waste to source separate from the municipal solid waste stream.

MUNICIPAL PROGRAM

The Borough of Woodland Park adopted a recycling ordinance in 1988 which established a recycling officer, recycling center, and recycling program which made mandatory that all persons to separate used newspapers, glass, food and beverage containers, aluminum cans and leaves from all other solid waste produced in or disposed of for collection, and also made it mandatory for all commercial/industrial and institutional users to separate corrugated cardboard, high grade paper, glass, aluminum cans, food and beverage containers.

The Borough provides curbside pickup of all materials. Some materials are on a seasonal basis. Comingled glass, plastic, and aluminum cans are currently picked up on the 1st and 3rd Thursdays. Newspaper, magazines, copy paper, and boxes are picked up on the 2nd and 4th Thursdays. Grass and brush is collected each week from the 1st Monday of April until the last Monday of October. Leaves are collected curbside weekly from October 15 until December 15. All grass, brush, and leaves must be in biodegradable bags in order to be picked up. Appliances, scrap metal, refrigerators and air conditioners are picked up by request to the DPW office only. Tires, auto batteries, and motor oil must be dropped off at the recycling center. Concrete, cinder blocks, bricks, logs, tree stumps, railroad ties, propane tanks, and construction and demolition debris are not currently accepted by the Municipal Recycling Center.

The following table contains the amount of tonnage of recyclable materials generated by Woodland Park in the Year 2009.

**TABLE 26
RECYCLABLE TONNAGE FOR WOODLAND PARK, 2009**

Material	Residential	Commerical	Total
<i>Corrugated</i>	427.22	474.24	901.46
<i>Mixed Office Paper</i>	0.00	29.33	29.33
<i>Newspaper</i>	65.00	0.50	65.50
<i>Other Paper/Mag/Junk Mail</i>	0.00	0.00	0.00
<i>Glass Containers</i>	245.08	33.16	278.24
<i>Aluminum Containers</i>	16.34	0.18	16.52
<i>Steel Containers</i>	49.02	6.96	55.98
<i>Plastic Containers</i>	16.34	0.18	16.52
<i>Heavy Iron</i>	0.00	3.34	3.34
<i>NonFerrous/Aluminum Scrap</i>	0.00	46.71	46.71
<i>White Goods & Light Iron</i>	60.68	0.00	60.68
<i>Anti-freeze</i>	2.07	0.00	2.07
<i>Batteries (Automobile)</i>	0.00	7.87	7.87
<i>Automobile Scrap</i>	0.00	1.50	1.50
<i>Tires</i>	56.00	0.00	56.00
<i>Used Motor Oil</i>	39.47	0.00	39.47
<i>Brush/Tree Parts</i>	4.00	1.30	5.30
<i>Grass Clippings</i>	54.00	0.00	54.00
<i>Leaves</i>	25.13	0.00	25.13
<i>Stumps</i>	0.00	21.57	21.57
<i>Batteries (Dry Cell)</i>	0.00	0.00	0.00
<i>Concrete / Asphalt / Brick / Block</i>	4,116.00	53.01	4,169.01
<i>Food Waste</i>	0.00	63.84	63.84
<i>Other Material Not Listed</i>	0.00	0.00	0.00
<i>Used Oil Filters</i>	0.75	0.00	0.75
<i>Other Glass</i>	0.15	0.00	0.15
<i>Other Plastic</i>	0.00	3.50	3.50
<i>Oil Contaminated Soil</i>	0.00	2,319.39	2,319.39
<i>Process Residue</i>	0.00	0.00	0.00
<i>Textiles</i>	0.00	0.00	0.00
<i>Wood Scraps</i>	0.00	2.22	2.22
TOTALS	5,177.25	3,068.80	8,246.05

Source: Woodland Park Department of Public Works

The table above does not include tonnage figures of businesses or residential complexes that use outside contractors.

RECOMMENDATIONS

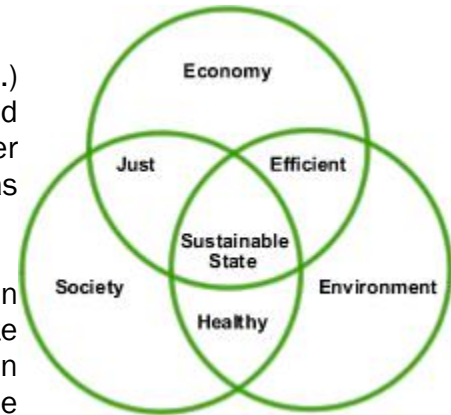
The Borough should continue to operate its recycling program, but update its recycling ordinance as amendments are made to the Municipal Land Use Law and the Recycling Act, and continue to increase awareness about recycling and reuse alternatives. The Borough should also consider amending its ordinance to include mandatory recycling receptacles for multi-family developments and all commercial or mixed-use developments.

11.0 SUSTAINABILITY ELEMENT

INTRODUCTION

In August of 2008, the Municipal Land Use Law (M.L.U.L.) was amended to include the Green Buildings and Environmental Sustainability Element in the list of Master Plan Elements. N.J.S.A 4-:55D-28 describes the element as follows:

“a green buildings and environmental sustainability plan element, which shall provide for, encourage, and promote the efficient use of natural resources and the installation and usage of renewable energy systems; consider the impact of buildings on the local, regional, and global environment; allow ecosystems to function naturally; conserve and reuse water; treat storm water on site; and optimize climactic conditions through site orientation and design.”



