### **VILLAGE OF RIDGEWOOD MASTER PLAN**

VILLAGE OF RIDGEWOOD, BERGEN COUNTY



ADOPTED BY THE PLANNING BOARD OCTOBER 18, 2022

## PREPARED BY HEYER, GRUEL & ASSOCIATES & NV5







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A special thank you to everyone who participated throughout the Visioning and Master Plan process. The Master Plan is dedicated to the collective and collaborative effort of all those who share a love of Ridgewood and who value its preservation for future generations. We are truly grateful to our fellow Ridgewood residents, stakeholders, business owners, committee and board members, Village staff, and all those who stayed the course even when interrupted by a global pandemic.

Our sincerest thanks to all!



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#### Village of Ridgewood Master Plan

Village of Ridgewood County of Bergen

August 23, 2022

with Revisions October 5, 2022

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Prepared By:



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The original of this report was signed and sealed in accordance with N.J.S.A. 45:15A-12

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#### INTRODUCTION

This Master Plan for the Village of Ridgewood represents the culmination of nearly four years of effort led by the Village Planning Board and its Master Plan Sub-Committee.

The Master Plan is a long-range guidance document that sets forth the Village's vision for its future, objectives, goals, and values. The Plan will guide the Village's land use decisions, policies, and investments in programs, capital improvements, and infrastructure. Each of the Plan's Elements, which can be thought of as chapters in a book, focuses on a different topic, but overlaps with and relates to other elements.

The Master Plan builds on the first phase of the process, which was the development of the "Our Village, Our Future" vision plan document, which set forth an overall vision, objectives, and goals for the Village. The Master Plan Elements go into greater detail on specific topics. The Land Use Element provides the legal basis for zoning and land use policy, while the other elements guide different aspects of the Village's future.

This document is an exciting modernization and synthesis of the Village's planning past and present with the goal of creating a sustainable and healthy future for Ridgewood and its residents.

#### **PHASES**

#### PHASE 1 VISION PLAN

The Village of Ridgewood kicked off the process of developing a new comprehensive master plan for the first time in 35 years in 2018 with the "Our Village, Our Future" visioning process in collaboration with the consultant NV5. The visioning process involved extensive outreach to key stakeholders, a survey that attained over 2,000 responses, a robust online presence, and public meetings, workshops, and activities. On October 20, 2020, the Village Planning Board adopted the "Our Village, Our Future" vision plan as Section 1 of the new Master Plan.

The Vision Plan includes a history of planning and development in Ridgewood and reviews the Village's demographics, physical structure, and key trends at the local and national level. The result of the process is a statement of objectives and principles and recommendations to be fleshed out in a comprehensive master plan document.

A "statement of objectives, principles, assumptions, and standards upon which the constituent proposals for the physical, economic, and social development of the municipality are based" is a required component of the Master Plan, which was completed during the Vision Plan process.

The Vision Plan is incorporated by reference, and in full as an appendix to this Master Plan.

The Master Plan uses the effort that was undertaken in the Vision Plan as a foundation and builds out full elements as chapters in the new Master Plan.

#### PHASE 2 MASTER PLAN

In August 2021, HGA and NV5 were awarded a contract to proceed with Phase 2 of the Master Plan process that would build on the vision created by the "Our Village, Our Future" document and create comprehensive updates to nine plan elements. This Master Plan consists of:

- 1. Statement of Goals and Objectives
- 2. Land Use Element
- 3. Circulation Element
- 4. Downtown Economic Development Element
- 5. Sustainability Element
- 6. Community Facilities Element
- 7. Recycling Element
- 8. Utilities Element
- Historic Preservation Element Prepared by Dianne O'Brien, in collaboration with HGA/NV5
- 10. Statement of Consistency with Neighboring Municipalities and other Plans

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- Open Space and Recreation Element and Environmental Resource Inventory (ERI) – Prepared by The Land Conservancy
- 12. Housing Element and Fair Share Plan Prepared by McManus/Kyle

Each Element is a chapter of the overall Master Plan that takes an in-depth look at a specific topic. By design, there are consistent threads that connect the Elements and there is overlap and repetition where appropriate. Planning is a holistic and comprehensive exercise that cannot be undertaken in a vacuum. The Elements have been developed in accordance with the Statutory requirements set forth in the Municipal Land Use Law.

#### **PUBLIC OUTREACH**

During the Phase 1 "Our Village, Our Future" process, outreach and engagement was undertaken with a variety of methods:

- Postcard An introductory postcard was sent to each of the over 8,000 households in Ridgewood to alert residents to the master plan process and encourage broad participation.
- 2. Village Voices Discussions Focus group style discussions were held with different interest groups to inform the planning principles and vision. The groups included:
  - a. High School Students

- b. Downtown Business and Property
  Owners and Realtors
- c. Seniors and Senior Providers
- d. Self-Led Groups
- 3. Visioning Questionnaire A 14-question survey was prepared and distributed. More than 2,000 responses were collected to inform the visioning process.
- 4. Map Your Vision Tool A web-based engagement tool allowed users to identify places in Ridgewood and provide information, ideas, and images.
- 5. Visioning Workshops Small group discussions, attended by more than 55 people, were held to discuss principles and prioritize topics to be addressed in the Master Plan.
- Contact Form Submissions Sixteen residents submitted comments, suggestions, and ideas through the website.

During Phase 2, a combination of in-person work sessions at the Village Planning Board, online engagement, and targeted stakeholder interviews was undertaken to build on, and refine the Vision.

- 1. Planning Board Work Sessions
  - a. September 21, 2021 Introduction -What is a Master Plan?

- b. October 19, 2021 Concept and Plan Element Review
- c. February 15, 2022 Detailed Recommendations Review
- d. April 5, 2022 Initial Draft Plan
  Presentation
- e. July 19, 2022 Public Comment and Review of Draft Plan
- f. September 20, 2022 Noticed Public Hearing on Master Plan
- Website Update and Contact Form Submissions
- Weekly Poll Questions During October and November 2021 weekly poll questions were posted on the project website and distributed through social media. The poll questions were either multiple choice or open ended. Some focused on specific topics, others were intended to promote engagement and interest in the Master Plan process.
- Stakeholder interviews and conversations were held with a variety of professionals and Village advisory committees including:
  - a. Village Planner
  - o. Village Engineer
  - c. Central Business District Advisory
    Committee



- d. Access Ridgewood
- e. Citizens Safety Advisory Committee
- f. Shade Tree Commission
- g. Green Ridgewood Committee
- h. Bergen County Planning and Engineering

## STATEMENT OF OBJECTIVES AND PRINCIPLES

This section is the required Master Plan "statement of objectives, principles, assumptions, and standards upon which the constituent proposals for the physical, economic, and social development of the municipality are based."

#### **OBJECTIVES**

- 1. To guide future decision making and the planning and deployment of public and private efforts and investments in the Village. Within the plan elements, goals, principles, and recommendations regarding policies, programs, strategies, concepts, and regulations should be guided by the outcomes of the visioning process.
- To identify and anticipate trends and recommended ways for the Village to reduce their negative impacts and/or amplify their benefits.

 To re-evaluate and/or carry forward recommendations from the 2016 Master Plan Reexamination Report.

#### **PRINCIPLES**

#### GENERAL/VILLAGE-WIDE

- 1. Work to keep a "small-town/village feel" while allowing aspects of the Village to evolve, adapt, or change if necessary and beneficial to the Village in ways that maintain or complement the "small-town/village feel."
- 2. Strive to be proactive in community planning matters.
- 3. Plan for the needs of long-term residents, but also understand and address the needs and preferences of future residents.
- 4. Protect and enhance the tree canopy throughout the Village.
- 5. Strive for better fiscal management, responsibility, and accountability while continuing to support the Village's strong public institutions.

#### HOUSING AFFORDABILITY

1. Create new housing types that would be more affordable and practical for a broader demographic.

#### **SENIORS**

1. Recognize that seniors are not a uniform group; their characteristics, needs, and desires vary based on many factors.

#### **DOWNTOWN**

- Maintain the aesthetic qualities / feeling of Downtown.
- 2. Limit further high-density residential development.
- 3. Promote a greater variety of retail types in Downtown.
- Create a mix of complementary / supportive uses that leads to an active Downtown day and night.
- 5. Strive for a customer-focused and customer-friendly Downtown.
- 6. Create a safe environment for pedestrians of all ages in Downtown.
- 7. Consider alternatives that reduce car traffic and the need for parking.
- 8. Improve communication between Downtown interests / stakeholders and residents.



#### TRANSPORTATION

- 1. Make streets safer to promote / support walking and biking.
- 2. Improve pedestrian connections between places within the Village.

#### PARKS AND OPEN SPACES

- 1. Energize / activate parks and open spaces throughout the Village.
- 2. Preserve and maintain the Village's natural, undeveloped open spaces.

#### RESIDENTIAL NEIGHBORHOODS

- 1. Consider broadening historic protections beyond Downtown to preserve character and instituting design review.
- 2. Reduce the impacts of tear-downs and the construction of larger, new houses on neighborhood character, open space, and the environment.
- Plan ahead for the reuse of houses of worship and other sites, should they become available in the future.



#### IMPLEMENTATION ACTION MATRIX

Each Element includes recommendations that applies an estimated time frame, cost, and cross references to other Elements if applicable. At the end of this Master Plan is a chapter titled "Implementation - Action Matrix," which represents a summary of the recommendations of each Element. The Action Matrix applies the **how** (Actions to be taken), the **who** (the responsible party for completing the recommendation), the **when** (anticipated time frame for which each recommendation could be completed), **cost** (the estimated level of effort to complete each recommendation), and the cross reference of where each recommendation fits in with other elements of the Master Plan. The following provides a key to the symbols that will be found throughout this Master Plan.

#### **Time Frame:**



P P = Medium Term (6 months to 2 years)

□ □ □ = Long Term (2+ years)

#### **Level of Effort**

**\$** = Low Cost (May be staff time or professional soft-costs that are easily budgeted)

**\$ \$** = Medium Cost (May need capital expenditures or special earmarked budget)

**\$ \$ \$** = High Cost (May require bonding, long-term investment, outside funding)

#### **Master Plan Element Cross References**





= Downtown Economic Development Element

= Sustainability Element

= Community Facilities Element

= Recycling Element

= Utilities Element

= Historic Preservation Element

= Open Space and Recreation Element (With ERI)

#### **Action Matrix Example:**

RECOMMENDATION	ACTIONS	RESPONSIBLE PARTY
LU-1: Review residential front yard setback standards	Ordinance Update	Village Council / Planning Board / Staff / Planning Consultant
LU-2: Review standards for open porches.	Ordinance Update	Village Council / Planning Board / Staff / Planning Consultant
LU-3.1: Review parking standards	Planning Study; Review Best Practices; Ordinance Update	Village Council / Planning Board / Staff / Planning Consultant

#### **In-Text Example:**

1. Review existing use definitions, define new uses, and permit them in the Village business zones.







#### **INTRODUCTION**

#### WHAT IS A LAND USE ELEMENT?

The New Jersey Municipal Land Use Law (MLUL) requires that municipal master plans include a Land Use Element as their core element to "guide the use of lands within the municipality in a manner which protects public health and safety and promotes the general welfare." Land Use Elements inventory the natural and built environment within the municipality and provide a vision and outline for the type, location, and intensity of future land uses, which become the basis for municipal zoning.

Over the years, the scope of the Land Use Element has expanded to require strategies related to smart growth, storm resiliency, environmental sustainability, and electric vehicle charging infrastructure. Most recently, the MLUL was amended to require that Land Use Elements include an assessment of risks related to climate change and natural hazards, along with strategies to potentially mitigate those negative impacts.

The Master Plan Land Use Element is the foundation of the Master Plan. By intent and design, the other plan elements are closely related to and intertwined with the Land Use Element. Each of the other plan elements provides an in-depth review of a specific topic, policy recommendations, and action items, but the Land Use Element serves as the basis for future land use and development ordinance changes.

#### THE VILLAGE OF RIDGEWOOD

The Village of Ridgewood was formally incorporated in 1894. Since that time, it has grown to a population of just over 26,000 residents. The Village's geography is defined by a sharp topographical change, and railroad line that create a north-south axis that splits the Village into a west side and an east side. The geographic and built center of the Village is the commercial downtown core, largely situated on the east side of the train tracks but extending up and to the west as well. Other smaller commercial areas include a portion of the Route 17 corridor that cuts through the northeastern part of the Village, a commercial strip along Goffle Road on the Village's western edge, and some businesses along North Maple Avenue at the north end of the Village near Ho-Ho-Kus Borough.





Another defining non-residential land use in the Village is the Valley Hospital on North Van Dien Avenue. The hospital has been an important part of the Village's history, and the subject of several recent planning and land use projects. The hospital remains one of the few large, potentially transformative properties in the Village that may experience significant land use changes.

Aside from the Village's central downtown area, almost the entire rest of the Village comprises residential properties in a mainly single-family traditional suburban development model that has remained essentially the same for decades. The residential fabric of the Village is generally built-out, with marginal changes taking place through some tear-downs and new construction or additions to existing buildings.

The Land Use Element of the Village Master Plan does not propose any sweeping land use and policy changes. The central vision for this Plan is to enhance the things that make Ridgewood a great place to live, shop, dine, and raise a family, while promoting sensible growth and evolution in policies and practices to ensure that the Village maintains its high standards.

#### **GOALS**

GOAL #1 - KEEP A "SMALL-TOWN / VILLAGE FEEL" BUT "ALLOW ASPECTS OF THE VILLAGE TO EVOLVE, ADAPT, OR CHANGE IF NECESSARY AND BENEFICIAL TO THE VILLAGE AND TO ENSURE THAT THEY DO SO IN WAYS THAT MAINTAIN OR COMPLEMENT THE "SMALL-TOWN/VILLAGE FEEL."

The Village is nearly entirely developed with long-standing patterns of land use. The downtown core is a walkable, active shopping and dining district that serves residents and attracts visitors from surrounding towns. Most of the residential neighborhoods consist of single-family residences on relatively compact lot sizes. The Land Use Element does not propose any dramatic changes to zoning or land use districts that will fundamentally alter the character of the Village. However, it does encourage providing more flexibility in commercial land use categories and creating opportunities for additional types of housing that can coexist with the existing built environment. The Plan identifies ways for the Village to adapt to the benefit of current and future residents without compromising the Village's essential character.

### GOAL #2 - STRIVE TO BE PROACTIVE IN COMMUNITY PLANNING MATTERS.

The two-phase master plan process, beginning in 2018 with the "Our Village, Our Future" Vision Plan and followed-up with the preparation of this Master Plan is an example of an

in-depth, community-centered planning process. Moving forward, the Village should continue to be aware of trends and emerging best practices and update its policies and ordinances when appropriate. The governing body and various boards and commissions should strive for transparency and collaborative decision-making for the benefit of the Village.

#### GOAL #3 - PLAN FOR THE NEEDS OF LONG-TERM RESIDENTS, BUT ALSO UNDERSTAND AND ADDRESS THE NEEDS AND PREFERENCES OF FUTURE RESIDENTS.

The survey questionnaire distributed during the Visioning Process highlighted that new residents may have different preferences than longer-term residents. When planning for the future, the Village needs to be aware of evolving needs, wants, and desires with generational and demographic shifts. It is important to balance a desire to keep what has made Ridgewood an attractive and desirable community with a need to evolve and change in productive ways to prevent the Village from falling behind its peers.



# GOAL #4 - ENCOURAGE A RANGE OF HOUSING TYPES TO PROVIDE OPPORTUNITIES FOR CONTINUITY IN RIDGEWOOD FOR NEW HOUSEHOLDS, EMPTY-NESTERS, AND THOSE WITH SPECIAL NEEDS.

Ridgewood is a desirable place to live and raise a family due to its downtown commercial district, high-quality housing stock, and excellent school system. However, the singlefamily housing stock may be larger and more costly than smaller households need. Empty nesters whose children were raised in Ridgewood may want to remain in the Village but would prefer a smaller or more manageable home. Young adults looking for a starter home may not be interested in, or able to afford most of Ridgewood's housing stock. Those with special needs that require supportive options and more communal living settings have specific housing requirements. In order to cater to these groups, as well as



families, the Village should consider how to integrate a mix of housing types into the existing fabric of the municipality.

### GOAL #5 - MAINTAIN THE AESTHETIC QUALITIES / FEELING OF DOWNTOWN.

The Village should continue to make efforts to promote and enhance the downtown commercial district as the center of activity in the Village. The Downtown Economic Development Plan Element includes more specific recommendations.

### GOAL #6 - LIMIT FURTHER HIGH-DENSITY RESIDENTIAL DEVELOPMENT.

The Village should undertake the recommendations set forth in the Housing Element and Fair Share Plan (HEFSP) to identify its affordable housing obligation and address it where feasible. To that end, context-sensitive development is preferred rather than additional high-density development.

#### GOAL #7 - REDUCE THE IMPACTS OF TEAR-DOWNS AND THE CONSTRUCTION OF LARGER, NEW HOUSES ON NEIGHBORHOOD CHARACTER, OPEN SPACE, AND THE ENVIRONMENT.

Concerns have been raised about the impact on the Village's housing stock of tear-downs of existing homes to construct new larger homes. New homes tend to be larger than those built throughout the 20th century. Families are increasingly likely to want

dedicated bedrooms for each child, space for guests, and in some cases, there is a desire for multi-generational living. In addition, recent trends of increased work from home for many professional businesses have exacerbated the need for dedicated office space. Ordinance recommendations will provide guidance on how to balance demand for larger new homes and additions with a desire to maintain a sense of scale and balance in developed neighborhoods. Recommendations will also focus on limiting increased disturbance and impervious cover to mitigate the impacts of development on the natural environment and flooding.

## GOAL #8 - PLAN AHEAD FOR THE REUSE OF HOUSES OF WORSHIP AND OTHER SITES, SHOULD THEY BECOME AVAILABLE IN THE FUTURE.

The Village has approximately twenty places of worship within its borders, many of which occupy large, historic, and prominent structures. Nationwide trends show that there is a decline in religious affiliation and regular attendance at places of worship. As congregations downsize and consolidate, some of the buildings and properties currently used as places of worship may become available for new uses. The recommendations in this Element include potential adaptive reuse options and ways to plan for the future of these important properties.



### GOAL #9 – PROTECT AND ENHANCE THE VILLAGE TREE CANOPY.

Existing street trees and tree canopy contribute to the character of the Village and the high quality of life enjoyed by its residents. Trees provide a variety of environmental benefits including enhancing air quality, cooling during extreme heat, and contributing to stormwater management. Trees also provide aesthetic benefits along residential streets, in parks, and within pedestrian-oriented areas. The Land Use Element includes recommendations for policies and ordinances the Village can undertake to further its tree protection, preservation, and planting efforts.

#### GOAL #10 – ASSESS THE VILLAGE'S VULNERABILITIES TO CLIMATE CHANGE AND DEVELOP AN ACTION PLAN TO ADDRESS THEM.

The Land Use Element includes the statutorily required climate change assessment and recommendations for how to mitigate potential impacts. In Ridgewood, the most significant threats are flooding along the Saddle River and Ho-Ho-Kus Brook through the central and eastern parts of the Village. Critical facilities, including Village Hall, the police department, the main fire department, recycling center, and several schools are within the flood hazard area.

Other than flooding, the most serious potential impact from climate change is extreme heat and other weather events. Extreme heat, coupled with power outages, is a public health risk. Severe non-flood storm events can bring down trees, which often leads to power outages, damage to structures, and road closures.

The climate change assessment of the Land Use Element reviews the Village's vulnerability and recommends future actions.

## GOAL #11 – IDENTIFY AND ADDRESS FLOODING AND STORM RESILIENCY EFFORTS.

The Land Use Element includes maps of flood hazard areas and identifies potential resiliency efforts. The Village should continue to work to reduce flood risk and limit the future detrimental impacts of storm events. Hazard response and emergency management efforts should also focus on promoting public safety and health in the aftermath of severe events.





#### **EXISTING CONDITIONS**

Section 1: Our Village, Our Future provides an overview of Ridgewood's history and the trends over several centuries that led to the development of the Village as it exists today. Section 1.5 of the Vision Plan describes the "structure" of the village as defined by several key environmental and physical features, transportation networks, and the land development patterns.

## Environmental and Physical Features WATER

- The Ho-Ho-Kus Brook runs along the northwest corner of the Village, forming a portion of its border with Ho-Ho-Kus Borough, then turning south and running through the center of Ridgewood, before meeting with the Saddle River.
- The Saddle River is a major feature in western Bergen County. The River runs through the east side of the Village, forming a portion of its border with neighboring Paramus Township.
- Goffle Brook flows through the southwest corner of the Village between Hawthorne and Midland Park. The portion of the Brook in Ridgewood is mainly in Gypsy Pond Park where it feeds Gypsy Pond and Kings Pond.
- Twinney Pond is in the north central part of the Village near Franklin Turnpike, adjacent to Valleau Cemetery.

- Wild Duck Pond is in Saddle River County Park in the east-central part of the Village along Ridgewood Avenue.
- Sprout Brook runs through the eastern most part of the Village near East Glen Avenue and the municipal border with Paramus.
- Diamond Brook runs into Ridgewood from Glen Rock behind Orchard School and the Bellair Tennis Courts.

#### **TOPOGRAPHY**

Ridgewood is characterized by a topographic difference between the "west" and "east" sides of the Village. The NJ Transit train tracks bisect Downtown and begin the elevation change as the land slopes up from east to west. The west side of the tracks has more varied topography with sloped streets and properties. The development patterns in portions of the Village are defined by the slope of streets and building lots.

#### **WETLANDS**

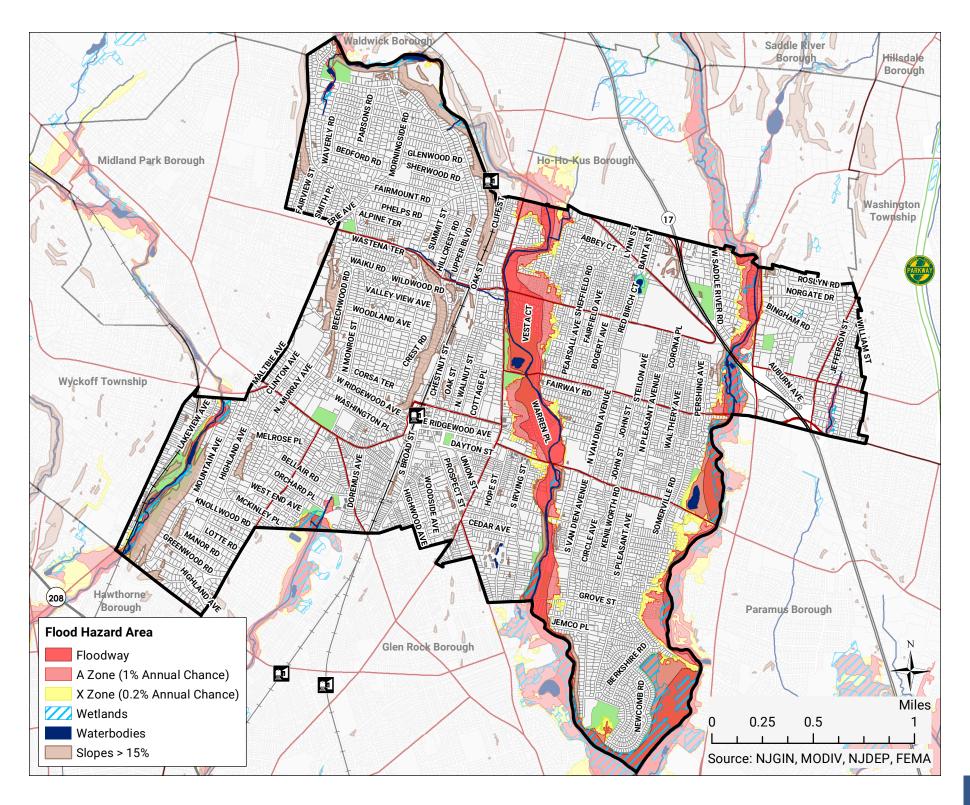
Since most of the Village is developed, there are relatively limited areas of wetlands according to the NJDEP Land Use / Land Cover dataset. There are about 89 acres of wetlands in the Village, which are mainly located along and near streams and bodies of water. Most of the wetlands are in areas that are already preserved as parks.

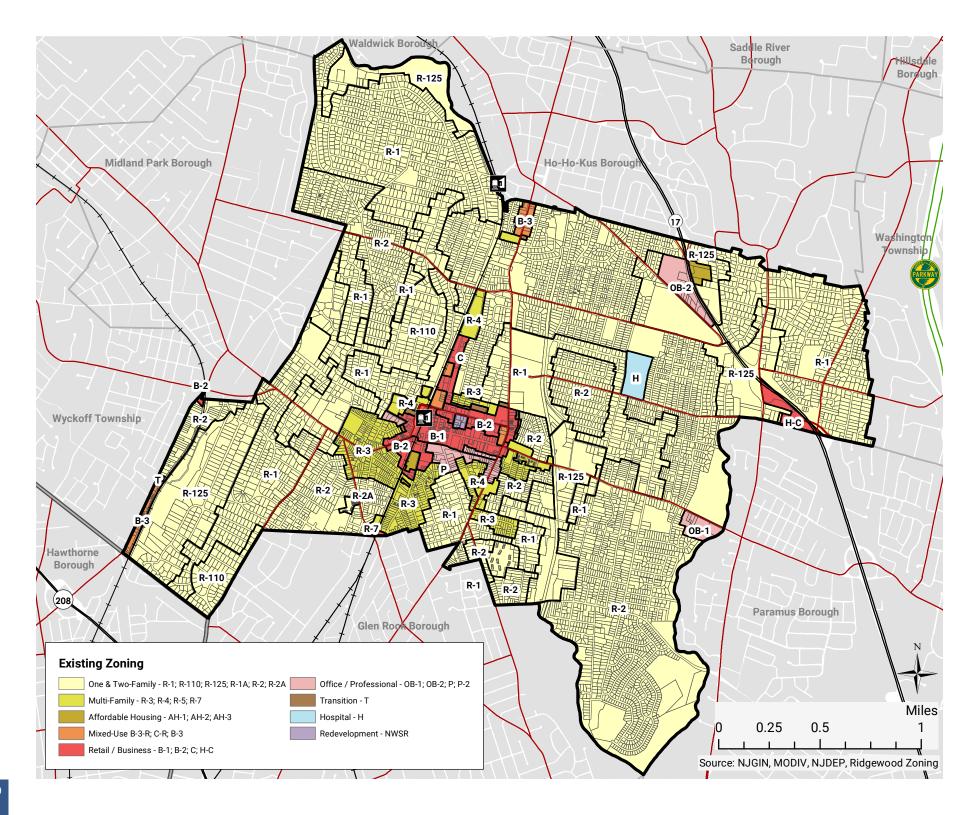


#### FLOOD HAZARD AREAS

Mapped flood hazard areas in the Village are located along the Ho-Ho-Kus Brook, Saddle River, Goffle Brook, Sprout Brook, and Diamond Brook. Several hundred properties in the Village are within regulated flood hazard areas and have been susceptible to significant flood damage. In the past decade, Hurricane Irene (2011), Superstorm Sandy (2012), and most recently several storms including Tropical Storm Ida in 2021 have caused significant flooding, damaged trees, and caused power outages. More details about flood hazards are included in the Sustainability, and Climate Change Assessment sections of this Plan.

Additional details about Ridgewood's environmental and physical characteristics can be found in the Open Space and Recreation Plan Element and the Environmental Resource Inventory sections of this Plan.







#### **EXISTING ZONING**

The vast majority of the Village's land is zoned for residential uses. Just under 90% of the land area is in one of the Village's six single-family residential zones. An additional 5.7% is in zones that permit multi-family housing either as a standalone use, or as part of mixed-use developments.

The remaining 5% of the Village is split between non-residential zones. The commercial core of the Village comprises about 90 acres of land in the several Retail / Service and Business / Office zones, as well as the North Walnut Street Redevelopment Area. The remaining commercial zones are located along Route 17 and East Ridgewood Avenue near the Paramus municipal line. The Valley Hospital property (in the H Zone) covers about 15.6 acres.

#### RESIDENTIAL

#### Single-Family Residential Detached

The Village has four single-family residential districts that permit detached single-family residential structures, municipal buildings used for public purposes, and community residences and shelters as defined in the Ordinance and Municipal Land Use Law. Typical accessory uses and structures are also permitted. Conditionally permitted uses include schools, places of worship, and public utilities.

EXISTING ZONING					
COMPOSITE ZONES	ACREAGE	PERCENTAGE			
RESIDENTIAL (R-1, R-1A, R-110, R-125, R-2, R-2A)	2,734.2	89.5%			
MULTI-FAMILY RESIDENTIAL (R-3, R-4, R-5, R-7, C-R, B-3-R, B-3,	172.7	5.7%			
AH-1, AH-2, AH-3)	1/2./	5.7%			
RETAIL / SERVICE (B-1, B-2, C, H-C, T)	81.1	2.7%			
BUSINESS / OFFICE (OB-1, OB-2, P, P-2)	47.9	1.6%			
HOSPITAL (H)	15.6	0.5%			
NORTH WALNUT STREET REDEVELOPMENT AREA (NWSR)	2.1	0.1%			
TOTAL	3,053.6	100.0%			

The four zones differ by the minimum required lot sizes.

R-125 – Minimum lot area of 25,000 square feet; 31,000 square feet for corner lots.

R-110 – Minimum lot area of 19,250 square feet; 22,750 square feet for corner lots.

R-1 – Minimum lot area of 14,000 square feet; 16,800 square feet for corner lots.

R-2 – Minimum lot area of 10,500 square feet; 14,700 square feet for corner lots.

#### **Purpose**

The purpose of the Village's single-family residential zones is to maintain the pattern of residential development that defines nearly 90% of the Village. Single-family homes and customary accessory uses are permitted along with schools, places of worship, and public utilities. Future development potential is generally limited to residential construction. Based on an analysis of lot area, without any other considerations, about 7% of the parcels

in the single-family detached zones are potentially subdividable. When considering location, topography, existing structures, and other environmental constraints, it is likely that far fewer properties are potentially subdividable or developable.

The following map shows the location of undersized parcels based on an initial analysis conducted using the statewide parcel data that is publicly available. This analysis is meant to

#### CONDITIONAL USES

Conditional uses are a special category of uses that are permitted if they comply with certain standards, and not permitted if they do not. They tend to be uses that require a more in-depth review and may have detrimental impacts on their surroundings if not properly located and regulated. The MLUL authorizes the establishment of conditional uses in a municipal ordinance.



spur consideration and additional investigation and should be reviewed with the following caveats in mind:

- There may be discrepancies in the calculated area of parcels in GIS compared to a tax map or surveyed parcel;
- The Land Use and Development Ordinance includes different minimum lot area requirements for corner parcels. This analysis did not review corner parcels separately and was conducted using the standard interior lot area requirements which are lower. Therefore, the analysis may under represent the number of undersized lots.

### Single-Family Residential Attached R-1A (Attached)

The R-1A district is distinct from the other single-family residential zones in that it conditionally permits attached dwelling units. The conditional use standards require that a minimum tract area of eight acres be provided with a maximum density of 3.5 units per acre.

The bulk standards in the R-1A district are the same as the R-1 district for all permitted uses.

#### **Purpose**

The R-1A district is located in one area in the southern portion of the Village near Prospect Street. The area zoned R-1A is developed with the Hopper Ridge Condominium development. There is no developable land in the R-1A zone.

SINGLE-FAMILY RESIDENTIAL DETACHED ZONES						
ZONE	MIN. AREA	UNDERSIZED	TOTAL PARCELS	% UNDERSIZED	SUBDIVIDABLE	% SUBDIVIDABLE
R-1	14,000	848	2,224	38.1%	179	8.0%
R-2	10,500	2,442	4,117	59.3%	214	5.2%
R-110	19,250	131	361	36.3%	43	11.9%
R-125	25,000	173	337	51.3%	67	19.9%

The purpose of the R-1A zone is to allow the existing townhouse development to remain and be updated as necessary.

#### **R-2A Residence District**

The R-2A district permits single-family residential dwellings and the same uses as the other single-family residential zones, but also conditionally permits the conversion of existing structures into buildings containing residential units as long as the structure is not expanded.

The bulk standards in the R-2A district are the same as the R-1 district for all permitted uses.

#### Purpose

The R-2A district is located on the west side of Ackerman Avenue adjacent to Orchard School near the Glen Rock municipal line. The zone is developed with the Bellair Condominiums. There is no developable land in the R-2A zone. The purpose of the R-2A zone is to allow the existing townhouse development to remain and be updated as necessary.

#### Other Residential Districts

#### **R-3 Two-Family Residence District**

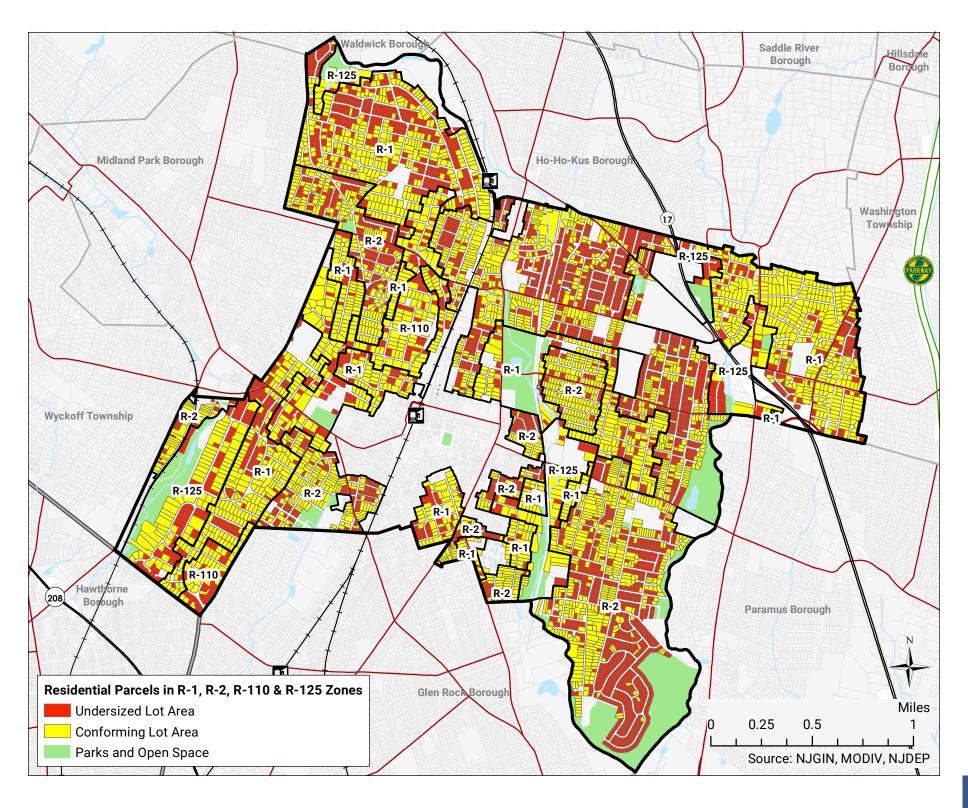
#### **Purpose**

The R-3 Zone permits one- and two-family dwellings and compatible civic and quasipublic uses. The R-3 districts radiate out from Downtown comprising established, small-lot development patterns mostly to the south and west of the Central Business District. The purpose of the R-3 District is to retain the existing development pattern of compact lots within walking distance of the Central Business District with densities between 8 and 10 dwelling units per acre in one- and two-family structures.

#### **R-4 Garden Apartment Residence District**

#### Purpose

The R-4 Zone permits garden apartments and other similar multi-family dwellings with a maximum height of two stories and a maximum density of 20 dwelling units per acre. The existing apartment developments on East Ridgewood Avenue, South Maple Avenue, Oak Street, and West Ridgewood Avenue near Downtown are encompassed by the R-4 Zone.





The purpose of the zone is to allow those developments to remain in their existing form and be updated as needed.