This Element includes:

- A definition of sustainability;
- A description of relevant state laws;
- Identification and description of sustainability policy areas addressed in this Element;
- An explanation of the relationship of this Element to other Elements of the Master Plan;
- A set of focused sustainability goals, policies, and actions not addressed in other elements of the Master Plan.

DEFINITION OF SUSTAINABILITY

The term “sustainable development” is often criticized as a vague concept; the definition of which is hard to ascertain. Several definitions of “sustainable development” that may be considered are:

“meeting the needs of the present without compromising the ability of future generations to meet their own needs” (The United Nations World Commission on Environment and Development, 1987)

“a proactive strategy to develop sustainability” (Roseland, *Toward Sustainable Communities*, National Round Table on the Environment and the Economy, 1992)

Sustainability relates to a broad range of topics, which include energy production and consumption, water consumption, waste, recycling, green buildings, transportation, the local economy, among others.

There are three (3) components of sustainability, as defined by the NJDEP's Office of Planning and Sustainable Communities, which include the economy, the environment, and society (community). The graphic below represents the three components and the how each component is dependent and linked to the others. The area in the middle represents a union of the three elements of sustainability. The goal is that the objectives, policies, and actions all support efforts toward achieving a sustainable community over the life of the Master Plan.

SUSTAINABILITY COMPONENTS

The three components of sustainability – economy, environment, and society/community – are interrelated and both individually and collectively important in achieving a sustainable community. The main challenge is to balance the demands of each component and the evolving needs of Woodland Park over the life of the Master Plan.

Source: NJDEP

Economy – A sustainable economy is one that is strong, resilient, and conscientious. It is achieved by supporting education, jobs, businesses, green industries, innovation, and economic development.

Environment – Environmental sustainability is achieved by being a steward of the natural environment and reducing impact of human activities on natural resources and systems that support the community.

Society/Community – A sustainable community if one that is accessible, healthy, safe, and diverse and promotes well-being. It is achieved by supporting public participation, healthy living, access to social services, cultural diversity, historic preservation, and the arts.

Sustainable Jersey, is a “certification program for municipalities in New Jersey that want to go green, save money, and take steps to sustain their quality of life over the long term.” Sustainable Jersey identifies the three components of sustainability as follows:

1. **Prosperity** – support your local economy and use community resources.
2. **Planet** – practice responsible environmental management and conservation.
3. **People** – embrace social equity and fairness.

While the names of each category are different, they are synonymous with each other.

Economy = Prosperity

Planet = Environment

People = Community

SUSTAINABILITY DECISION-MAKING

Creating and maintaining a sustainable community will require integrating sustainable principles into the City's everyday actions and decisions, adapting to changing conditions and technologies, and staying informed of innovations and current best practices. The

Master Plan's goals and objectives forward the principle of sustainability. Decisions must be consistent with the goals, policies and actions identified in the Master Plan to forward the concept of sustainability to transform Woodland Park into a sustainable municipality.

RELEVANT STATE LAWS & STATUTES

M.L.U.L.

The Municipal Land Use Law was amended in August of 2008 under N.J.S.A 4:55D-28 to include the Green Buildings and Environmental Sustainability Element in the list of Master Plan Elements. While the Green Buildings and Environmental Sustainability Element is an optional element of the Master Plan, it is vital in planning a municipality's future.

Executive Order #54

Signed by Governor Corzine in February of 2007, this executive order established gas emission reduction targets as follows:

- a. Stabilization of greenhouse gas emissions at 1990 levels by 2020; and
- b. Reduction of greenhouse gas emissions to 80% below 2006 levels by 2050.

The order also ordered NJDEP to develop a permanent system to monitor and report the State's greenhouse gas emission levels on an on-going basis and develop an inventory of 1990 greenhouse gas emissions in the State.

Global Warming Response Act

As a follow up to Executive Order #54, New Jersey enacted the Global Warming Response Act in 2007, based on sound science and consideration of New Jersey's economic goals. This law requires stabilization of statewide greenhouse gas emissions to 1990 levels by 2020, followed by a further reduction to 80 percent below 2006 levels by 2050.

Low Carbon Fuel Standard

On December 30, 2009, governors of 11 Northeast and Mid-Atlantic states signed a Memorandum of Understanding committing their states to participate in a regional effort to develop a regional Low Carbon Fuel Standard. A Low Carbon Fuel Standard, as defined by NJDEP's Office of Climate and Energy, is "a program designed to reduce the carbon intensity of transportation fuels through a performance-based, technology-and fuel-neutral standard that also considers cost-effectiveness." The Memorandum establishes a process to develop a regional framework by 2011 and examine the economic impacts of a LCFS program. Programs such as a Low Carbon Fuel Standard are critical to achieving statewide greenhouse gas reduction limits, since transportation accounts for the largest and fastest growing sector of New Jersey's greenhouse gas emission inventory.

OBJECTIVES

The overall goals of this Sustainability Element are to:

1. Advocate and facilitate the development and implementation of energy policies and programs for both the public and private sector.
2. Promote the use of renewable resources, such as solar panels.
3. Promote policies that improve air and water quality.
4. Adopt site standards for renewable and alternative energy resources.
5. Promote green building design standards in both new development and rehabilitation of older existing buildings.
6. Adopt an energy conservation retrofit ordinance to reduce energy costs.
7. Plan for more energy-efficiency through land use policies that regulate the pattern of local land uses.
8. Support home-based businesses to reduce greenhouse gas emissions.