#### **R-5 Multifamily Residence District**

#### **Purpose**

The R-5 Zone is similar to the R-4 Zone. It consists of two developed multi-family apartment buildings, one on Ridge Road and the other on North Maple Avenue. The Zone permits a maximum density of 14.5 dwelling units per acre. The purpose of the R-5 zone is to allow the existing multi-family developments to remain and be updated as needed.

#### **R-7 Multifamily Residence District**

#### **Purpose**

The R-7 Zone consists of several parcels in the south-central part of the Village abutting the Glen Rock municipal line. The zone permits multi-family dwellings at a density of 22.11 units per acre, but is developed with the Ridgewood Racquet Club, a medical office, and several other commercial uses along South Broad Street. The existing development pattern is non-conforming. It is recommended that the R-7 Zone be eliminated and the properties be rezoned with the most appropriate commercial zone.

### Affordable Housing and Mixed-Use Districts

The Village's Affordable Housing districts are identified in the Housing Element and Fair Share Plan (HEFSP). More specific information about the zones and the status of developments can be found in that document. The Land Use Element aligns with, and supports the mechanisms set forth in the HEFSP by which the Village satisfies its affordable housing obligation.

#### **AH-1 Affordable Housing District**

#### **Purpose**

The AH-1 District consists of Block 3905, Lot 11. It Is developed with a special needs residential facility operated by West Bergen Mental Healthcare. The 10-unit facility is a component of the Village's Housing Element and Fair Share Plan. The purpose of the Zone is to permit the continued operation of the use with minor updates when necessary. No further development is anticipated.

#### **AH-2 Affordable Housing District**

#### Purpose

The AH-2 District is intended to promote the development of multifamily housing, with a portion of such housing restricted to households of low and moderate income. The standards for the zone are intended to accommodate a type and density of housing consistent with its location at the periphery of

the Central Business District, and to provide a compensatory benefit to developers of affordable housing units.

The Dayton apartment building was constructed to satisfy the intent of the zone and meet the requirements in the Village's Housing Element and Fair Share Plan. No further development is anticipated.

#### **AH-3 Affordable Housing Zone District**

#### Purpose

The AH-3 Zone is located on the east side of Route 17 in the northeastern portion of the Village. The zone comprises 5.4 acres and permits inclusionary housing with a density of 14-18 dwelling units per acre. The current use of the property is Ward Farms firewood, farmstand, and seasonal pumpkin patch. The purpose of the zone is to create the opportunity for inclusionary housing in a manner that is compatible with the character of the Village of Ridgewood.

#### **B-3 Affordable Housing Zone District**

#### Purpose

The B-3 Zone District is to promote mixed-use development with inclusionary housing in a manner that is compatible with the character of the Village of Ridgewood. The B-3 District is located it two places within the Village. It replaced the former B-2 Zones along North Maple Avenue at the municipal border with Ho-Ho-Kus and along Goffle Road near Wyckoff and Hawthorne.



The B-3 Zone permits commercial uses that are permitted in the B-2 Zone along with dwelling units above the ground floor that meet inclusionary standards.

#### **B-3-R Business-Residential Zone District**

#### **Purpose**

The B-3-R Zone District is intended to promote development that supports and is consistent with the commercial development pattern in the Central Business District and to accommodate multifamily housing in a location that can address the housing needs and preferences of certain households, and which supports the Central Business District.

The B-3-R Zone permits a variety of commercial uses similar to the B-1 and B-2 districts along with multi-family residential units and buildings containing a mix of permitted residential and non-residential uses. The Benjamin (corner of Franklin Avenue and Chestnut Street) and NoMa (257 Ridgewood Avenue) have recently been developed in the B-3-R Zone.

#### **C-R Commercial – Residential Zone District**

#### Purpose

The C-R Zone District is intended to promote development that supports the commercial development pattern in the Central Business District. The C-R Zone is also intended to accommodate multifamily housing in a location that can address the housing needs and preferences of certain households, and

which supports the Central Business District.

The C-R Zone consists of a 1.2-acre parcel on the west side of Chestnut Street near the intersection of Robinson Lane, recently developed with the Chestnut Village apartments. Commercial uses, consistent with those permitted in the C commercial district are permitted, along with multi-family dwellings and mixed-use buildings.

#### COMMERCIAL

#### **Downtown Commercial Districts**

#### **B-1 and B-2 Retail Business District**

#### **Purpose**

The B-1 and B-2 Zones form the Village's downtown commercial district. A variety of retail and personal service establishments, restaurants, and entertainment uses are permitted. Professional and business offices are permitted on upper floors in the B-1 zone and throughout buildings in the B-2 zone. Upper floor dwelling units are also permitted in mixed-use buildings to contribute to downtown activity and a walkable central core.

#### **C Commercial District**

#### **Purpose**

The C Zone District is intended to accommodate a variety of nonresidential uses not permitted elsewhere in the Village, consistent with its existing land use and development pattern, and to promote an upgraded form of development in the area.

The C Zone is located to the north of the Central Business District along Chestnut Street and permits a variety of retail, service, and office uses, along with several specialized commercial uses that are not permitted elsewhere downtown.

#### **Downtown Fringe Mixed-Use Districts**

#### P and P-2 Professional and Office Districts

#### **Purpose**

The P and P-2 Professional and Office Districts are located at the fringes of the Village's commercial core. The Zones permit business and professional offices, one- and two-family residences, mixed-use, and mixed-use buildings containing offices and residences. The Zones support the Central Business District and provide a transition area between the commercial core and the Village's residential neighborhoods. The only distinction between the P-1 and P-2 is permitted building height – 30 feet in the P-1 and 45 feet in the P-2.

#### **T Transition District**

#### **Purpose**

The T Transition District is a scattered set of properties around the periphery of commercial districts in the Village. The intent is to provide a transition between commercial and residential zones by permitting a mix of low-impact business and professional office uses and residential uses consistent with the neighboring properties.



#### **Other Commercial Districts**

#### **HC Highway Commercial Zone District**

#### **Purpose**

The HC Zone is intended to permit uses that are compatible with the frontage on and exposure to Route 17 in the zone, while at the same time being sensitive to the quality of life of nearby residential areas. Although the zone recognizes the suitability and compatibility of highway commercial use, the zone regulations are intended to avoid a "highway strip" appearance by limiting the permitted uses and the scale and intensity of development, requiring generous setbacks for buildings from property lines, and by imposing architectural, sign and landscaping standards. The zone also intends to avoid undue impacts to residential properties in the area through careful definition of permitted uses and the intensity of development, limiting the height of buildings, by requiring that access be oriented away from local streets, and by mandating buffers between nonresidential development and residential zones.

#### **OB-1 and OB-2 Office Building Districts**

#### **Purpose**

The OB-1 and OB-2 districts are commercial districts outside the Village's downtown center. The zones permit banks, professional and business offices, instructional schools, and institutional and municipal uses. The districts are located along Route 17, Franklin Turnpike, and East Ridgewood Avenue.

#### **H Hospital District**

#### **Purpose**

The H Hospital District is the location of the Valley Hospital at the corner of Linwood and North Van Dien Avenues. The purpose of the Zone is to permit the continued operation of the hospital and associated healthcare uses while providing a potential opportunity for the development of assisted living or senior housing units.

The H Hospital District was most recently amended by the Village Council by adoption of Ordinance No. 3878 in December 2021. The zone permits not only hospitals for humans and child care centers but also health care related services, including urgent care, behavioral health, nutrition programs, ambulatory surgery, diagnostic imaging, laboratory services, sub-acute care, nursing home facilities, day care services, senior citizen programs, and acute care hospital services. Additionally, the zone permits assisted living as well as senior residential development provided that the senior residential development includes an affordable housing component.

#### REDEVELOPMENT

### **NWSR North Walnut Street Redevelopment Area**

The North Walnut Street Redevelopment Area is regulated by a redevelopment plan that was adopted in 2007. The uses permitted in the redevelopment plan are similar to those

permitted elsewhere Downtown in the B-1 and B-2 Zones. The redevelopment plan includes the following objectives:

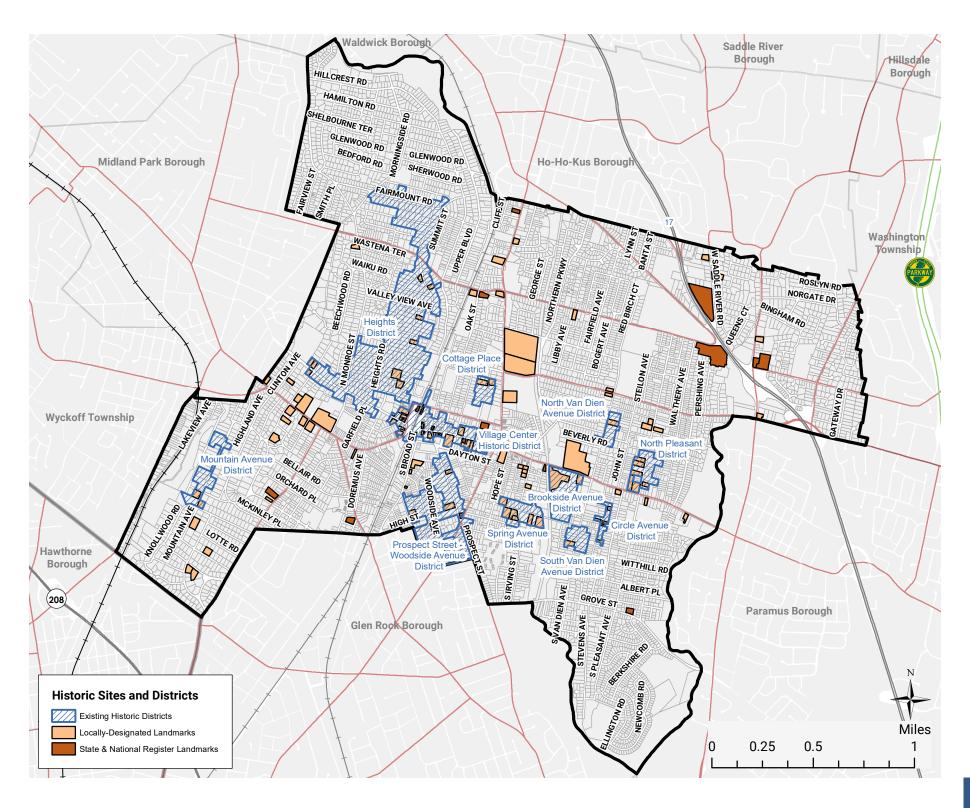
- Provide for the development of expanded parking facilities, including the construction of a parking garage.
- 2. Promote new development that is pedestrian oriented and reinforces retail activity at the street level.
- 3. Enhance the physical appearance of the Redevelopment Area.
- Identify appropriate design controls and standards that will encourage and permit integrated commercial and parking garage development.

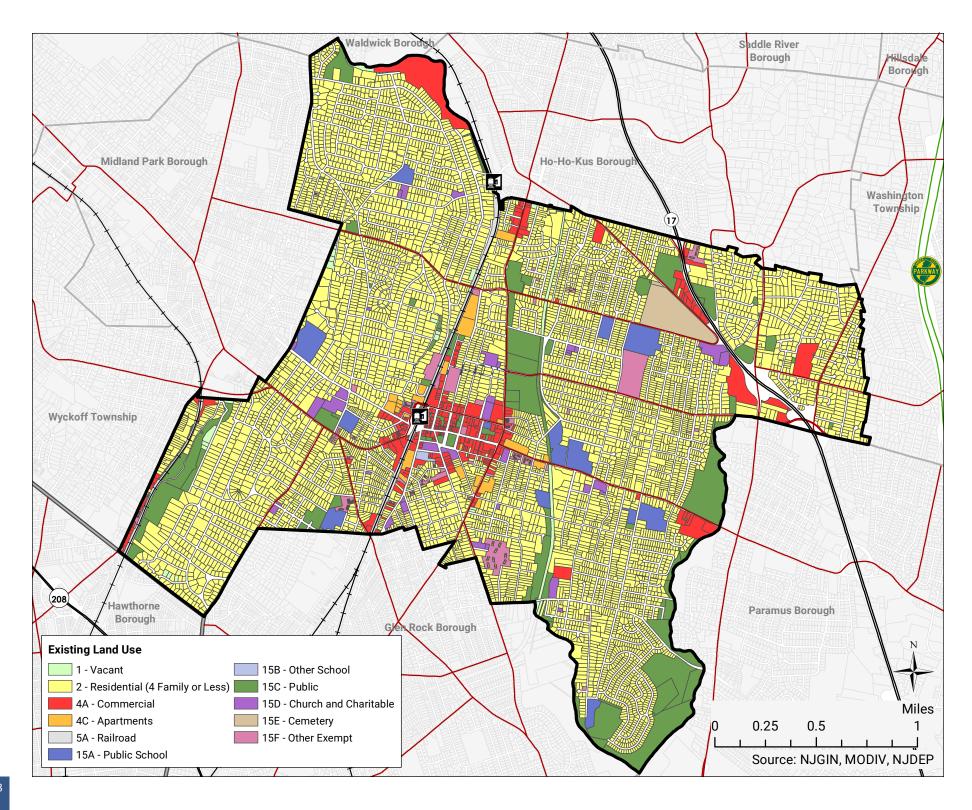
#### HISTORIC DISTRICT ZONE AND SITES

There are 11 locally designated historic districts in the Village:

- Brookside Avenue Historic District
- Circle Avenue Historic District
- Cottage Place Historic District
- Heights Historic District
- Mountain Avenue Historic District
- North Pleasant Avenue Historic District
- North Van Dien Avenue Historic District
- Prospect Street Woodside Avenue Historic District
- South Van Dien Historic District
- Spring Avenue Historic District
- Village Center Historic District

Full descriptions can be found in the Historic Preservation Element.







#### **EXISTING LAND USE PATTERNS**

The existing land use and development pattern in the Village consists of a downtown commercial core with several secondary commercial areas along main local and county roads. New Jersey Route 17 cuts through the northeast corner of the Village and is a defining feature that provides a location of some highway commercial uses and a bus park and ride facility. The Valley Hospital property is of great importance to the recent past and future of the Village. Otherwise, the Village is mostly developed with residential uses and public and quasi-public facilities.

The predominant land use in the Village (+/-75% of land area) is residential units of four families or less, with the vast majority being detached single-family dwellings. About 15% of the Village is public, school, or other quasipublic property. About 5% of the land in the Village is occupied by commercial buildings, which includes mixed-use buildings that contain both commercial and residential uses. The remaining land is split between Apartments, Vacant Land, Churches, and Cemeteries and Graveyards, which collectively account for approximately 5% of the land area.

EXISTING LAND USE				
PROPERTY CLASS	ACREAGE	PERCENTAGE		
1 - VACANT LAND	32.6	1.1%		
2 - RESIDENTIAL (FOUR FAMILIES OR LESS)	2278.3	74.7%		
4A – COMMERCIAL*	154.4	5.1%		
4C - APARTMENT	33.1	1.1%		
5A - RAILROAD	19.2	0.6%		
15A - PUBLIC SCHOOL PROPERTY	80.5	2.6%		
15B - OTHER SCHOOL PROPERTY	1.8	0.1%		
15C - PUBLIC PROPERTY	311.8	10.2%		
15D - CHURCH AND CHARITABLE PROPERTY	43.2	1.4%		
15E - CEMETERIES AND GRAVEYARDS	33.1	1.1%		
15F - OTHER EXEMPT PROPERTIES	63.3	2.1%		
TOTAL	3051.2	100.0%		

\*Generally mixed-use buildings with commercial space and apartments are categorized as "Commercial."

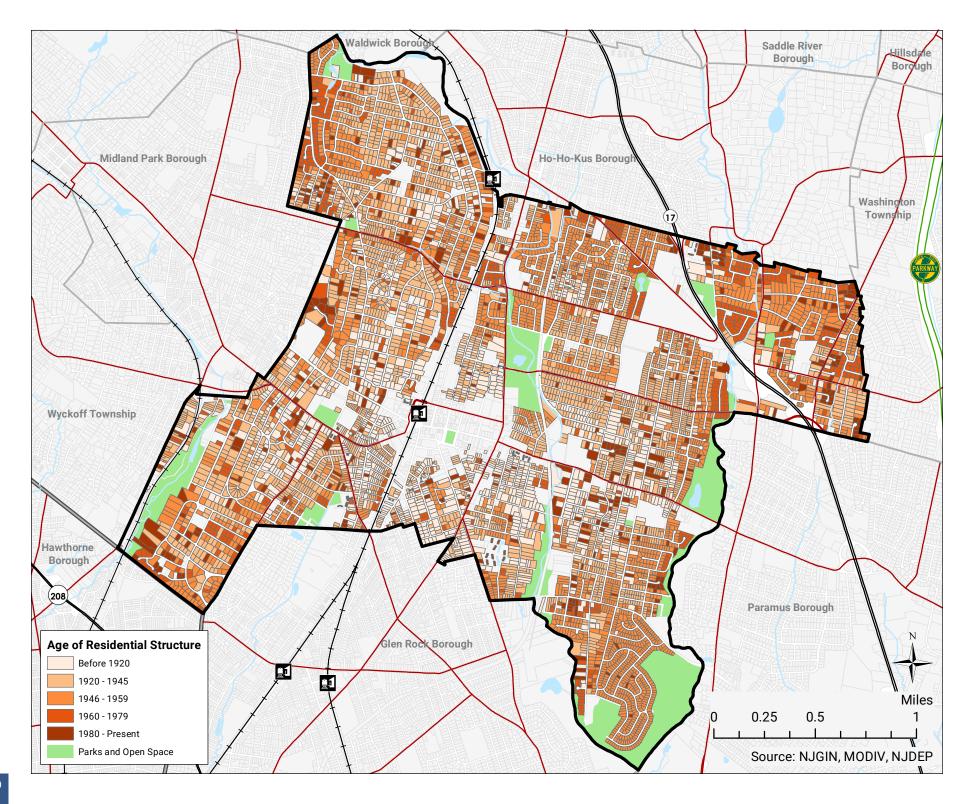
Existing land use is derived from ArcGIS parcel data and MOD-IV tax assessment records. MOD-IV is a standardized system used throughout New Jersey to provide uniform recording and storage of tax records. One of the fields in the tax data is "Property Class" which classifies the property for taxation purposes based on its use and/or ownership.

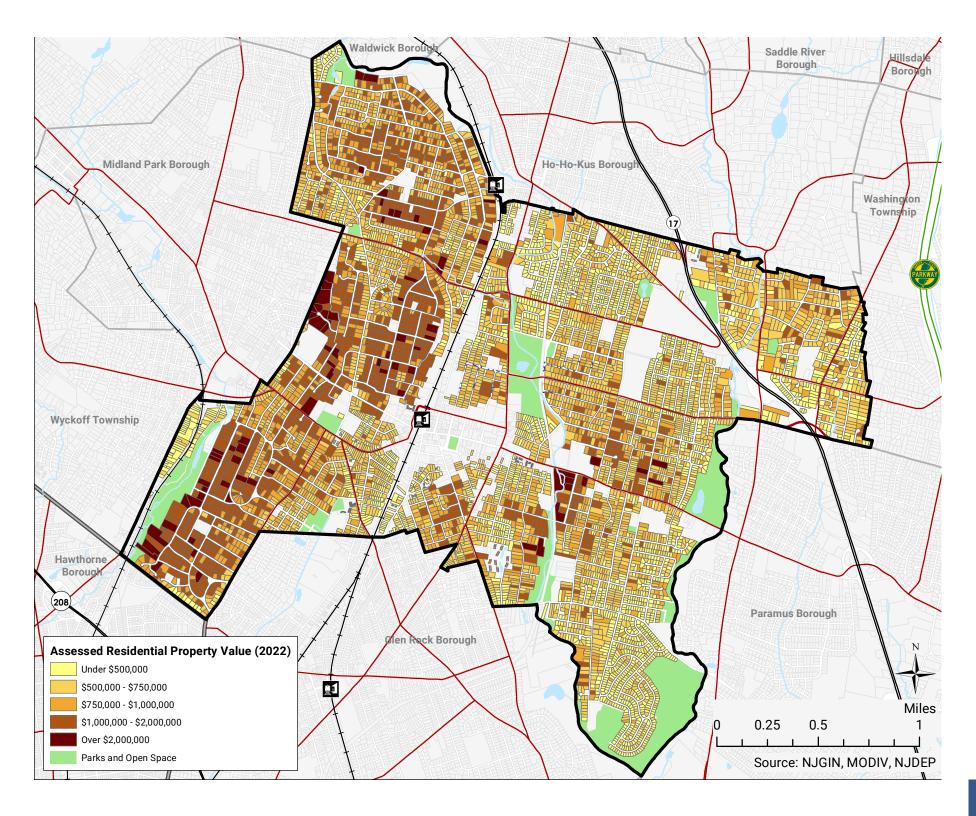
#### RESIDENTIAL

Most of the Village's land is devoted to residential uses, with just under 75% of the land area developed with residential buildings of four families or less (of which the vast majority are single-family residences) and another 1% developed with apartments. The Village is generally characterized by housing stock that is more than 50 years old, with relatively high values. About 85% of the Village's housing stock was built before 1970. About 35% of the housing stock is pre-World War 2, while 50% was built in the post-war suburban boom years from the 1940s through 60s. The median home value, according to the American Community Survey is just under \$750,000, which is more than double the state median and more than 50% higher than the Bergen County median.

Houses on the west side tend to be situated on larger lots and tend to have a higher assessed value than those on the east side. The oldest neighborhoods are mainly clustered around the downtown business district. The following series of maps illustrates the spatial orientation on residences in the Village.

The Historic Preservation Element includes more information about the Village's housing stock and historic neighborhoods.





## RV

#### **APARTMENTS**

There have been four recent apartment developments constructed downtown. These four sites contain approximately 235 new residential units within walking distance of the Central Business District. There are several older apartment and garden apartment buildings along Franklin Avenue and East Ridgewood Avenue near downtown. On the west side, the Ridgecrest Apartments and Heights Apartments are older developments.

Additional information about the specifics of the Village's housing stock can be found in the Housing Element and Fair Share Plan.

#### COMMERCIAL

The downtown Central Business District is the main commercial center of the Village. The main downtown area is located on the east

side of the railroad tracks generally along the Ridgewood Avenue and Franklin Avenue axes. Perpendicular streets between Ridgewood and Franklin and extending on some blocks to the north and south form an approximately five block wide area developed with a mix of retail, restaurants, services, governmental uses, and parking. On the west side of the tracks, the Central Business District extends along Garber Square and Godwin Avenue, anchored at its southwestern end by Whole Foods and several smaller scale retail strips.

Aside from the CBD, there are some clusters of offices and miscellaneous commercial uses along Route 17 and Franklin Turnpike in the northeast portion of the Village. There are several car-oriented uses, including gas stations and a repair garage along Route 17.

Along East Ridgewood Avenue near the municipal border with Paramus there are several buildings housing professional and medical offices.

North Maple Avenue near Ho-Ho-Kus has historically been a secondary commercial corridor. Currently, there are some small shops, service, fitness, and medical uses along the west side of the street, while the east side contains buildings that are generally vacant.

Goffle Road, on the far western edge of the Village is a commercial strip consisting of a mix of uses including contractor and building supply, vehicle repair, offices, services, and a gas station. The properties along Goffle Road are shallow lots that back up to a freight railroad line.





#### **PUBLIC LAND**

Public land consists of parks and open space, municipal facilities, and property owned by other governmental agencies. Saddle River Park is owned by Bergen County. NJDOT owns a maintenance facility and park and ride lot between Route 17 and Franklin Turnpike.

Land owned by the Village includes Village Hall, parks and open space including Graydon Pool, facilities operated by the water department and DPW, firehouses, and various other properties.

The Ridgewood Board of Education owns thirteen properties including the schools, the administration building at 49 Cottage Place, playgrounds, and athletic fields.

The Open Space and Recreation Plan Element includes more specific information about preserved open space, parks, and recreation facilities.

#### THE VALLEY HOSPITAL

The Valley Hospital is located at 223 North Van Dien Avenue in the central part of Ridgewood. The Hospital opened in 1951 and has been a staple of the Village community since. In the 2010s, the Hospital began working on a plan to expand its facilities. After years of back-and-forth with the Village, the Hospital elected to move forward with the development of a new property in Paramus.



**Board of Education** 

The H Hospital District was most recently amended by the Village Council by adoption of Ordinance No. 3878 in December 2021 to allow redevelopment for health care related services, including urgent care, behavioral health, nutrition programs, ambulatory surgery, diagnostic imaging, laboratory services, sub-acute care, nursing home facilities, day care services, senior citizen programs, and acute care hospital services. Additionally, the zone permits assisted living as well as senior residential development provided that the senior residential development includes an affordable housing component. This is consistent not only with the Land Use Plan but also the Housing Element and Fair Share Plan.

### CHURCH AND CHARITABLE / CEMETERIES AND GRAVEYARDS

#### **Places of Worship in Ridgewood**

There are twenty places of worship in Ridgewood. These facilities serve a variety of faiths throughout the Village. The sites are located in a mix of zone districts, some downtown, others in residential neighborhoods and along major corridors. The trends and recommendations sections of this Plan Element include potential actions to address potential changes in use and future adaptation associated with what are typically prominent buildings and sites.





Valley Hospital



Valleau Cemetery



Ridgewood United Methodist Church

- Bethlehem Evangelical Lutheran Church –
   155 & 165 Linwood Avenue R-1 Zone
- Christ Episcopal Church 105 Cottage
   Place B-2 Zone
- Emmanuel Baptist Church 324 East Ridgewood Avenue / 14 Hope Street – R-3 Zone
- First Presbyterian Church 722 East
   Ridgewood Avenue R-2 Zone
- First Reformed Church / Lord's Will
   Presbyterian Church / Friends to Friends
   Community Church 303 Prospect Street –
   R-1 Zone
- Grace Church 340 Meadowbrook Avenue
   R-1 & R-2 Zone
- Metropolitan AME Zion Church 259
   South Broad Street R-3 Zone
- Mt. Bethel Baptist Church 399 South Broad Street – R-3 Zone
- Old Paramus Reformed Church 660 East Glen Avenue – R-125 Zone
- Our Lady of Mount Carmel 102 Prospect
   Street P Zone
- Ridgewood Friends Meeting 224 Highwood Avenue – R-3 Zone
- Ridgewood Christian Reformed Church / Living Hope Church – 271 Lincoln Avenue – R-2 Zone

- Ridgewood Community Church of Christ 52 Lenox Avenue R-3 Zone
- Ridgewood United Methodist Church 100
   Dayton Street P Zone
- St. Elizabeth's Episcopal Church 169
   Fairmount Road R-1 Zone
- Temple Israel & JCC 475 Grove Street –
   R-2 / R-125 Zone
- Unitarian Society of Ridgewood 113 Cottage Place – R-1 Zone
- Upper Ridgewood Community Church 35
   Fairmount Road R-110 Zone
- West Side Presbyterian Church 6 South Monroe Street – R-110 Zone
- World Mission Society Church of God 305
   Godwin Avenue R-110 Zone

#### Cemetery

The Valleau Cemetery, a triangular property located between East Glen Avenue and Franklin Turnpike where the two streets meet Route 17, is the only large, standalone cemetery in Ridgewood. The cemetery occupies about 33 acres of land.

#### VACANTIAND

A vacant land assessment was performed as part of the Housing Element and Fair Share Plan. The findings of that analysis show that there is virtually no vacant and developable land available in the Village. Parcels



identified as vacant in the tax records may be undeveloped, but for a variety of reasons (size, ownership, environmental constraints) may not be available for future development.

#### **DEMOGRAPHICS**

#### HISTORIC POPULATION

The population of the municipality has remained mostly steady for the last 60 years. There was approximately a 50% growth in the Village's population during the 1950s jumping from 17,481 to 25,391. In 2020, the population was 25,979, which is about a 2% increase from the 1960 population. The highest population

YEAR	POPULATION
1950	17,481
1960	25,391
1970	27,547
1980	25,208
1990	24,152
2000	24,936
2010	24,958
2020	25,979

Source: US Census

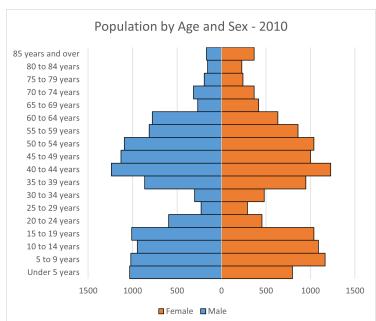
recorded in Ridgewood by the Decennial Census was in 1970, with a population of 27,547. Despite some growth during the 2010s, Ridgewood is about 1,500 residents (about 6%) below its historic peak.

#### AGE AND SEX

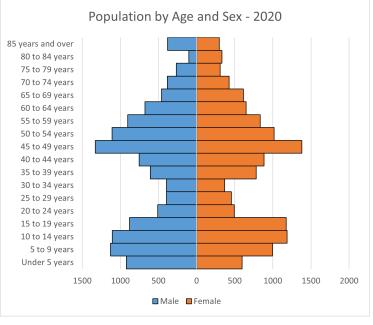
The median age of residents in Ridgewood is approximately 42 years according to the 2016-2020 American Community Survey 5-year estimates. The median age of the Village's population has increased by about 2 years since 2010. The largest cohort of both male and female residents is the group between 45 and 49 years old. The next largest cohorts are 50-54, 5-9, 10-14, and 15-19. Some of the smallest age cohorts are between 20 and 34 years.

Generally, it appears that there are a large number of school age children and their parents in Ridgewood. There are fewer younger adults, which stands to reason because there are a limited number of smaller housing units in the Village.

The age distribution of Village residents demonstrates what is often an anecdotal trend – young people leave after high school graduation, and then tend not to return in large numbers until their late 30s and early 40s. The senior citizen population in the Village shows a slow decline in each age group, as would be expected, but substantial numbers of seniors remain in Ridgewood.



Source: American Community Survey



Source: American Community Survey



#### RACE AND ETHNICITY

According to the 2020 US Census, about 70% of the Village's population identifies as "White alone" while the second most common cohort is "Asian alone" making up about 17.5% of the population. About 8% of the population is Hispanic or Latino, which may be split between several "race" categories.

POPULATION BY RACE				
LABEL	POPULATION	PERCENTAGE		
TOTAL:	25,979	100.0%		
POPULATION OF ONE RACE	23,710	91.3%		
WHITE ALONE	18,246	70.2%		
BLACK OR AFRICAN AMERICAN ALONE	374	1.4%		
AMERICAN INDIAN AND ALASKA NATIVE ALONE	37	0.1%		
ASIAN ALONE	4,580	17.6%		
NATIVE HAWAIIAN AND OTHER PACIFIC ISLANDER ALONE	4	0.0%		
SOME OTHER RACE ALONE	469	1.8%		
POPULATION OF TWO OR MORE RACES	2,269	8.7%		
US Census Table P1 - 2020				

HISPANIC OR LATINO POPULATION					
LABEL	POPULATION	PERCENTAGE			
TOTAL:	25,979	100.0%			
HISPANIC OR LATINO	2,069	8.0%			
NOT HISPANIC OR LATINO:	23,910	92.0%			
POPULATION OF ONE RACE	22,813	87.8%			
WHITE ALONE	17,786	68.5%			
BLACK OR AFRICAN AMERICAN ALONE	353	1.4%			
AMERICAN INDIAN AND ALASKA NATIVE ALONE	7	0.0%			
ASIAN ALONE	4,556	17.5%			
NATIVE HAWAIIAN AND OTHER PACIFIC ISLANDER ALONE	0	0.0%			
SOME OTHER RACE ALONE	111	0.4%			
POPULATION OF TWO OR MORE RACES	1,097	4.2%			
US Census Table P2 - 2020					



		,			
SELECTED HOUSING CHARACTERISTICS					
LABEL	RIDGE	RIDGEWOOD			
LADEL	#	%			
HOUSING OCCUPANCY					
TOTAL HOUSING UNITS	8,740	100%			
OCCUPIED HOUSING UNITS	8,417	96.3%			
VACANT HOUSING UNITS	323	3.7%			
UNITS IN STRUCTURE					
TOTAL HOUSING UNITS	8,740	100%			
1-UNIT, DETACHED	6,938	79.4%			
1-UNIT, ATTACHED	247	2.8%			
2 UNITS	386	4.4%			
3 OR 4 UNITS	260	3.0%			
5 TO 9 UNITS	182	2.1%			
10 TO 19 UNITS	197	2.3%			
20 OR MORE UNITS	530	6.1%			
YEAR STRUCTURE BUILT					
TOTAL HOUSING UNITS	8,740	100%			
BUILT 2014 OR LATER	60	0.7%			
BUILT 2010 TO 2013	49	0.6%			
BUILT 2000 TO 2009	110	1.3%			
BUILT 1990 TO 1999	180	2.1%			
BUILT 1980 TO 1989	502	5.7%			
BUILT 1970 TO 1979	470	5.4%			
BUILT 1960 TO 1969	1,131	12.9%			
BUILT 1950 TO 1959	2,106	24.1%			
BUILT 1940 TO 1949	1,013	11.6%			
BUILT 1939 OR EARLIER	3,119	35.7%			

### HOUSING CHARACTERISTICS

When compared to Bergen County and the entire State of New Jersey, Ridgewood's housing stock is older, more valuable, more likely to be owner-occupied, more likely to be single-family, and less likely to be vacant. Just over 50% of residences in Bergen County and the State are single-family detached structures. In Ridgewood, just under 80% of homes are single-family detached. Nearly half (47.3%) of the Village's housing stock was built before 1950, while only 31% of Bergen County's and only 25% of the State's housing is that old. Just under 19% of residents in Ridgewood are renters, a figure about half that of Bergen County (35.2%) and State (36%) residents.

HOUSING TENURE				
OCCUPIED HOUSING UNITS	8,417	100%		
OWNER-OCCUPIED	6,828	81.1%		
RENTER-OCCUPIED	1,589	18.9%		
VALUE				
OWNER-OCCUPIED UNITS	6,828	100%		
LESS THAN \$50,000	42	0.6%		
\$50,000 TO \$99,999	0	0.0%		
\$100,000 TO \$149,999	51	0.7%		
\$150,000 TO \$199,999	29	0.4%		
\$200,000 TO \$299,999	149	2.2%		
\$300,000 TO \$499,999	788	11.5%		
\$500,000 TO \$999,999	4,241	62.1%		
\$1,000,000 OR MORE	1,528	22.4%		
MEDIAN (DOLLARS) 744,200				
ACS Table DP04 - 2016-2020 5-Year Estimates				



### DEVELOPMENT TRENDS RESIDENTIAL

The New Jersey Department of Community Affairs (NJDCA) maintains data on the issuance of building and demolition permits. Building permits are issued when construction is ready to begin on a project. The general development timeline includes a design and approval phase that may require review by the municipal planning or zoning board of adjustment. After those approvals are granted, detailed construction drawings are prepared and submitted for zoning and building permit approval. After permits are issued, construction may commence. For larger projects there is typically an 18-24 month period between when permits are issued and when a building is complete and ready to be occupied. For instance – the building permit data for the Village of Ridgewood shows a spike of 207 new housing units permitted in 2018, which only began to come online as occupied units in 2020 and 2021.

Since 2004, the Village has seen steady low levels of development. Approximately ten new housing units were authorized each year except for 2018, when the 207 units, of which 201 were apartments, were authorized. Aside from the apartment units, the Village has seen approximately the same number of residential demolitions as new units during the time period where data is available from NJDCA.

Ridgewood has been essentially built-out over the period analyzed, with minimal new development except the recent multi-family buildings downtown. The typically boom-bust cycle of new residential development seen in many towns during the mid- to late-2000s leading to the Global Recession did not play out in the Village.

### NON-RESIDENTIAL

The NJDCA construction reporter data is available beginning in 2004. Since then, permits have been issued for new construction of about 50,000 square feet of non-residential space, or less than an average of 3,000 square feet per year.