SUSTAINABILITY POLICY AREAS

The following policy topic areas, goals, and action items identified are meant to aid in the implementation of sustainable practices and measurement of the recognized goals in the Borough to ensure a sustainable community.

Sustainable Decision Making & Partnerships

The following policies establish partnerships and integrate the components of sustainability into the decision-making process. The result will be well-informed choices that consider the links between the economy, the environment, and community.

GOALS:

1. Consider the 3 components of sustainability in decision-making for new development projects, rehabilitation of existing projects, and proposed future policies and programs.
2. Partner with public and private agencies to encourage these policies and innovation in development to help achieve sustainable living.
3. Participate in local, regional, and statewide sustainability programs that further sustainability goals and practices.

Sustainability and Climate Action Plan Monitoring

These policies are meant to formalize the approach for measuring success in achieving sustainability targets, while also keeping abreast of current sustainability practices.

GOALS:

1. Assess the Borough's progress toward achieving its sustainability objectives.

Actions:

- a. Establish a Sustainability Task Force, comprised of select Borough staff members, to monitor the Borough's sustainability progress and stay informed of best management practices.

- b. Monitor progress through the Sustainability Task Force. The Task Force will be responsible for the following tasks:
 - Identify sustainability indicators
 - Create measureable energy efficient targets
 - Research best management practices
 - Assess annually the targets and indicators to monitor the Borough's progress toward these targets
 - Report findings and make recommendations to improve progress based on recent innovations
 - c. Provide training for municipal staff charged with implementation of sustainability practices
2. Reduce greenhouse gas emissions from community-wide sources, including municipal facilities and operations, by 10% from 2011 levels by 2020.

Actions:

- a. Adopt and implement a Climate Action Plan that identifies goals, measures, and actions to achieve greenhouse gas reduction targets.
- b. Monitor the progress toward the Borough's greenhouse gas reduction goals.
 - Report annually on progress
 - Update the Climate Action Plan every five years, if necessary, to help the Borough meet its greenhouse gas reduction goals

Environmentally Preferable Purchasing

These policies establish the Borough's commitment to purchasing local and environmentally responsible products and services. Environmentally preferable purchasing helps to improve the health of the environment, local businesses, and the community.

GOALS:

1. Promote the use of local and environmentally friendly products and services for municipal purchases and contracts.

Actions:

- a. Review the Borough's purchasing program, implementing environmentally preferable purchasing, including: alternative fuel vehicles; locally produced products; recycled content for street furnishings, roadways, and construction materials; and hiring local and/or green business for contract services.

Financing Strategies

These sustainability policies will need to be supported financially to ensure long-term commitment.

GOALS:

1. Establish mechanisms for funding local sustainability and government programs.

Actions:

- a. Seek grant funding to help establish and support local sustainability initiatives.
- b. Promote public/private partnerships for existing buildings to upgrade for energy efficiency and water conservation.
- c. Seek intra-agency partnerships to help support local sustainability initiatives, both financially and through technical assistance.

Energy Efficiency, Conservation, & Renewable Energy Sources

Increased energy efficiency and the use of renewable energy sources contribute to reduced dependence on fossil fuels for heat and power, and lessen greenhouse gas emissions into the atmosphere.

GOALS:

1. Promote energy efficiency throughout all sectors of the community.

Actions:

- a. Connect residents and businesses with programs that provide free or low-cost energy efficient audits in existing buildings.
- b. Seek grant funding to help establish and support energy efficient upgrades in homes and businesses.
- c. Partner with the local utility district to develop a pilot program to demonstrate energy-efficiency upgrades in existing municipal buildings.
- d. Assess the cost-effectiveness of retrofitting existing municipal facilities with renewable energy technologies, (solar panels, wind, geothermal, etc.) if appropriate.

Water Conservation & Efficiency

Water conservation and efficiency regulations minimize impacts on this resource and in effect decrease energy use needed to move water from source to the tap.

GOALS:

1. Promote water conservation and efficiency throughout all sectors of the community.

Actions:

- a. Require new commercial and multi-family residential development to use low-flow fixtures.
- b. Create incentives to encourage water-efficient retro-fits to existing buildings.
- c. Improve water efficiency in municipal buildings through retro-fits and employee education.
- d. Require landscaping in large parking areas.

Green Infrastructure/ Sustainable Storm Water Management

The Borough has adopted a Stormwater Management Plan to comply with N.J.A.C. 7:14A-25 Municipal Stormwater Regulations. This plan can be supplemented with sustainable stormwater management practices that use natural processes to mitigate impacts of runoff and stormwater pollution. Green infrastructure techniques include such things as vegetated rooftops, vegetative bioswales, and permeable pavements. These types of techniques filter out contaminants, capture water which can be used for irrigation, and recharge the groundwater.

GOALS:

1. Use sustainable stormwater management techniques in site design to reduce stormwater runoff and control erosion.

Actions:

- a. Develop a Sustainable Stormwater Management Ordinance to set standards for new development and redevelopment.
- b. Reduce impervious surface areas by the use of permeable paving materials.
- c. Encourage infiltration, detention, retention, and water re-use on site by utilizing natural systems such as green roofs, rain gardens, and bioswales.

Community Character & Place-making

Places that have a strong identity and character instill a sense of pride in the community. These are the types of places where people want to be and businesses want to locate. Design that emphasizes the Borough's natural beauty and enhancing the built environment through attractive streetscapes, pedestrian-friendly design, and other visual improvement, will help to make Woodland Park a desirable place to live and work.

GOALS:

1. Instill place-making design principles into new development projects.

Actions:

- a. Identify locations for major streetscape improvements, such as landscaped medians, enhanced crosswalks, street trees, directional signage, way-finding signage, benches, and public art.
- b. Identify key entry points into the city and provide major entry features or monuments at these locations.
- c. Pedestrians should be prioritized through the following design measures:
 - i. Parking areas and curb cuts should be minimized along commercial street frontages;
 - ii. Prohibit cul-de-sacs;
 - iii. Identify locations where new pedestrian paths can be created to connect streets;
 - iv. Provide pedestrian amenities such as lighting, benches, and landscaping.

- v. Provide gathering spaces in commercial and multi-family development.

The Economic and Land Use Element of the Master Plan contain additional policies that promote place-making principles.

Public Education & Awareness

Educating the community about sustainability issues will raise public understanding of future consequences of their decision and actions, and lead to behavioral shifts that will promote sustainability principles.

GOALS:

1. Provide all segments of the community with information on sustainability, climate change, and strategies for development.

Actions:

- a. Establish a Sustainability webpage on the Borough's website with information on how community members can get involved in sustainable efforts; what the Borough is undertaking to achieve sustainability; and links to useful resources.
- b. Work with local schools to develop an awareness program for sustainability;
- c. Develop a program to educate the local business community on energy and water efficiency.

Economic Development

Policies addressing economic development are found in the Economic Element of the Master Plan.

Green Building (Public Development)

Green building techniques reduce environmental impacts created by development. Green buildings have been shown to use less energy than "traditional" buildings.

GOALS:

1. Incorporate green building techniques in the site design, construction, and renovation of all public projects.

Actions:

- a. Design all new municipal facilities to meet the minimum LEED baseline certification.
- b. Implement measures to reduce energy use in existing municipal buildings.

Green Building (Private Development)

Similar to the initiatives identified for municipal green building, private development should be encouraged to utilize green building techniques.

GOALS:

1. Support and recommend green building techniques for all new private development.

Actions:

- a. Include a green building and development checklist with supporting materials with all development and permit applications that outline ways to integrate green building techniques into project design.
- b. Encourage, if not require, all new development to exceed Energy Efficient Building Standards by 15%.
- c. Encourage developers to integrate green design techniques by establishing a Green Building Incentive Program. Incentives may include (but not limited to) the following: density bonuses, expedited review, review fee reduction, and tax credits.
- d. Create a program that recognizes projects within the community that exemplary with regard to green building practices and design.
- e. Provide regular training to ensure that municipal staff are able to review green building projects.

Connectivity

Policies concerning connectivity are located in the Circulation and Land Use Element of the Master Plan.

Transit-Oriented Development (TOD)

Transit-oriented development is defined as the concentration of development at nodes along public transit corridors, including light rail and bus routes (Moskowitz and Lindbloom, *The New Illustrated Book of Development Definitions*, Rutgers, 2004). Woodland Park does not contain a major transit hub, however, several bus routes traverse the Borough. More compact patterns can avoid further encroachment on open space and natural resources.

GOALS:

1. Support higher-density, compact development along transit or near transit opportunities.

Actions:

- a. Work with Passaic County to encourage more public transit opportunities in and around Woodland Park.
- b. Revise the Borough's zoning ordinance to establish standards to support higher-density development in areas along transit.
- c. Establish design guidelines in the zoning ordinance to ensure appropriate design to prioritize pedestrians, cyclists, and public transit over private vehicles.

The Circulation and Land Use Plan Elements provide further direction for establishing these policies.

Transportation and Parking Demand Management

Transportation and Parking Demand management discourages private automobile travel and reduces the amount of land given o parking spaces. The environmental benefits resulting from this policy include reduced reliance on fossil fuels, improved air quality, increased physical activity, and more efficient use of developable land (a purpose of New Jersey’s Municipal Land Use Law).

GOALS:

1. Support strategies that reduce reliance on single-occupancy vehicles and promote alternative transportation modes.

Actions:

- a. Establish employee incentive programs to encourage the use of transportation alternatives, (a parking space cash-out program?)
- b. Review and revise parking standards to reduce parking requirements in mixed-use and transit-oriented developments to reinforce alternative transportation choices.
- c. Work with NJ TRANSIT to improve and expand commuter services to reduce overcrowding on existing routes and entice more residents to ride transit than drive alone.
- d. Revise zoning ordinance standards to include bicycle parking and other facilities to support bicycle users.
- e. Require new developments to provide for electric vehicle recharging.
- f. Develop incentives for existing developments to provide for electric vehicle recharging.

IMPLEMENTATION

The sustainability element has identified actions that will implement each of the sustainability policy areas. The first step in this overall process thought is to establish a Sustainability Task Force Committee which will develop a Climate Action Plan by which targets can be measured for reductions in emissions, contributing to a sustainable community. The Borough should also consider adoption of a resolution endorsing and adopting the policy of sustainability for Borough decision making, purchasing, and operations.