The non-residential development trends show that there has been limited development in the Village in recent years. The most significant non-residential development in the past decade is a retail strip along the southwest side of Route 17 between Paramus Road and Linwood Avenue.

### TRENDS AND TOPICS

### FLOODING AND CLIMATE CHANGE

Over the past decade, the impacts of severe weather events have been more frequently experienced throughout the Country including by residents of Ridgewood. In August 2011, Hurricane Irene was a major rainstorm that created widespread coastal and riverine flooding throughout the state. In Ridgewood, the Ho-Ho-Kus Brook and Saddle River both well exceeded flood levels with significant inundation throughout the central part of the Village including flood damage at Village Hall, Graydon Pool, and the nearby sports fields. In addition to flooding, widespread power outages were caused by downed trees impacting power lines and nearby utility infrastructure.

Just over a year later, Superstorm Sandy struck the state in October 2012. Sandy's impacts were more extreme in coastal areas, and it brought a lesser volume of rain than Irene. However, Ridgewood experienced many of the same impacts seen during Irene. Since 2012, there have been other storms with varying degrees of impact. Most recently, in 2021 within weeks of each other Tropical Storm Henri brought nearly 5 inches of rain to the area and Tropical Storm Ida brought over 7 inches of rain.



Based on climate data and studies conducted by the Northeast Regional Climate Center and published by NJDEP, it is estimated that the median outcome in Bergen County for a scenario with about 3.2°F of atmospheric warming over the next several decades is an increase in rain volume of about 15% during severe storm events. The research shows that over 75% of weather stations in New Jersey have experienced an increase in extreme rainfall in recent years. The storms commonly referred to as "100-year storms", which are considered to have a 1% annual chance of occurring are happening more frequently and are more severe.

The last decade has been a preview of the "new normal" as rare flooding events become more common, and the rarest flooding events potentially reaching new levels of severity. Analyzing and preparing for climate change and storm resilience is a required component of the Land Use Element that is addressed in detail.

### PLACES OF WORSHIP AS ADAPTIVE REUSE

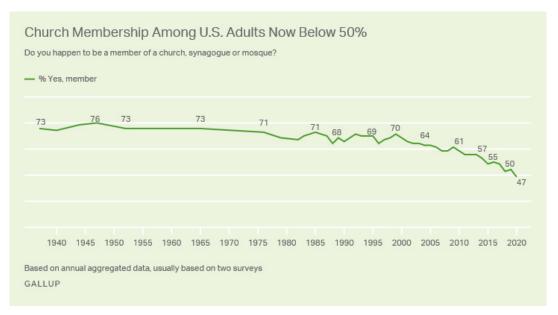
Church membership and religious affiliation in the United States has been declining steadily over the last 20 years. According to a Gallup poll conducted in 2020, only 47% of Americans are members of a church, a decline from approximately 70% in 1999. In the "East" demographic sub-group, the membership rate is 44%.

As a result, churches are consolidating parishes, downsizing, and exploring ways to share, reuse, or divest themselves of expensive real estate. High maintenance and utility costs of older buildings has become an increasing burden for shrinking congregations. These burdens and trends have been exacerbated by the COVID-19 pandemic. As demand shrinks and places of worship consolidate into fewer physical locations, the remaining real estate assets have substantial tangible value and present a potential land use issue.

Ridgewood has twenty places of worship throughout the Village. This Plan does not include a survey or study of the individual congregations and trends that may indicate whether any places of worship are more likely than others to become available for redevelopment. However, in general, places of worship occupy distinct, large structures on properties that are larger than typical lots in Ridgewood.

### **C**ANNABIS

The question of whether to legalize the personal use of cannabis for adults 21 and over was placed on the 2020 ballot as an amendment to the state constitution. Public Question 1, Marijuana Legalization Amendment was approved by NJ voters with 67.08% "yes" votes on November 3, 2020. In Bergen County, 66.5% of voters were in favor of the public question. In Ridgewood, 15,468 ballots were cast, 4,421 of which did not vote



1. "U.S. Church Membership Falls Below Majority for First Time," GALLUP, March 29, 2021



on the public question. Of those who voted, 68.5% were in favor (7,576) and 31.5% were opposed (3,471).

Subsequent legislation and rule-making authorized municipalities to make their own decisions about whether to permit cannabis land uses or not but required them to either "opt-in" for a period of at least 5-years, or to "opt-out" and prohibit them. Opting-out would allow municipalities to revisit the decision and potentially opt-in later.

On June 23, 2021 the Village Council adopted Ordinance 3862, which prohibited all classes of cannabis business license within Ridgewood.

The Village Council should continue to monitor the adult use cannabis industry as it gets underway, evolves, and matures. There is no harm in following the trends and evaluating options in the future. Despite overwhelming support among Village voters for the ballot question, a local referendum on whether to allow different license classes in the Village could provide the governing body with more specific guidance. With the built environment, available land, and other factors, the Class 5 Retail and Class 6 delivery licenses are likely the only ones that make sense. Other classes may be feasible as microbusinesses, but that limits the economic upside if tax revenue is the goal.

### COVID-19

The COVID-19 pandemic has been impacting the globe for over two years. The initial phases

of the pandemic, beginning in March 2020, resulted in widespread lock-downs, closure of businesses, schools, and offices, and created dramatic short- and long-term changes to how the world operates.

Retail businesses, services, and restaurants were immediately impacted because they were unable to operate. Over the course of several months, measures such as a shift to curbside pick-up and delivery models enabled many businesses to tread water. During the late spring of 2020, new outdoor dining accommodations became a popular way to provide restaurants with the ability to serve clientele in an open-air environment with fewer health risks. By the end of 2020 and leading into 2021 with the widespread availability of vaccines for adults, many of the retail and dining restrictions were relaxed or removed.

Schools were forced to adapt with remote learning measures, hybrid models with a mix of in-person and remote classes, and masking requirements in classrooms. The restrictions have generally been eased, but the long-term effects of the disruptions over a two-year period are unknown.

Many office-based jobs shifted to fulltime remote work at the beginning of the pandemic, and some businesses have been slow to return to the office even as restrictions have lifted. For some employees, the ability to work from home represents an important shift in work-life balance and moving forward, flexibility will be essential. For employers, there may be opportunities to reach new pools of talent and reduce overhead on large, centralized office spaces. There will be long-term impacts on the commercial real estate market and commuting patterns as a result of these shifts.

### HOUSING DIVERSITY

Nearly 90% of the Village is zoned for exclusively single-family dwelling units. The Village has diversified its housing stock with several new multi-family and supportive units Downtown, but it remains predominantly single-family homes. The Housing Element and Fair Share Plan addresses the Village's continued compliance with its fair share housing obligation, which will create the opportunity for a mix of additional new units.

The Village has seen recent new apartment developments Downtown, but aside from that the quantity of homes has not changed appreciably in decades. Over a nearly twenty-year period, the Village averaged about ten new home permits per year, most of which were coupled with a corresponding demolition permit. From 2004 to 2020, there was a net increase of six housing units in the Village aside from the new multi-family developments.

While the construction of the new apartment buildings has contributed to the diversity of the Village's housing stock, there may be other small-scale interventions that can provide new



options for residents and continue to enhance the Village's housing options without altering the character of its residential neighborhoods.

Outside the realm of the affordable housing compliance mechanisms, the Village may consider alternatives within the market-rate housing context that can expand housing choices. There are a variety of existing and future residents whose housing needs may be better met with smaller units in different configurations.

#### SENIOR HOUSING OPTIONS

Demographic trends show that the Village's population is aging. In 2010, the American Community Survey estimated that the median age of Village residents was 40.2 and there

were approximately 2,725 residents aged 65 or older. In 2020, the median age was 42.1 and there were approximately 3,575 residents aged 65 or older.

Throughout similar communities in New Jersey, there have been efforts to provide options for aging-in-place and a variety of senior housing. The Village should continue to explore options for providing housing types that are appropriate and attractive to senior citizens, particularly units that are accessible, have at-grade entrances, and have master bedrooms or other full living quarters on the ground floor.

In addition to ensuring that senior residents have access to the types of housing they

need, it is important that people can safely and comfortably visit family and friends. "Visitability" is a movement that supports the construction of new homes that allow the home to be visited or accessed by those with disabilities. The three core values include 1) a zero-step entrance, 2) minimum widths for ground floor doorways and hallways, and 3) basic access to a half or full bath on the ground floor that provides sufficient depth for a person in a wheelchair.

#### SPECIAL NEEDS AND SUPPORTIVE

#### HOUSING

The recently completed Ridgewood Commons project, a 16-unit affordable supportive housing development at 257 East Ridgewood Avenue developed in partnership with the United Way of Bergen County and Madison Corporation is an example of a creative approach to providing housing for an underserved population. The Village's "special needs" community could benefit from additional housing options that provide appropriate settings and support.

The Village should continue to pursue opportunities to provide additional supportive housing units to serve its population. Where feasible, the Village can engage with partner agencies like the United Way and Madison Corporation to identify potential locations for additional special needs and supportive housing units.

# Home Purchased was a Multi-Generational Home (Will house adult siblings, adult children, parents, and/or grandparents)

Exhibit 1-5

(Percent of Respondents)

AGE OF HOM	E BI IVED

All Buyers	22 to 30	31 to 40	41 to 55	56 to 65	66 to 74	75 to 95
12%	7%	<b>7</b> %	18%	14%	11%	17%
25%	22%	31%	27%	26%	18%	22%
16	14	32	19	12	7	6
16	36	32	12	7	13	8
14	7	9	23	27	18	6
12	25	14	11	10	13	5
14	6	9	24	15	5	6
8	8	5	5	10	11	15
25	24	25	15	24	35	55
	12%  25% 16 16 14 12 14 8	12% 7%  25% 22% 16 14 16 36 14 7 12 25 14 6 8 8	12% 7% 7%  25% 22% 31% 16 14 32 16 36 32 14 7 9 12 25 14 14 6 9 8 8 5	12%         7%         7%         18%           25%         22%         31%         27%           16         14         32         19           16         36         32         12           14         7         9         23           12         25         14         11           14         6         9         24           8         8         5         5	12%         7%         7%         18%         14%           25%         22%         31%         27%         26%           16         14         32         19         12           16         36         32         12         7           14         7         9         23         27           12         25         14         11         10           14         6         9         24         15           8         8         5         5         10	12%         7%         7%         18%         14%         11%           25%         22%         31%         27%         26%         18%           16         14         32         19         12         7           16         36         32         12         7         13           14         7         9         23         27         18           12         25         14         11         10         13           14         6         9         24         15         5           8         8         5         5         10         11

2021 NAR Home Buyer and Seller Generational Trends





### IMPACTS OF RESIDENTIAL TRENDS

Concern has been raised about the impacts of infill subdivisions, the demolition and replacement of existing homes with larger new homes, and the construction of large additions on existing dwellings in the Village.

- Study and, if necessary, amend the land use plan to address infill subdivisions and the demolition and replacement of existing homes that are incompatible with and/ or detrimental to surrounding residential neighborhoods. Amend the development regulations, as necessary and appropriate, to implement and be consistent with any such plan amendments.
- Evaluate the regulations concerning the use, size, scale and location of accessory buildings; if necessary, amend the regulations to ensure that such buildings continue to respect the neighborhood character and the rights of adjacent property owners.
- Evaluate and, if appropriate, revise the current provision that regulates coverage and floor area ratio within a specified distance of the front lot line, as suggested by the Board of Adjustment.
- Review the coverage and floor area ratio provision for undersized (e.g., nonconforming lots), in order to determine

if a more practical and reasonable standard is warranted, as suggested by the Board of Adjustment.

### Scenic corridors and views

New Jersey's State Development and Redevelopment Plan (SDRP) provides a starting point for adopting policies with regard to scenic resources. The SDRP's policies are designed to protect, enhance, and where appropriate, rehabilitate historic, cultural and scenic resources. These policies are also designed to protect and enhance the natural and visual values of scenic and historic corridors by promoting the management of new growth and development in ways that complement the scenic and historic values associated with these corridors. The SDRP makes it clear that it is vital to New Jersey's future that scenic and historic resources be properly managed.

The Vision Plan stresses the desire to preserve the Village's feel and character, and the Historic Preservation Element identifies designated and future sites of historic importance. In addition to specific properties and districts, there are several important vistas and scenic corridors in the Village that warrant planning consideration.

The Route 17 corridor in the vicinity of Valleau Cemetery, the Schedler Property, and the Old Paramus Reformed Church is an important part of the Village's history. The views associated with these sensitive properties should be protected from out of scale visual intrusion. Developments that would be out of scale with the existing built environment along the developed portions of the Route 17 corridor should be restricted. Among possible intrusions that should be regulated include billboards, power lines, poorly designed and inappropriately located buildings, and inadequately screened unsightly land uses.

Similarly, the Ridgewood Avenue corridor is an important part of the Village's historic character and the residential and commercial built environment. The architectural standards in the historic district should be reviewed and supplemented if needed to include consideration of the overall character of the corridor.

Other important vistas in the Village include the area along Crest Road, which includes areas designed for scenic overlooks and uninterrupted views of Manhattan. For some residents, the views from Crest Road may offer a poignant reminder of where they were on September 11, 2001. Any developments throughout the Village that would impact the viewshed from Crest Road should be carefully evaluated in that context.

Terminating vistas are buildings or other features that are at the end, or in the middle of a road or view corridor. These are features seen when looking down a long corridor that give places their unique character (think of the Arc



de Triomphe in Paris as a classic example). In Ridgewood, the turreted corner of the Wilsey Building, which can be seen from the train station, and from several angles along Broad Street and Ridgewood Avenue is an example of a terminating vista that is critical to the character of the Village downtown.

### Tree Planting, Maintenance, and Canopy Protection

Ridgewood has a long history of caring for and planting street trees and has historically acknowledged the many benefits street and shade trees have to offer. The Village's Shade Tree Commission was first established in 1909 and in 1952 was transformed into a formal Village department, now called the Department of Parks, Recreation and Conservation. The current Shade Tree Commission was re-established in 2014.

The Village adopted a Community Forestry Management Plan ("CFMP") in 2016, which planned for the immediate 5-year horizon of 2017 through 2021. That Plan was approved by the State in 2017, qualifying Ridgewood for grant opportunities from the Community Stewardship Incentive Program. Due to the COVID-19 pandemic, the New Jersey Forest Service extended the current plan, which was due to expire in 2021, an additional 5 years through 2026. The Village therefore remains qualified for State grant opportunities and is not required to prepare an amended CFMP at this time.

The Shade Tree Commission acknowledges that the current Plan was developed 5 years ago and needs revisions and updates and several of the initiatives have been successfully completely while others need to be revised. The Commission is in the process of reviewing the CFMP and will put forth provisions for such amendments.

Maintaining a healthy tree canopy has a variety of benefits. Mature trees have a variety of environmental impacts including reducing temperatures, helping manage stormwater and flood events, and improving air quality. There are also aesthetic benefits to tree-lined streets and well-landscaped properties in both residential and commercial areas.

The Master Plan recommends continuing to devote resources to maintaining existing trees through careful pruning and treatment to prevent disease and blight. The Village conducted a tree inventory (see additional details in the Open Space and Recreation Plan) that should be updated regularly. A regular program of monitoring, maintenance, and replacement can ensure that trees within the public right-of-way remain healthy and contribute to the Village's character.

The tree planting and landscaping requirements in the Land Development Ordinance should be reviewed and updated to ensure that private landscaping and tree plantings consist of a mix of appropriate species in the proper locations. The Village

arborist should review plantings for disease tolerance, flood tolerance when in areas subject to inundation, and prioritize native species to the extent feasible.

### ZONING BOARD ACTIVITY AND REPORTS

The Municipal Land Use Law (MLUL) includes a mechanism for zoning boards of adjustment to compile annual reports outlining trends and making recommendations for potential zoning ordinance revisions to the municipal governing body and planning board. While these reports are strictly advisory, the board of adjustment tends to get a sense of when there are "mismatches" between the zoning ordinance and development trends or resident desires. When zoning boards see frequent applications with similar fact patterns or circumstances and may be inclined to find that the requested relief is often reasonable, it can be an indication that amendments to the zoning ordinance may be appropriate.

In 2021, the Village of Ridgewood Zoning Board of Adjustment prepared a report containing five recommendations outlined below that may warrant further review and modification to the Village Land Development Ordinance.

### ZONING BOARD ANNUAL REPORT – 2021

1. Permanently adopt the extension of variance approval from 1 year to 2 years.

RV

- 2. Consider allowable depth of front porches based on prevailing setbacks.
- Replace existing setback rules with a minimum / maximum calculation based on prevailing conditions.
- 4. Clarify when and how much a driveway can be widened leading to a garage. Curb cut width is specified in the code, but no other limitations are defined.
- 5. For circular driveways, should the Village require a minimum lot width and/or maximum driveway width?

### **SMART GROWTH**

The principles of smart growth are espoused by the State Development and Redevelopment Plan (SDRP) adopted in 2001. While the SDRP is over two decades old, smart growth remains a foundational principle in modern planning practice. The MLUL requires that Land Use Elements include a smart growth strategy.

Smart growth calls for directing investment into areas that are served by infrastructure, have access to jobs, schools, and amenities, and where no or minimal environmental disturbance is required. Smart growth came about as a tool to combat sprawling new building and construction in previously undisturbed areas outside existing patterns of development.

Smart growth is just about the only type of growth that is possible in Ridgewood. The Village is nearly entirely built-out and has access to a strong downtown core and good rail and bus transit. Public utilities are available throughout the Village to support the existing development patterns and can support redevelopment projects with location specific improvements when needed. There are no available vacant properties in the Village for development, so the only possible growth that can take place will happen through the redevelopment of existing properties.

The smart, sustainable future envisioned for the Village by this Plan meets the standards of smart growth set forth in the SDRP and other best practices.

### **EV CHARGING**

On July 9, 2021, Governor Phil Murphy signed P.L. 2021, c. 171 into law. The law established new requirements associated with the installation of Electric Vehicle Supply / Service Equipment (EVSE) and Make-Ready parking spaces. On September 1, 2021, the Department of Community Affairs (DCA) published a model statewide electric vehicle ordinance. The Municipal Land Use Law requires that Land Use Elements include a review of existing and proposed public electric vehicle charging infrastructure.

The Village adopted Ordinance 3879 on December 8, 2021, incorporating the

statewide model EV ordinance, with permitted modifications into the Village code. As a result, EVSE is permitted throughout the Village and required to be installed in new developments with enough parking spaces to cross the required thresholds.

Currently, there are publicly available charging stations in the Hudson Street Parking Garage and in the parking lot at the Chestnut Village residential development at 168 Chestnut Street.

### Types of Charging Stations

Level 1 charging stations provide charging through 120 volt (V) AC dedicated circuit breakers. These are "slow" or "trickle" chargers that would typically require an extended period to effectively charge a vehicle. Based on battery type and vehicle, Level 1 charging adds about 2 to 5 miles of range to a plug-in electric vehicle (PEV) per hour.

Level 2 charging stations provide charging through 240V or 208V AC dedicated circuits of 20 to 100 amps, depending on the charging station requirements. These can be effective in shorter durations for "top offs" and range extension. Based on the battery type, charger configuration, and circuit capacity, Level 2 charging adds about 10 to 20 miles of range to a PEV per hour of charging time.

DC Fast Charging stations provide charging through a 480V or 208V AC dedicated circuit. DCFC enable rapid charging and is often



located along heavy traffic corridors and at public charging locations. The most common purveyor of DCFC stations is currently Tesla. However, their stations are restricted to a proprietary connector that will only service Tesla vehicles. Based on battery type and vehicle, DCFC can add about 60-80 miles of range to a PEV in 20 minutes of charging time.

### RECOMMENDATIONS

### PUBLIC EV CHARGING

Potential locations for public electric vehicle charging infrastructure that warrant future investigation and consideration are:

- The municipal complex where Village Hall, the library, Veterans Field, and police headquarters are collocated.
- Park and ride lot between Route 17 and Franklin Turnpike.
- Public school parking lots.

### **SOLAR INTEGRATION**

It is recommended that the Village work to integrate solar panels with public electric vehicle charging infrastructure. EVs do not contribute to point source pollution via tailpipe exhaust and emissions, but if the electricity used to charge them does not come from clean renewable resources, then there are still emissions associated with their operation. To the extent feasible, EV charging should be paired with solar panels to de-carbonize as

much of the surface transportation activity in the Village as possible.

### MUNICIPAL VEHICLE FLEET

To the extent feasible, the Village should begin to plan for the electrification of its vehicle fleet. Moving forward, the procurement process should prioritize electric vehicles for the replacement of passenger vehicles and light-duty trucks owned by the Village. In addition, landscaping and other DPW equipment should be converted to electric models when available and feasible.



EV Charging Station at Chestnut Village

### ENVIRONMENTAL SUSTAINABILITY

A statement of strategy concerning environmental sustainability is a required component of the Land Use Element.

The principles of sustainability are found throughout the Land Use Element and the other Plan Elements that comprise the overall Master Plan. The Green Building and Sustainability Element goes into detail on the topic with recommendations related to:

- Green Building
- Renewable Energy
- Air Quality
- Stormwater Management and Flooding
- Waste Management
- Water Conservation
- Transportation and Parking
- Natural Resources
- Public Health

Other Plan Elements overlap and include additional details on these, and other topics.

### CLIMATE CHANGE VULNERABILITY ASSESSMENT

On February 8, 2021, Governor Murphy signed into law an amendment to the Municipal



Land Use Law (N.J.S.A. 40:55D-28) requiring any Land Use Plan Element to include a Climate Change-Related Hazard Vulnerability Assessment. The Assessment shall rely on the most recent natural hazard projections and best available science provided by the N.J.D.E.P.

The Assessment is required to include:

- Analysis of current and future threats and vulnerabilities of the municipality associated with climate change related natural hazards, including increased temperatures, drought, flooding, hurricanes, and sea level rise.
- A "Build-Out Analysis" of future development with an assessment of threats and vulnerabilities related to that development.
- Identification of facilities, utilities, roadways, and infrastructure necessary for evacuation and sustaining quality of life during a natural disaster.
- Potential impacts of natural hazards on components and elements of the Master Plan.
- Strategies and design standards available to reduce or avoid risks associated with natural hazards.
- A policy statement regarding consistency, coordination, and integration of the

Vulnerability Assessment with various existing or proposed plans such as:

- o Natural Hazard Mitigation Plan
- o Floodplain Management Plan
- o Emergency Management Plan
- o Emergency Response Plan
- o Post-Disaster Recovery Plan

### Analysis of Current and Future Threats

### INCREASED TEMPERATURE

Since 1895, the Office of the New Jersey
State Climatologist at Rutgers University has
gathered and tracked statewide temperature
records. In accordance with this data, New
Jersey has experienced a statistically significant
statewide average increase in temperature
over that 125-year period.

Increased temperatures represent a natural hazard threat to every community within New Jersey. In accordance with data gathered from the NJ Climate Change Resource Center at Rutgers University, Ridgewood can expect to see the following temperature increases in relation to the amount of greenhouse gas emissions. The "Moderate Emissions (RCP 4.5)" scenarios correspond to a future consistent with current global policies on greenhouse gas emissions. The "High Emissions (RCP 8.5)" scenarios correspond to a future consistent

with the strong, continued growth of fossil fuel consumption, intended to be "very high" baseline.<sup>2</sup> The RCP ratings refer to Representative Concentration Pathway, a greenhouse gas concentration trajectory adopted by the Intergovernmental Panel on Climate Change. RCP 4.5 is an intermediate scenario where emissions peak around 2040 and then begin declining. In the RCP 8.5 scenario, emissions continue rising throughout the 21st century.<sup>3</sup>

The first metric, "Change in Days Above 95° F" is an indicator of the increase in number of very hot days that can be expected over the 60 years. Very hot days can contribute to heat stroke and other heat-related illnesses, as discussed in the Extreme Temperature discussion of this section. Ridgewood can expect to see an increase in the number of days that reach a temperature above 95 degrees.

"Change in Cooling Degree Days" is an indicator of the amount of energy people use to cool buildings on hot days. A "degree day" compares the mean outdoor temperatures recorded for a specific location to a standard temperature, in this case 65 degrees Fahrenheit. A "cooling degree day" indicates

- 2. NJ Climate Change Resource Center, NJ Adapt, NJ FloodMapper
- 3. <u>Intergovernmental Panel on Climate Change</u>
  <u>Assessment Report</u>, 2014



the energy consumption needed to cool a building in hot weather and is a measurement of how many days the outside air temperature was above 65 degrees Fahrenheit. These measurements are commonly used for building energy calculations. The table on page 48 shows that in each scenario, the Village will experience more cooling degree days, which means an increase in the need for air conditioning and energy consumption.

The third metric in the below table, "Change in Max Temp. July (°F)" speaks for itself as one can see the temperatures in July, typically New Jersey's hottest month, will continue to increase over the coming decades.

### **EXTREME TEMPERATURES**

In addition to increasing temperatures, the Village is also vulnerable to extreme temperature situations, which include both heat and cold extremes. Heat and cold events that can have direct impacts on human health and businesses with secondary impacts on infrastructure.

In accordance with FEMA and the Centers for Disease Control and Prevention, "extreme heat" is defined as temperatures 10 degrees or above the average high temperature for a region that lasts several weeks. The humid nature of the northeast can exacerbate extreme heat events. A Heat Index is the measurement of how hot it really feels outside in relation to relative humidity. It should be noted that Heat

Index values are indicative of shady areas, and exposure to full sunshine can increase a heat index by up to 15 degrees Fahrenheit. Risks and illnesses associated with extreme heat include:

**Heat cramps** – muscular pains and spasms that result from heavy exertion; usually the first sign of something wrong.

**Heat exhaustion** – a form of mild shock where body fluids are lost through heavy sweating.

Heat/sun stroke – a life-threatening condition that occurs when the body becomes unable to control its temperature. The body's temperature rises rapidly and the sweating mechanism fails, resulting in an inability to cool the body down.

The Village is also vulnerable to extreme cold temperatures. The Centers for Disease Control and Prevention characterizes extreme cold temperature as ambient air temperatures that drop to 0° F or below and the National Weather Service measures extreme cold temperatures through the Wind Chill Temperature Index. The Wind Chill Temperature is based on the rate of heat loss from exposed skin by the effects of wind and cold. Risks associated with extreme cold includes icy road conditions that could lead to vehicular accidents or falling incidents. Extreme cold can also lead to pipes bursting and power outages. Frost bite or hypothermia

are severe physical risks associated with exposure to extreme cold and wind chills.

While extreme heat and cold events can have detrimental effects on the entire population, the over 65 population and young children or infants tend to be the most affected. In accordance with the 2020 five-year American Community Survey Estimates, 14.2% of the Village's population is 65 and older and 6.0% is under the age of 5.

### **WINTER STORMS**

In addition to extreme cold temperatures, Ridgewood is at risk of severe winter storms and has experienced the detrimental impacts of heavy snow fall on local infrastructure. Bergen County's 2020 Hazard Mitigation Plan ("2020 HMP") defines a "winter storm" as a storm with significant snowfall, ice, and/ or freezing rain, with varying quantities of precipitation based on elevation. A "blizzard" on the other hand combines low temperatures, heavy snowfall, and winds of at least 35 miles per hour, significantly reducing visibility. Impacts of winter storms and blizzard can be severe, including halting transportation, thereby potentially stranding travelers, disrupting emergency and medical services, stopping the flow of supplies, and causing damage to trees, power lines, and utility services. In accordance with the County's 2020 HMP, Bergen County experiences an average yearly snowfall of 26 inches.

As is the case with extreme temperatures, winter storms and blizzards are particularly a threat to the Village's vulnerable population, including the very young and the very old.

#### **DROUGHT**

In accordance with Bergen County's 2020 HMP, a drought is "a period characterized by long durations of below normal precipitation. Drought conditions occur in virtually all climatic zones, yet characteristics of drought vary significantly from one region to another, relative to normal precipitation within respective regions. Drought can affect agriculture, water supply, aquatic ecology, wildlife, and plant life." While droughts can affect all parts of the country, such an event would not cause direct damage to Ridgewood's economy as the Village's economy lacks any major agricultural industry. However, droughts in other parts of the county could have an effect of food supplies and

broader supply chain issues that could impact Ridgewood and its residents.

#### FLOODING

As has been discussed in other sections of this Element, severe weather events have become more frequent over the last decade, impacting the residents of Ridgewood. There are a number of waterways with associated flood plains that traverse the Village, including the Ho-Ho-Kus Brook, Saddle River, Diamond Brook, Goffle Brook, and Sprout Brook. When these waterways become inundated with excess water due to intense rainstorms, the water has nowhere else to go except into the community, flooding neighborhoods and roadways.

A Special Flood Hazard Area (SFHA) is defined by the Federal Emergency Management Agency (FEMA) as:

"An area having special flood, mudflow or flood-related erosion hazards and shown on a

Flood Hazard Boundary Map (FHBM) or a Flood Insurance Rate Map (FIRM) Zone A, AO, A1-A30, AE, A99, AH, AR, AR/A, AR/AE, AR/AH, AR/AO, AR/A1-A30, V1-V30, VE or V."

The Village of Ridgewood has 203.2 acres within a SFHA, accounting for 5.5% of the Village's entire land area. Of that 203.2 acres, 141.7 acres are within the A Zone, which have a 1% annual chance of flood (also referred to as the 100-year flood), and the remaining areas are in the X Zone, which have a 0.2% annual chance of flood (also referred to a the 500-year flood). However, many these SFHA's have experienced a higher frequency of flooding than their names imply.

Ridgewood participates in the National Flood Insurance Program (NFIP) Community Rating System (CRS), an incentive program that encourages community floodplain management practices that exceed the minimum requirements of the NFIP. The Village

RIDGEWOOD VILLAGE PROJECTED TEMPERATURE INCREASED 4							
	BASELINE	MODERATE EMISSIONS (RCP 4.5)			HIGH EMISSIONS (RCP 8.5)		
	1981-2021	2030	2060	2090	2030	2060	2090
CHANGE IN DAYS ABOVE 95° F (DAYS)	≤ 4	+5 to +10	+5 to +20	+11 to +20	+5 to +10	+11 to +20	+31 to +50
CHANGE IN COOLING DEGREE DAYS	401 to 1200	+200 to +400	+400 to +600	+400 to +800	+200 to +400	+600 to +800	+1200 to
(DEGREE DAYS)	401 to 1200	+200 10 +400	+400 to +600	+400 (0 +600	+200 to +400	+600 to +800	+1400
CHANGE IN MAX. TEMP. JULY (° F)	81°F to 90°F	+1°F to +3°F	+3°F to +4°F	+4°F to +5°F	+2°F to +3°F	+5°F to +6°F	+8°F to +10°F

<sup>4. &</sup>quot;Ridgewood Village: Public Health Exposure Snapshot;" NJ Climate Change Resource Center, NJ Adopt, Municipal Snapshots



began participating in the CRS program in 1992, and has elevated its status to a Class 6, meaning that policy holders within SFHA's receive a 20% discount on their flood insurance and holders outside a SFHA receive a 10% discount. As of 2019, there are 286 active policies within the Village, and a total of 382 reported losses.

### HURRICANES AND TROPICAL STORMS

As previously discussed, flooding within the Village can be linked to major rain events, often times resulting from a hurricane or tropical storm. Pursuant to the 2020 HMP, hurricanes and tropical storms are classified as cyclones and defined as any closed circulation developing around a low-pressure center in which winds rotate with a diameter averaging 10 to 30 miles across. The features that cause the most damage are high-level winds, heavy precipitation, and even tornadoes. A tropical storm becomes a hurricane when winds exceed 73 miles per hour. The hurricane season in New Jersey runs from June 1st through November 30th, with the peak season being mid-August through the end of October.

The Village of Ridgewood is affected by the high winds associated with these severe weather events. The hurricane rating system of Categories 1 through 5 is based on a hurricane's wind speed, as found in the table at right. Categories 3, 4, and 5 are considered "major" hurricanes and account for the most amount of damage associated with hurricanes.

Category	Wind Speed (mph)	Types of Damages Due to Hurricane Winds*
1	74-95	Very dangerous winds will produce some damage: Homes with well- constructed frames could have damage to roof, shingles, vinyl siding, and gutters. Large branches of trees will snap, and shallowly rooted trees may be toppled. Extensive damage to power lines and poles likely will result in power outages that could last a few to several days.
2	96-110	Extremely dangerous winds will cause extensive damage: Homes with well-constructed frames could sustain major roof and siding damage. Many shallowly rooted trees will be snapped or uprooted and block numerous roads. Near-total power loss is expected with outages that could last from several days to weeks.
3 (Major)	111-156	Devastating damage will occur: Homes with well-built frames may incur major damage or removal of roof decking and gable ends. Many trees will be snapped or uprooted, blocking numerous roads. Electricity and water will be unavailable for several days to weeks after the storm passes.
4 (Major)	130-156	Catastrophic damage will occur: Homes with well-built frames can sustain severe damage with loss of most of the roof structure and/or some exterior walls. Most trees will be snapped or uprooted, and power poles downed. Fallen trees and power poles will isolate residential areas. Power outages will last weeks to possibly months. Most of the area will be uninhabitable for weeks or months.
5 (Major)  *From Table 4.8-1	>157 of the Bergen Cour	Catastrophic damage will occur: A high percentage of framed homes will be destroyed, with total roof failure and wall collapse. Fallen trees and power poles will isolate residential areas. Power outages will last for weeks to possibly months. Most of the area will be uninhabitable for weeks or months.



Strong winds can cause downed trees, damaged buildings, power outages, as well as injuries and potential loss of life. The Village of Ridgewood has experienced flooding and damages from many of the recent storm events, including Hurricane Irene (2011), Superstorm Sandy (2012), and Tropical Storms Henri and Ida (2021).

### **GREENHOUSE GAS EMISSIONS**

Greenhouse gases are gases that absorb infrared radiation, thereby trapping heat in Earth's atmosphere and warming the planet. Carbon dioxide (CO2) is the largest source of greenhouse gas emitted through human activity, followed by methane, nitrous oxide, and fluorinated gases. Carbon dioxide is emitted through the burning fossil fuels (coal, oil, and natural gas), solid waste, as well as biological materials, and in 2019 accounted for about 80% of all U.S. greenhouse gas emissions from human activity.

When looking at greenhouse gas emissions from an economic perspective, the transportation sector claims the largest share of emissions, representing 29% of all emission in the U.S. in 2019.

Since there are no industrial or agricultural land uses in Ridgewood, those sectors do not apply. However, the rest are all relevant areas in which the Village can seek to reduce its emissions.

### **Transportation**

Greenhouse gas emissions from the transportation sector come from burning fossil fuels for cars, trucks, ships, trains, and planes. While over 90% of fuel is petroleum based, primarily gasoline and diesel, the electric vehicle sales have significantly increased its share of the vehicle market over recent years.

As of December 2021, there are 64,307 electric vehicles (EV) on the road in New Jersey (about 1% of all vehicles). 46,453 of those are battery electric vehicles (BEV), and 17,854 are plugin hybrid electric vehicles (PHEV). In Bergen County, there are 9,363 EVs on the road, 6,964 of which are BEVs and 2,398 are PHEVs. In Ridgewood's zip code area (07450), there are 459 EVs on the road, 354 of which are BEVs and 105 are PHEVs.

Ridgewood has more BEVs on the road per capita than the Bergen County or the State. Ridgewood has 13.6 BEVs per 1,000 people, Bergen County has 7.5 BVEs per 1,000 people and the State has 5.2 BVEs per 1,000 people. (Source: NJDEP)

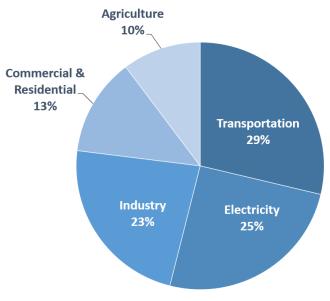
### **Electricity**

Electricity production generates 25% of the U.S.'s greenhouse gas emissions. This sector predominately impacts buildings and their users. The largest users of electricity are residential and commercial uses, due

to the needed building systems such as heating, cooling, ventilation, lighting, and appliances. Transportation on the other hand has historically represented a relatively low electricity use, although that number is growing due to the use of EVs.