12.0 LAND USE PLAN RELATIONSHIP TO SURROUNDING COMMUNITIES

MASTER PLANS OF CONTIGUOUS MUNICIPALITIES

N.J.S.A. 40:55D-28d states that a master plan “shall include a specific policy statement indicating the relationship of the proposed development of the municipality as developed in the master plan to ... the master plans of contiguous municipalities.” Those communities that border Woodland Park in New Jersey are the Borough of Totowa, the Borough of Clifton, the Borough of Paterson, and the Township of Little Falls. This section addresses how Woodland Park’s Land Use Plan relates to the master plans of these neighboring communities.

Borough of Totowa

The Borough of Totowa borders Woodland Park at its northwestern border line. The Boroughs are separated by the Passaic River. The Borough of Totowa’s last Master Plan was adopted in January of 2007. The Borough of Totowa’s border with Woodland Park contains the following zones: I-2 Restricted Industrial, R-7 Residential (7,000 SF lots), R-40 Residential (40,000 SF lots), and the B-2 Local Business District. The land uses in Totowa along the border include industrial, single-family residential and 2 large cemeteries. These uses are generally compatible with the land uses identified in Woodland Park’s Land Use Plan, as Woodland Park’s border contains similar uses adjacent to each zone. They are particularly compatible because they are also separated by the River.

City of Clifton

The City of Clifton adopted its last Master Plan Reexamination in 2008. The City of Clifton is located along the eastern border of Woodland Park. The Woodland Park Master Plan designates the area adjoining Clifton as Residential A (large-lot single family), RG (Adult Residential District) and RH (Inclusionary Multi-Family Residential District). The zoning in Clifton along the border includes RA-1 Residential One Family (9,375 SF lots) and RA-3 Residential One-Family (5,000 SF lots). This also includes a Steep Slope Overlay District. The uses in Woodland Park along the border with Clifton are consistent and compatible, as the uses found in Woodland Park along the border include open space and multifamily residential among the 3 zones. There are no changes proposed in the 2008 Clifton Master Plan Reexamination with respect to its border with Woodland Park.

City of Paterson

The City of Paterson is located along the northern boundary of Woodland Park. This border generally follows Glover Avenue through Garret Mountain Reservation to the boundary with Clifton. The City of Paterson’s last Master Plan was adopted in 2003. The zones that abut the Paterson/ Woodland Park border include the following: B-1 Neighborhood Business District, R-3 High Medium density Residential, PUDROC Planned Unit Development – Residential, Office, and Commercial District, and R-1 One-Family Residential District. The Master Plan noted that the PPUDROC district was subject of a Redevelopment Plan which permitted mixed-uses, however, to date, only the residential portion of the zone has been developed. The Master Plan recommended reviewing this redevelopment area to reevaluate permitted uses, to see if there were more appropriate uses that would be developed in this

area. Currently, all the land uses identified in Paterson along the border with Woodland Park are compatible with the uses identified along this border in Woodland Park's Land Use Plan. However, if a change is made to the PUDROC district is made, further evaluation would be necessary to see if those proposed uses would be compatible with the uses located in Woodland Park.

Township of Little Falls

The border between Little Falls and Woodland Park generally follows to the north of State Route 46. The Township of Little Fall's last Master Plan was adopted in 2002, and its last Reexamination in 2008. The current land uses along the contiguous border with the Borough of Woodland Park are highway business uses or light industry. The Land Use Plan designates the border properties to remain highway business uses. The zones that abut Woodland Park include the B-2 highway Business Zone; the LI Light Industrial Zone, and a very small portion of the R-1B Single Family Zone. These uses are complimentary to the uses and zones located in Woodland Park along the border with Little Falls.

COUNTY MASTER PLAN

The Corridor Enhancement Plan was prepared in 2005. The purpose of this Plan is to bring more business and tourism to Passaic County by providing a safer and more attractive environment along the commercial and recreational corridors of the county. This document identified McBride Avenue in Woodland Park as a Corridor Enhancement District.

The Passaic County Master Plan - Transportation Element is currently being developed, and a draft of the plan is expected to be available for public comment in the fall of 2011, and the final version is anticipated to be released shortly thereafter.

The Borough was involved in a work session with the County in March of 2011 to identify desires regarding transportation issues in the Borough. The County incorporated the desires of the Borough into their Plan. The preliminary results were presented at a meeting on March 23, 2011. The County included the five (5) following categories relate to Transportation:

1. Complete Streets
2. Bicycle and Pedestrian Access
3. Moving Goods and People
4. Public Transportation
5. Scenic and Historic Byways

1. Complete Streets

Complete Streets are streets designed for all users, all modes, and all ability levels. The design balances the needs of pedestrians, drivers, bicyclists, transit vehicles and goods movement based on the roadway context. The Passaic County Transportation Element has a particular emphasis on the implementation of Complete Streets.

Design standards are being developed based on an altered classification system based on AASHTO design classifications and standards. The County identified five (5) categories of roadway types, as follows:

- 1) Regional Street
- 2) Highlands Regional Street
- 3) Downtown Street
- 4) Community Street
- 5) Neighborhood Street

The County identified the following streets as fitting into classifications of roadway types:

- 1) Regional Street
 - a. McBride Avenue from Dowling Parkway to West 36th Street
 - b. McBride Avenue south of Lackawanna Avenue
 - c. Browertown Road south of Lackawanna Avenue
 - d. Glover Avenue from McBride Avenue to Nagle Street
 - e. Squirrelwood Road from Glover Avenue to New Street/ Rifle Camp Road
 - f. New Street north of Rifle Camp Road
- 2) Highlands Regional Street
 - None
- 3) Downtown Street
 - a. McBride Avenue from Lackawanna Avenue to Dowling Parkway
- 4) Community Street
 - a. Lackawanna Avenue
 - b. Rifle Camp Road
 - c. Browertown Road from Lackawanna Avenue to McBride Avenue
 - d. Weasel Drift Road
- 5) Neighborhood Street
 - None

2. Bicycle and Pedestrian Access

Bicycle and pedestrian access is also a focus of the County in their Transportation Element. The County has established Priority Corridors to map out routes to and from recreational facilities, public transportation, local commercial areas, and rivers and lakes.