As of 2020, natural gas accounted for 48% of New Jersey's electricity generation, nuclear energy accounted for 42%, renewable energy accounted for 8%, and coal accounted for 1.5%. It is anticipated that the amount of renewable energy will increase in the coming years, especially since in 2021 the New Jersey Board

### Total U.S. Greenhouse Gas Emissions by Economic Sector in 2019



U.S. Environmental Protection Agency (2021). Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2019



of Public Utilities approved 3,700 megawatts of offshore wind power capacity. Once these 3,700 megawatts come online, the State will have reached almost half its goal of 7,500 megawatts of wind power by 2035.

### Commercial and Residential

The commercial and residential sector account for about 13% of greenhouse gas emissions. This source of greenhouse gas emissions is primarily derived from burning fossil fuels to heat buildings as well as the use of certain products that contain greenhouse gases such as the gases used in older air conditioning units. Additional emissions come from organic waste that goes into landfills and wastewater treatment plants.

### **BUILD-OUT ANALYSIS**

As a completely built-out community, Ridgewood is left with no land available for development. GIS analysis of the MODIV tax data, as well as the vacant land analysis done as a component of the Village's Housing Element and Fair Share Plan, show that what little vacant land may be identified in the tax records, these properties are undevelopable for a variety of reasons, including size, ownership, and environmental constraints.

It is therefore anticipated that future development will be through small infill projects or through redevelopment.

### FACILITIES AND INFRASTRUCTURE

### **N**ECESSARY FOR **E**VACUATION

### **EVACUATION ROUTES**

Because Ridgewood is not a coastal community nor is it near a coastal community, there are no regional evacuation routes that traverse the Village.

### **EMERGENCY RESOURCES AND FACILITIES**

In the Village of Ridgewood, the critical facilities for emergency response include fire stations, police stations, gas stations, and the Ridgewood Emergency Services and Office of Emergency Management. Additional information on the Village's municipal services can be found in the Community Facilities Element. The Village also releases publications to prepare residents and business owners for emergency situations.

### **Police Facilities**

Headquarters within Village Hall

### **Fire Stations**

- Fire Headquarters, Engine Company 35, Ladder Company 36 & Rescue Company 42, 201 East Glen Avenue
- Engine Company 31, 311 West Glen Avenue

### **Potential Emergency Shelters**

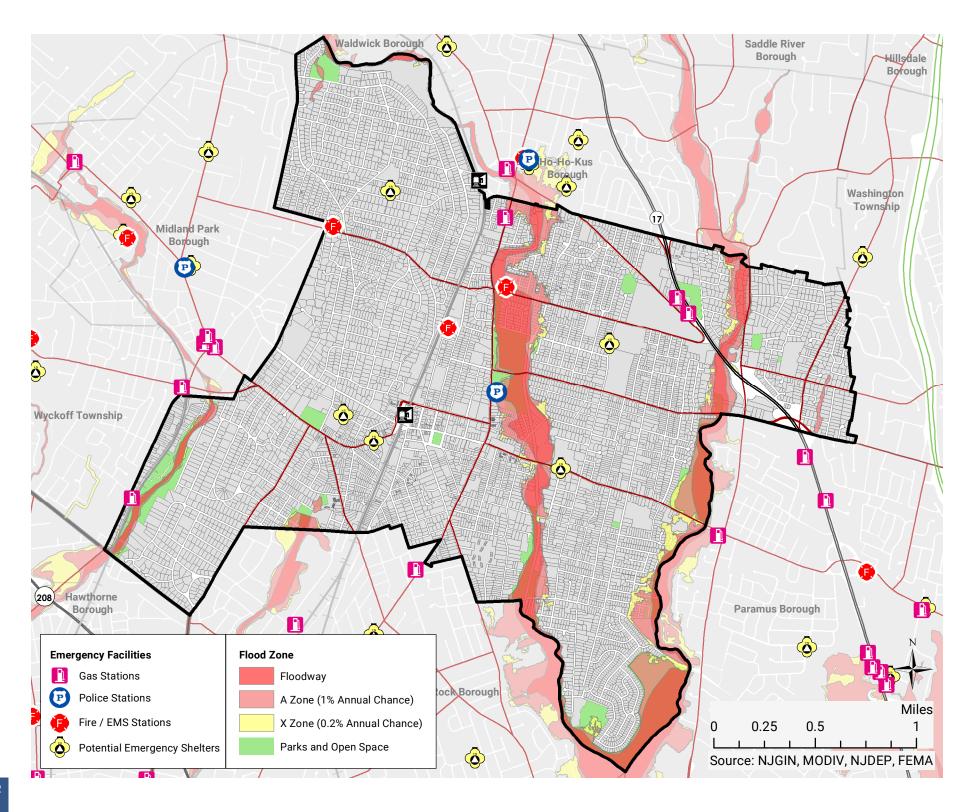
The Homeland Infrastructure Foundation – Level Data (HIFLD) is a subcommittee within the Department of Homeland Security (DHS) that is responsible for collecting geospatial data from all levels of government, processing it for uniformity and quality, and sharing with the end user. According to the emergency shelter data, there are five locations within Ridgewood that are potential shelters in case of emergency. These are facilities identified by either FEMA or the American Red Cross as places that can potentially house people in case of a disaster or emergency.

### They include:

- St. Elizabeth's Church 169 Fairmount Road
- George Washington School 155
   Washington Place
- Ridgewood High School 627 East Ridgewood Avenue
- Ben Franklin School 335 North Van Dien Avenue
- Keller Williams Realty 74 Godwin Avenue

#### **Gas Stations**

Gas service stations are an important resource in case of power outage and during other emergency events. There are four gas stations in Ridgewood and nine more in close proximity to the municipal border in neighboring towns.





### POTENTIAL IMPACTS OF NATURAL HAZARDS ON THE ELEMENTS OF THE MASTER PLAN

The highly built-out nature of Ridgewood, along with the number of waterways that traverse the Village, create significant opportunities for flooding events, making stormwater management a key consideration for any new development as well as existing development in need of upgrades or repairs. The Village's Master Plan acknowledges the need for a broad look at sustainability related to climate change impacts and will continue to work toward those efforts. The theme of sustainability runs through each Element and is specifically discussed and addressed in the Green Buildings and Environmental Sustainability Element.

### STRATEGIES AND DESIGN STANDARDS AVAILABLE TO REDUCE RISK

The recommendations section of this Plan Element and the Green Buildings and Environmental Sustainability Element of the Village's Master Plan goes into further detail regarding strategies and best management practices designed to reduce risk associated with climate change. The following is a summary of additional measures and strategies the Village identified during the County's 2020 HMP outreach process.

- Purchase and install new submarine doors for Village Hall
- Elevate the Lester Stable
- Floodproof the Village Library
- Relocate the emergency operations command center out of the Special Flood Hazard Area (SFHA).
- De-snag and de-silt the Saddle River and Ho-Ho-Kus Brook
- Purchase and install generators to support the congregate care shelters (Village schools)
- Coordinate with the County to install automatic transfer switches at all intersections to accommodate generators for traffic lights
- Increase mitigation outreach activities
- Acquire funding for additional staff for tree maintenance
- Relocate all Village documents to an offsite storage facility and digitize all records
- Reconstruct Village Hall and a new Police Annex

### CONSISTENCY WITH EXISTING AND

### PROPOSED MUNICIPAL PLANS

The Village of Ridgewood recently participated in the County's 2020 Hazard Mitigation Plan. It is the Village's intention to continue to prepare for future hazards in a manner consistent with the 2020 HMP. Additionally, the Village prepared a new Stormwater Management Plan in 2020, which among other resources, included analysis and recommendations associated with reducing flood damage and providing for public safety. This Land Use Element, along with the other elements of the Master Plan, are intended to be consistent with both the County 2020 HMP and the 2021 Village Stormwater Management Plan.



# LU-1. ORDINANCE RECOMMENDATIONS

- 1. Review residential front yard setback standards to determine if a minimum and maximum setback should be established with a sliding-scale based on the prevailing setbacks along the same side of the street within 200 feet of the subject property.
- 2. Review standards for open porches to permit limited encroachment into required yard areas. A percentage-based encroachment, or an encroachment based on the prevailing setbacks along the same side of the street within 200 feet of the subject property may be appropriate.
- 3. Review parking requirements
  - a. Review parking standards for the Central Business District. Uses in existing structures in the B-1 and B-2 zones should be exempt from parking requirements. Downtown parking management is better accomplished in an area-wide manner that seeks to utilize public on-street, off-street, and garage facilities. Removing parking requirements for uses in existing buildings or below certain square footage thresholds can streamline

- changes in use and enable businesses to move around in the district and open with fewer roadblocks. The practice that is already in place should be clarified and formalized in the ordinance to the extent necessary.
- Prohibit parking in the front yard of properties in the B-1 and B-2 district.
   Parking should be located to the side or rear of the building.
- 4. Move the conditional use standards in Chapter 244 Tobacco, Cannabis, and Electronic Vapor Substance Inhalation Shops to the Zoning section 190-123 of the Land Use and Development Chapter.
  \$
- 5. Review building coverage and lot coverage requirements. Consider tightening overall standards to reduce the amount of impervious surface on the property. Also consider eliminating the requirements associated with a distance to the front lot line, which is a confusing, and often superfluous standard.
  - **(b)** \$ **(9)**
- 6. Review habitable floor area standards. Modification to these standards may be appropriate to address concerns about oversized new construction that is out of scale with neighboring residential properties.

- 7. Consider modifying or eliminating the TTransition Zone. It is unusual to have a zone that consists of single parcels scattered throughout the municipality. There are always transitions when one zone meets another, but the small scale of the T Zone may be needlessly complicated and unnecessary. However, if there is a desire to maintain the T Zone, it may also make sense to extend it to encompass an entire transitional block or partial block to create a more potentially cohesive area. Either option would be consistent with the recommendations in this Plan.
- 8. Amend the definition of impervious coverage in the Ordinance to include gravel or stone driveways.
- 9. Recommendations from 2016 that may still be relevant:
  - (b) (c) \$
  - a. Evaluate and, if appropriate, revise the current provision that regulates coverage and floor area ratio within a specified distance of the front lot line, as suggested by the Board of Adjustment.
  - b. R-1A and R-2A are basically only for attached single-family residences. The conditional use standards associated with attached residences should be



- moved to zoning standards in those zones, making them permitted uses rather than conditional.
- c. Change the R-7 Multi-family
  Residence district to an appropriate
  nonresidential or mixed-use district.
  The zone has been developed for
  commercial use (i.e., a racquet club
  and an office building), rendering the
  zone no longer viable for solely multifamily residential use.
- d. Adjust the zone boundaries in several locations to address a number of situations where residential properties are split by zone boundaries (see 2016 Master Plan Reexamination Report)
- e. Eliminate the cluster development option in the R-1 and R-1A zones.
- 10. Review the current lot size requirements in the Village's single-family residential zones. Approximately 50% of the single-family residential lots in the Village are non-conforming in area. From a planning

perspective, the mismatch between the existing physical conditions and the zoning standards is not desirable. Potential interventions may include revising the zoning ordinance to provide flexible standards for non-conforming lots, modifying the minimum lot size requirements, or creating a wider range of zoning districts to account for the diversity of lot sizes.



- a. R-1 Minimum lot area of 14,000 square feet; 16,800 square feet for corner lots.
- b. R-2 Minimum lot area of 10,500 square feet; 14,700 square feet for corner lots.
- c. R-110 Minimum lot area of 19,250 square feet; 22,750 square feet for corner lots.
- d. R-125 Minimum lot area of 25,000 square feet; 31,000 square feet for corner lots.

SINGLE-FAMILY RESIDENTIAL DETACHED ZONES							
ZONE	MIN. AREA	UNDERSIZED	TOTAL PARCELS	% UNDERSIZED	SUBDIVIDABLE	% SUBDIVIDABLE	
R-1	14,000	848	2,224	38.1%	179	8.0%	
R-2	10,500	2,442	4,117	59.3%	214	5.2%	
R-110	19,250	131	361	36.3%	43	11.9%	
R-125	25,000	173	337	51.3%	67	19.9%	

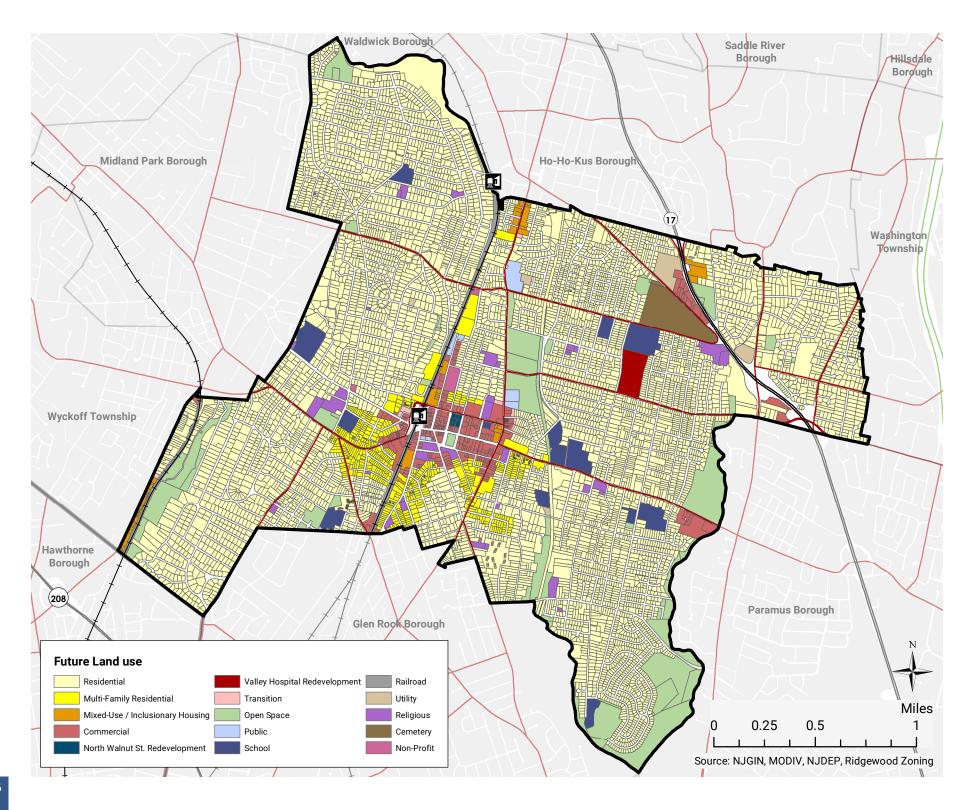
### LU-2. Use Recommendations

 Review existing use definitions, define new uses, and permit them in the Village business zones.



Cross-Reference these uses with the Downtown Element. Potential new uses include:

- Recreational Venue A category of uses generally involving games or activities played by individuals or groups. Food and beverage service, retail sales, lessons, and instruction are all typical ancillary uses that may be associated with a social activity use. Gatherings for parties and events are also a typical component of the use. Current examples include arcades, escape rooms, hatchet throwing, arcades, laser tag, bowling alleys, mini golf, and similar uses. Use shall not include motion picture theaters, performing arts theaters, dance halls, night clubs, private clubs, or private lodges.
- b. Microbrewery
- c. Microdistillery
- d. Flex office / Co-Working / Incubator Space
- e. Boutique Hotel / Bed and Breakfast



(P) (P) S

- 2. Cannabis Uses Continue to monitor the evolution of the "adult use" cannabis market in New Jersey. The Village has opted to prohibit all classes of cannabis business license in Ridgewood, but as the market matures, revisiting these uses may be appropriate. The recommendation is not an endorsement but meant to reflect that future flexibility may be beneficial.
- 3. Consider future adaptive reuse options for places of worship as recommended in the Vision Plan.
  - a. A zoning amendment to create a public and quasi-public zone that encompasses existing municipally owned buildings, places of worship, non-profits, and other similar community facilities could provide an opportunity to permit a set of targeted future uses throughout the Village.
  - b. Potential adaptive reuse options include:
    - Subdivision of church property or building space to retain the religious / community functions in a smaller space while allowing another use elsewhere on-site.
       Zoning flexibility to permit two disparate uses within the space may be needed.

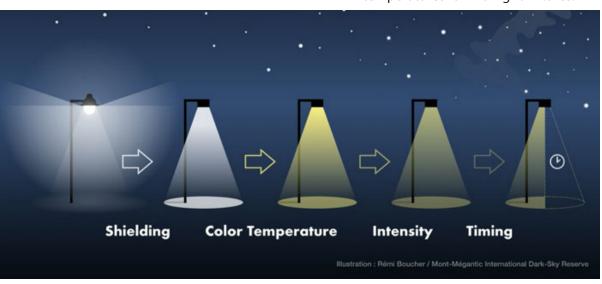
- Buildings or properties could be adapted for athletic and recreational purposes.
- Oversized parking lots could provide a permanent or occasional relief valve for parking demand near Downtown.
- Transition to a secular organization that can run community gatherings, performances, provide space for non-profits or volunteer organizations, offer overflow space for emergency management and other essential services, and similar functions.
- Creative condominium residential or office developments that retain the character of traditional church buildings while providing modern,

- multi-floor living or working interiors.
- Smaller places of worship can house restaurants or event venues.

### LU-3. DESIGN STANDARD

### RECOMMENDATIONS

- 1. Lighting Standards
  - a. Review lighting standards and consider adding foot-candle minimums, maximums, and averages for different development types.
  - Create a dark skies policy and require that light fixtures include shielding to prevent glare and sky glow.
  - c. Establish a range of appropriate color temperatures for LED light fixtures.





Color temperature is measured in degrees of Kelvin (K) on a scale from 1,000 to 10,000. Lower temperatures are "warmer" more yellow colors, while higher temperatures are "cooler" blue-white colors. For residential applications, temperatures around 3,000K are appropriate. Downtown and highway commercial areas are better served by temperatures between 3,500K and 5,000K.