The following streets in Woodland Park have been identified for bicycle/pedestrian/river routes:

- McBride Avenue
- Lackawanna Avenue
- Browertown Road
- Rifle Camp Road
- New Street
- Weaseldrift Road
- Waterfront along the Passaic River
- Interior roadways in Garrett Mountain Park and Rifle Camp Park

3. Moving Goods and People

Passaic County has identified freight corridors and potential opportunities where there are gaps in the existing system. Woodland Park contains two (2) “through” roadways – Route 80 and Route 46. While there are no recommendations for designations as connector roadways in Woodland Park, the County has identified 7 likely freight generators (transportation/warehousing businesses).

4. Public Transportation

The County is developing strategies for strengthening and enhancing public transit services and facilities in the County. The Borough encourages enhancing public transportation options within and around Woodland Park.

5. Scenic and Historic Byways

Scenic and historic byways, as defined by the County, are roads, trails, water ways, or rails, that hold an intrinsic historic or scenic quality within Passaic County. Identifying byways will help in applying for state and federal programs that can add protections and funding sources.

The County has identified the following:

Scenic Byways:

- Rifle Camp Road
- Park Road at Garrett Mountain Park

Historic Byways:

- The Morris Canal

Historic and Scenic Byways:

- McBride Avenue

STATE DEVELOPMENT AND REDEVELOPMENT PLAN

Communities of Place: The NEW New Jersey State Development and Redevelopment Plan (the *State Plan*) was adopted by the New Jersey State Planning Commission on March 1, 2001. This document provides a general framework for guiding development within New Jersey. It contains a number of goals and policies that should be supported by municipal master plans. The geographic framework for this plan is the designation of five of planning areas.

Woodland Park is located in the Metropolitan Planning Area (PA1). This area is given priority for development and redevelopment due to the existing infrastructure and prior public and private investment in these areas. This designation recognizes that Woodland Park is located in an established stable suburban area where redevelopment will be the major form of new construction. The Borough’s Master Plan recognizes this designation and supports the intent of the *State Plan*.

13.0 IMPLICATIONS FOR ZONING

Based on the land use recommendations and other recommendations made in this Master Plan, the Woodland Park Zoning Ordinance needs to be completely revised. The current Zoning Ordinance is a compilation of a series of adopted ordinances over the past 30 or so years, resulting in a layering effect that is partially antiquated and difficult to decipher. A comprehensive look at the entire zoning ordinance will allow the Woodland Park to become a sustainable, cohesive community in which to live, play, and work.

The major planning issues facing Woodland Park are as follows:

ESTABLISHMENT OF A DOWNTOWN. One of the consistent issues that belie Woodland Park is that it lacks a true “downtown”; minor arterial corridors contain a myriad of business types and structures, with no common theme or image. Many structures are large, some small, some have parking issues, and some do not. In some areas, parking is located directly in front of business, with no sidewalks for pedestrians.

An ordinance should be crafted to establish design criteria to help foster a downtown and give it an “image” for the Borough. These have been indicated as the “upper” and “Lower” Mixed-Use Commercial/ Residential Districts in the Land Use Plan. A mix of land uses should be considered, including retail and/or office on the first level of buildings, and office or residential above. The design standards that should be considered are:

- Building massing scale
- Height
- Façade treatments
- Parking (location, screening)
- Building materials and texture
- Street Furniture
- Awnings, canopies, marquees
- Colors
- Signage
- Lighting of facades

The goal is to establish a cohesive Central Business District with a coordinated and aesthetically attractive composition of building facades. The objective is for the major thoroughfares, particularly McBride Avenue, to maintain their regional service status, but also become a destination spot for the region through improved conditions and establishment of an “image.”

The elements to be considered for a Town Center include the following:

- Dense/Compact form
- Pedestrian Oriented
- Connected Street Network
- A Well-Defined Edge

- Municipal Anchors
 - Economic Anchors
 - Mixed Use Development
 - Variety of Housing Types
 - Quality Urban Spaces
- Economic Anchors within a core location are necessary to draw steady crowds, which create active street life and encourage spin-off businesses.

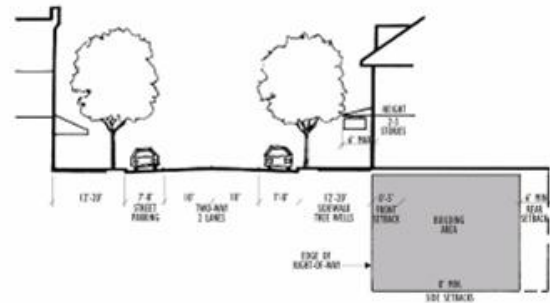


Mixed Use buildings, with restaurants, and other pedestrian-oriented commercial space on the first floor, with offices and/or residential above, create a stable consumer population and customer base, as well as a pedestrian presence

Developing an approach to creating a walk-able town center:

1. Adopt “prescriptive” rather than permissive provisions
2. Use graphics.
3. Integrate standards for streets, blocks, and buildings.
4. Create procedural incentives.

COMMERCIAL TOWN STREET

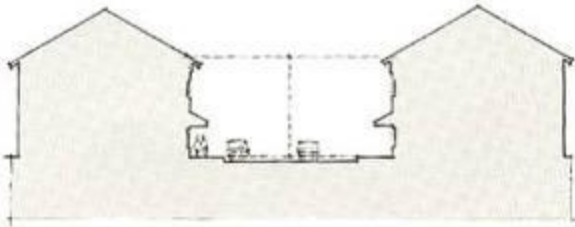


Source: PAS Report 526

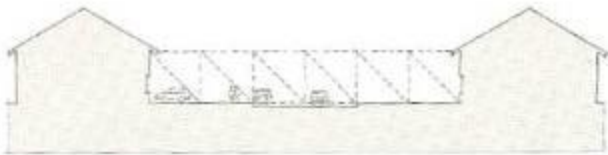
Design Standards:

- **Stimulate infill and rehabilitation activity**
 - Adjust minimum lot-size and setback requirements to reflect the smallest practical lots in the district.
 - Increase allowable densities in infill locations to promote economically viable projects.
 - Expedite development review.
 - Change parking requirements.

APPROPRIATE



INAPPROPRIATE

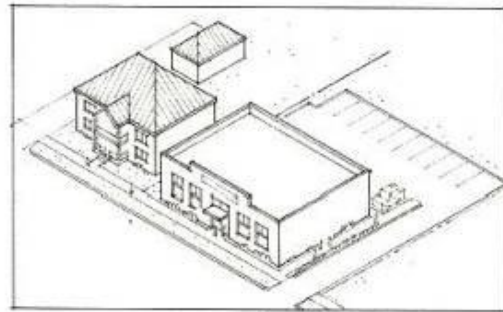


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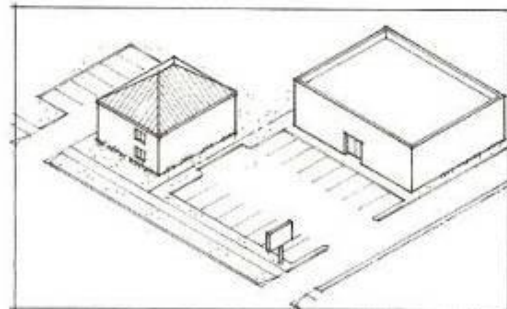
- **Develop contextual design standards that ensure that new development responds to the traditional architectural styles of the community.**
 - Adopt illustrative design standards.
 - Illustrate both building design and site design.
 - Address building type and architectural elements.
 - Address streetscape (proportions, roof types, pitches, and materials)
 - Review setback and height regulations.
 - Create a height to width ratio (1:1 to 3:1)

- **Enhance streetscapes and civic life.**
 - Make streets public spaces.
 - Reduce or eliminate minimum setbacks.
 - Review and amend setback and height requirements.
 - Illustrate relationships between street and building elements.
 - Establish minimum lot frontage build-out requirements.
 - Put public buildings in central locations.
 - Build neighborhood parks.

COMPATIBLE STREET FRONTAGE



INCOMPATIBLE STREET FRONTAGE



Source: PAS Report 526

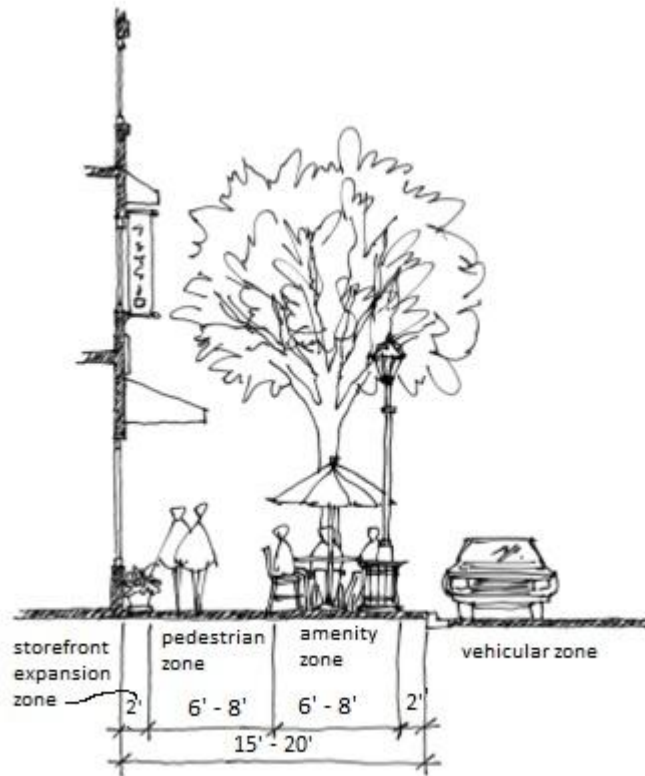
Desired Design Standards:

- Height
 - 3 stories; possibly 4 stories if setbacks are used
- Setbacks
 - None in front
 - Sufficient in rear to support parking
- Façade treatments
 - Consistent with “storefront” scheme
 - Human scale
 - Emphasis on entrances
 - No expansive blank walls
- Parking (location, screening)
 - Only in the rear
 - Accessible through walkways to pedestrian friendly street
 - Regulations changed to accommodate shared parking arrangements
- Building materials and texture
 - Masonry base
 - Brick
 - Accented with other textures
- Outdoor dining
 - encouraged
- Street Furniture
 - Benches
 - Trash cans
 - Bike racks
 - Planters
 - Kiosks
- Paving Material
- Awnings, canopies
 - Encouraged (fabric/metal)
 - Retractable permitted (seasonal)
 - Limits to size of awnings
- Signage
 - Attractive way-finding signage with a theme (graphic)
- Lighting of facades
 - No neon colors
 - Up lighting encouraged or required
- Street Lighting
 - “Traditional style” Street lamps
 - Maximum height
- Landscaping
 - Size/spacing of trees
 - Foundation plantings (where appropriate)

Examples of Town Center Design



Design Guideline for Profile of Walk-able Streets



Source: PAS

Desired Uses:

The following table represents commercial uses that are desired within the mixed-use district. At the time of revisions to the zoning ordinance, other uses may also be identified.

Uses wanted:	Uses not wanted:
Ground level uses that encourage a walk-able environment	Gas stations
Ground level retail	Auto body shops
Outdoor dining	Manufacturing
Sit-down or fast-casual restaurants (no drive-thrus)	Adult uses
Specialized food stores and cafes	Single-family dwellings
Offices above retail	Two-family dwellings
Residential above retail	Townhouses
Banks (no drive-thrus)	Private clubhouses
Spas	Self-storage
Gyms/ Health Clubs	Any storage use
Movie theatre	Distribution Uses
Retail bakeries	Bowling Alley
Boutiques	Auto Sales and repair
Personal grooming personal service (barber, salon)	Skating rink
Bars	Commercial Laundries
Dry Cleaners	Package Liquor stores
Tailor	Funeral Homes
Clothing sales	Building or construction supply business
Retail florist	Tattoo Parlor
Other entertainment uses	
Ice cream shops	
Coffee shops	
Educational Uses	
Drug Stores (not freestanding)	
Hotels	

BUSINESS IMPROVEMENT DISTRICT. An essential component of the recommended rezoning is to establish a Business Improvement District, or BID. Business Improvement Districts are downtown management entities authorized under NJSA 40:56-83 (otherwise also known as Special Improvement Districts). Their mission is to promote economic development within their designated district. Most BIDs have traditionally focused on creating and supporting a vibrant downtown retail environment. However, BIDs can also tackle other downtown issues, such as façade renovation programs, parking and local circulation. While most BIDs do not have the budget to handle capital projects, they can underwrite the soft costs of project development and apply for grants to fund capital projects. The Borough should establish an Economic Development Committee that will be

responsible for reaching out to local constituents to educate local business owners on Business or Special Improvement Districts and to foster support for the creation of a BID.

Another area that will need to be addressed in a rezoning of McBride Avenue relates to flooding. McBride Avenue has flooded in the past when a major rainstorm or other weather event has occurred. This has impacted the local business owners when McBride Avenue is closed to traffic. A Downtown Business Improvement Plan should be crafted, along with the participation of the BID and Passaic County, to re-design the area to help mitigate flooding and the impacts created from such flooding.

RESIDENTIAL HOME EXPANSION. To prevent the building of “McMansions” that are not in character with the prevailing neighborhood character, the Borough should review and revise the bulk standards for the single-family residential zones. The Borough should consider incorporating a floor area ratio (F.A.R.) standard for single-family residential zones to help to preserve the neighborhood character.

PROLIFERATION OF TWO-FAMILY HOMES. The Borough should seek to reduce the area of zoning for two-family homes, and/or revise the bulk standards for two-family homes to help lessen the burden on the limited public utilities and community services in the Borough, including the school system.

INDUSTRIAL ZONES. The land use plan for the industrial area is mixed industrial/commercial, permitting compatible commercial uses along with industrial uses in the district, which will minimize the number of use variance applications for such uses. Bulk standards should be reviewed to allow the development of additional commercial uses.

AFFORDABLE HOUSING. Close attention needs to be paid to the State’s mandates on affordable housing. In late March of 2011, the New Jersey Supreme Court granted all the petitions for certification of the October 8, 2010 Appellate Division decision which invalidated COAH’s third round regulations. The October 8, 2010 Appellate Division decision invalidated COAH’s “growth share methodology.” The issue now before the court is not the “Mount Laurel doctrine” itself, but rather how it will be best implemented. The eventual decision will impact every municipality in New Jersey. It is recommended that a new Housing Element be prepared when a final court ruling or other legislative solution is adopted, and related zoning ordinance changes incorporated to address this issue.

OFFICE DEVELOPMENT. The larger PUD and POD Zones should be eliminated and rezoned to more office-based zones which allow for additional development on already developed but underutilized properties. The permitted uses in these zones should also be reviewed for compatibility, and other compatible uses should be considered for inclusion into these zones.

ENERGY/SUSTAINABILITY. The zoning ordinance needs to be revised to incorporate energy efficiency and sustainable practices into site design. This impacts the overall viability of long-term success of the Borough. These recommendations can be found in the Sustainability Element of the Master Plan. The incorporation of sustainable practices into not only the zoning ordinance, but the community in general, is paramount to making Woodland Park a desirable place to live, work, and play in years to come.

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