- 2. Landscaping Standards
  - Consider requiring on-site tree planting to offset the development of parking spaces or increases in impervious coverage.
  - Amend Ordinance Section 190-84
     Street Trees to require trees every
     40 feet on center along property
     frontages and require a minimum
     caliper of 2.5 inches at planting.

### LU-4. REDEVELOPMENT PLAN

### RECOMMENDATIONS

1. North Walnut Street Redevelopment Plan - Review and update the North Walnut Street Redevelopment Plan if necessary to effectuate the Village's plans for a pocket park and complementary redevelopment opportunities.

- 2. Valley Hospital Redevelopment
  - a. The Hospital Redevelopment Plan has not yet been drafted. The Plan shall be substantially consistent with the requirements in the Housing Element and Fair Share Plan related to the provision of affordable housing units on the property.
  - b. Tree plantings should be required along all property frontages and within the redevelopment area. Trees should be planted along internal roadways / driveways, within parking lots, and incorporated into usable green space and passive recreational facilities.
  - c. If feasible, one or more recreational facilities or athletic fields could be incorporated as part of the comprehensive redevelopment.

### LU-5. Housing Diversity

### RECOMMENDATIONS

Each of the following recommendations can provide marginal approaches to diversifying the housing stock without undermining the established character of Ridgewood's residential neighborhoods.

 Plan for Senior Housing Options - The Village should continue to explore options for providing housing types that are appropriate and attractive to senior citizens, particularly units that are accessible, have at-grade entrances, and have master bedrooms or other full living quarters on the ground floor.

- **P P** \$
- Special Needs and Supportive Housing

   The Village should continue to pursue opportunities to provide additional supportive housing units to serve its population.
- 3. Visitability and Universal Design

(P) (P) \$\$-\$\$\$

- a. The Village can amend its land development ordinances to include the principles of Visitability and Universal Design Ordinance. These guidelines could apply to new one-and two-family construction and new and substantially rehabilitated multifamily development.
- b. The ordinance could include guidelines for a variety of design options, including accessible internal routes, accessible bathroom measurements, no-slip materials, dimensions for moveability within kitchens and through doorways, appropriate lighting measures and locations for easy-access light



switches, guidelines for easy-grip handles for doors (e.g. a d-shaped handle, also called a lop handle, is easier to grip than the traditional circular ones), pull-out cabinets in the kitchen and pantry areas, multilevel countertops, etc. These do not need to be requirements for construction, but optional design guidelines to provide guidance and suggestions for development.

### LU-6. Scenic corridors and views

#### **RECOMMENDATIONS**

1. To protect the Village's scenic character and charm, and to prevent disruption of important viewsheds and scenic corridors, the Zoning Ordinance should be amended to regulate and restrict development that may be potentially harmful or incompatible with these important resources.



At minimum, the following features should be considered for protection:

 a. The Route 17 corridor in the vicinity of the Schedler Property, Valleau Cemetery, and the Old Paramus Reformed Church.

- The Ridgewood Avenue corridor between the downtown central business district and the Ho-Ho-Kus Brook.
- c. The Crest Road viewshed.
- d. The Wilsey Building turret terminating vista.

Any structure that will impact the scenic qualities of a designed corridor, viewshed, or terminating vista should be designed in a manner, and at a scale, so as not to negatively impact the scenic resource.

Ordinance recommendations should consider limitations on the placement of billboards, requirements that powerlines and other visible overhead utilities be placed underground, screening with evergreen plantings and other appropriate landscaping should be used to block dumpsters, utilities, and other unsightly features, and contextually appropriate architectural designs should be provided that will not detract form the scenic resources.

### LU-7. TREE ORDINANCE

### RECOMMENDATIONS

1. Align the sections of the Village Ordinance related to tree planting, preservation, and removal with the ongoing update to the Community Forestry Management Plan.



2. Support the Village Shade Tree Commission in pursuing grants for tree plantings, tree maintenance, and general green space improvements.



3. The Village recently updated Chapter 260
Trees and Shrubs to require replacement plantings, or contributions in lieu of planting for the removal of any trees with a diameter at breast height of eight inches or greater. The Village should monitor the effectiveness of the amendments and further consider a sliding scale to require more replacement plantings to offset the removal of larger trees.



4. The Village should track the effectiveness of the newly established Tree Fund and ensure that in lieu contribution fees are kept up-to-date with actual tree planting costs.



# RV

### LU-8. SENIOR AND ACCESSIBILITY

### RECOMMENDATIONS

1. Prepare a study assessing the accessibility and equitability of the Village's parks, sidewalks, and other public spaces.

The study should evaluate how easy public spaces are to access in addition to how accessible they are to the entire population, regardless of abilities.

The following items are examples of conditions that could be reviewed and analyzed as part of the study:

- Are paved areas maintained, free of obstacles, with non-slip surfaces of sufficient width for wheelchairs and dropped curbs at road levels?
- o Are pedestrian crossing sufficient and safe for people with disabilities, including non-slip markings as well as visual and audio cues; are crossing times long enough?
- Are parking and drop-off areas safe, sufficient, and conveniently located near dropped curbs?
- Are parks equipped with enough benches and places to sit down?

- Is the lighting sufficient for public safety?
- Are parks accessible and inviting to all age groups and level/types of abilities?
- 2. Work with the Senior Center to expand programing and education about aging in place.

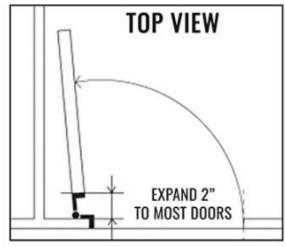


There are a number of ways an individual can renovate their home to create more accessible spaces. The Senior Center provides an opportunity to disseminate information on effective changes that can be made to homes, such as modifications to flooring, doorways, bathrooms, ramps, etc. There are sweeping, large-scale changes that can be made, such as widening doorways or expanding hallways, but there are also a plethora of smaller yet effective changes that can be implemented, such as special hinges that move the edge of the door out of the passageway.

Education around materials such as flooring types is also relevant. As an example, vinyl, wood, or linoleum flooring are better options than tile as they are more comfortable to stand on for those with back problems and easier to roll over in a wheelchair. Additionally, low pile carpet is easy to maintain and clean and does not create a tripping hazard. These

are all efforts that can be made without large structural changes or additions to a home that will contribute to making a space more livable as one ages.

This kind of information can also be made available to the general public as many are assisting their aging parents. Given the extent of options for home renovations, a handbook could be developed and distributed.



Example of a hinge that moves edge of door out of passageway



### LU-9. STORM RESILIENCY

### RECOMMENDATIONS

- 1. Flood Resilience
  - a. Protect from Flooding The Village can propose higher standards for development in flood hazard areas. The Village's Community Rating System (CRS) score of 6 has taken a great deal of effort to achieve and maintain. Additional standards may include:
    - Limitations on the size and use of enclosures below base flood elevations.
    - Establish base flood elevations in the 500-year (0.2% annual chance) flood hazard area and require that new development and substantial improvements be constructed at least 1 foot above BFE.
    - Evaluate flooding in areas that are not mapped as flood hazard areas, including the area around Mt.
       Bethel church in the Edward Street and South Broad Street areas, and plan for mitigation and adaptation.
  - b. Elevate structures that have suffered severe or repetitive losses.
  - c. Raise critical systems (HVAC and other utilities).

- d. Floodproofing non-residential structures and infrastructure.
- 2. Adapt to Flooding
  - a. Preserve riparian areas and their associated natural systems as flood storage locations.
  - Continue to pursue stream desilting and other measures to keep watercourses running smoothly.
  - Incorporate green infrastructure design standards into public and private projects.
  - d. Utilize green infrastructure and other stormwater management improvements to mitigate nuisance flooding in streets and intersections where feasible.
  - e. Underground Storage / Water Squares
    - Consider subsurface storage at the Village's athletic fields. Most of the Village's fields are in the flood hazard area.
    - Evaluate public properties in and near the flood hazard area for potential installation of underground storage or water squares.

- 3. Move away from Flooding
  - a. Consider prohibiting expansion of development footprints within the flood hazard area in the zoning ordinance.
  - b. Support voluntary buyouts of the most severely and repetitively flooded properties in the Village.
- 4. Policy and Governance S S
  - a. Work on the goals and objectives outlined in the Bergen County All Hazards Mitigation Plan and collaborate where feasible with the County and neighboring municipalities.
  - Pursue funding in collaboration with other governmental entities to undertake watershed or regional-scale projects.
  - c. Review current emergency management services and evaluate potential shared services or other collaborative arrangements with neighboring towns.
- - a. Build evacuation route capacity and redundancy, make sure there are



- multiple points of access throughout the Village to the broader road network in the event of flooding, downed trees, and other hazards.
- Continue to refine and build capacity in flood warning systems that include physical and digital elements.
- c. Establish a community resilience hub. Identify a location in the Village outside the flood hazard area that can host programming and events and is prepared to provide temporary services including heating, cooling, and device charging. Equip the resilience hub with solar panels and battery storage. <a href="http://resilience-hub.org/what-are-hubs/">http://resilience-hub.org/what-are-hubs/</a>
- d. Identify adequate emergency shelters including locations where pets can be accommodated.
- e. Preemptively block streets that are susceptible to repeated flooding events. Identify regular problem areas, evacuate if needed, and prevent traffic to keep cars from getting stranded.
- f. Coordinate with PSE&G and other utility companies to harden infrastructure and improve posthazard response. Where feasible, power lines may be able to be relocated underground, ideally in

- conjunction with other construction or improvements as part of a "dig once" strategy.
- 6. Outreach, Education, and Capacity Building
  - Continue regular programs and provide materials that include education about flood risk and how residents and businesses can adapt and respond.
  - Provide regularly updated information about the Community Rating System, Flood Insurance, and their value to residents.
  - c. Ensure that information from the Office of Emergency Management is easily accessible. Update the OEM website regularly and ensure that local information is accessible in one place without needing to navigate off-site.
  - Make flood hazard maps easily available and accessible on the Village website.



# RV

### **INTRODUCTION**

A fully developed circulation network integrates land use and transportation in a way that improves the quality of life, economy, and development of a place. The Village of Ridgewood has a compact but extensive intermodal transportation network consisting of roads, public transit, bicycle and pedestrian infrastructure, truck routes, and multi-modal amenities. The Circulation Plan Element provides an overview of the existing circulation network and identifies key issues and opportunities to improve the transportation infrastructure that moves people and goods within the Village and throughout the region.

The Circulation Plan Element was developed in coordination with the Land Use Plan and Downtown Economic Development Plan Elements. Because the transportation infrastructure is the means by which people and goods travel to any destination within the Village and beyond, it fundamentally affects decisions about how we travel (by vehicle, on foot, bicycle, etc.) and determines the quality of access to neighborhoods, schools, work, shopping, parks, businesses, health care, the transit network, employment centers in the region, etc. The Circulation Plan Element therefore has an impact on all Master Plan Elements, directly or indirectly.

Assessing how well the transportation infrastructure currently serves the interests of residents, businesses, commuters, and visitors as well as the community as a whole, is a concern of the Circulation Plan Element; identifying strategies to improve connectivity, access, safety, and the quality of travel experience are primary objective. Improvements that expand travel mode choice, so that people are more likely to choose to walk, bicycle, and use transit, benefits individuals as well as the community as a whole. More active lifestyles improve health and reduce travel costs. More people using active transportation translates to fewer cars on the road, reduced parking need, better air quality, and public health improvements.





### WHAT IS IN THIS CIRCULATION ELEMENT?

- Ridgewood Today describes the existing transportation network and features including a crash analysis.
- Community Engagement summarizes input from public polling.
- Vision, Goals & Strategies lays out Ridgewood's transportation goals and recommends strategies to achieve them.
- Complete & Green Streets Design Elements a design guide for pedestrian and bicycling improvements that includes the street typologies appropriate for the installation of various types of facilities.

### A CIRCULATION ELEMENT CONSIDERS ALL MODES OF TRANSPORTATION



Source: NJDOT Complete & Green Streets Model Policy

The Circulation Plan Element is intended to guide policy and infrastructure investments over the long-term. It establishes a future vision and proposes goals and recommendations based on existing conditions, issues, and opportunities as expressed by the public and representatives of community organizations and government stakeholders. It is not intended to include detailed engineering concepts, but describes a comprehensive and coordinated approach to achieve the vision and goals. The set of recommended actions require participation and collaboration among local, county, and regional government, businesses and institutions, nonprofit organizations, and residents.

The Circulation Plan Element takes into consideration changes that have occurred within the Village and the region since earlier Master Plan Elements were adopted. Changes in land use, such as new developments and major transportation projects, impact the transportation network and necessitate a periodic review of the Master Plan's circulation components.



### THE COVID-19 PANDEMIC

The first draft of Master Plan Section 1:
Our Village, Our Future had just been
published when the COVID-19 pandemic
began. Almost two years have elapsed,
and COVID-19 is still active to varying
degrees, impacting communities large
and small. Although CDC and government
safety regulations like masking have been
relaxed or removed in most places, the
pandemic appears to have led to shifts in
behaviors, values, and priorities regarding
mobility and open space. It is important for
the Circulation Plan Element to recognize
these changes and incorporate appropriate
guidance for transportation planning and
policy development.

Remote work, business disruption, and layoffs resulted in many people spending more time at home and outside, taking advantage of close-to-home recreational opportunities. Many parks and trails experienced unprecedented upticks in visitation. In Ridgewood as in cities and towns across the country, people reported walking and bicycling more. Some Ridgewood residents cited lower traffic volumes and a greater sense of safety as motivation for choosing to walk or bike to local destinations. This suggests that installing pedestrian safety improvements and bicycle facilities on routes connecting

neighborhoods and public destinations may trigger a meaningful transportation mode shift for many residents.

The COVID-19 pandemic has made clear that our streets support more than just movement. Outdoor spaces became the safest for gathering and socializing. Eateries moved onto sidewalks and streets. Sidewalks, streets, plazas, and parking lots became venues for all kinds of community activities, including distribution of health services and food. Many cities and towns closed streets to traffic to increase useable pedestrian space for residents. Closing streets to traffic, even on a periodic basis, was one of the most frequent ideas suggested by residents – a pedestrian-only street in the downtown.

According to the National Association of City Transportation Officials (NACTO), streets "make up more than 80 percent of all public space in cities and have the potential to foster business activity, serve as a front yard for residents, and provide a safe place for people to get around, whether on foot, bicycle, car, or transit." To prepare for future pandemic resurgence and to recover equitably, municipalities must think more expansively about how all kinds of outdoor, everyday spaces can fulfill people's daily needs. The

Circulation Plan Element acknowledges and encourages the creative use of public streets, street design for diverse uses, including accommodating and encouraging increased biking and walking

The COVID-19 pandemic has added an element of uncertainty to planning for the future that makes it necessary to revisit assumptions about transportation needs and solutions. For example, both transit use and parking demand are in flux; monitoring changes is critical to better understand where and how to invest in meaningful improvements. The streets we create today will provide the foundation for recovery for years to come.





### **PROCESS**

The current master planning process began in 2018 with the launch of "Our Village, Our Future," an extensive two-year community visioning process that engaged a broad range of stakeholders in discussions about their values, principles, and priorities as well as their perceptions about issues and trends. Participants included residents from neighborhoods throughout the Village, as well as representatives from businesses and institutions, nonprofit and advocacy organizations, and local and regional government.

The result was the publication and adoption of the first section of the Village's Master Plan, "Section 1: Our Village, Our Future," which captures community perspectives and insights about Ridgewood today, including current issues, opportunities, and trends, as well as visions of Ridgewood in 5, 10, and 20 years from now. There is an overview of the Village's history as well as a list of more recent major development projects and plans, the impact of which must be considered in the Circulation Plan Element. Our Village, Our Future includes the "Statement of Objectives, Principles, Assumptions, Policies, and Standards", a requirement of municipal master plans.

Our Village, Our Future lays the foundation for all the master plan elements and served as a guide to development of the Circulation Plan Element's goals and recommendations. This helps to ensure that the Master Plan goals and recommendations are designed to advance the collective vision of the people who live and work in the Village of Ridgewood.

Our Village, Our Future outlines the overarching objectives and principles that inform the Circulation Plan Element.

# STATEMENT OF OBJECTIVES AND PRINCIPLES RELATED TO CIRCULATION Areawide:

- 1. Make streets safer to support & promote walking and bicycling.
- 2. Improve pedestrian connections between places within the Village.

#### Downtown:

- 3. Create a safe environment for pedestrians of all ages in the downtown.
- 4. Consider alternatives that reduce car traffic and need for parking.

The first three objectives and principles specific to transportation are Village-wide and focused on improving conditions for walking and bicycling. If these objectives were achieved, residents of all ages and



abilities would be able to routinely choose to safely walk or bike from any neighborhood to schools, parks, downtown, and transit stops. Making Ridgewood more pedestrian and bicycle friendly Village-wide is also a powerful strategy for achieving the fourth objective; if residents within a reasonable distance from the downtown feel safe walking or bicycling to the downtown and routinely choose to do so, car traffic and the need for car parking in the downtown would be reduced. Downtown businesses may also benefit from more local customers.



### CIRCULATION ELEMENT GOALS

The nine Goals of the Circulation Element are responsive to Our Village, Our Future's Statement of Objectives and Principles and describe what must be accomplished to achieve them. There are goals that apply Village-wide as well as goals specific to the downtown, which support the Downtown **Economic Development Plan Element. They** address major issues raised during public polling and meetings with nationallyrecognized best practices and strategies. There is also a goal that fulfills a legal requirement to identify existing and proposed locations for public electric vehicle charging infrastructure. Together, the nine goals represent a comprehensive framework for action.

- Goal #1 Address roadway safety to make streets safe for all ages and abilities for the entire Village.
- Goal #2 Advance the Village of Ridgewood's Complete & Green Streets Policy.
- Goal #3 Develop a Village-wide Bicycle and Pedestrian Network that connects residential neighborhoods with key public destinations, especially downtown, schools, parks and trails, and transit hubs/stops.
- Goal #4 Coordinate across municipal departments and with schools to support walking and biking through programs and policies that encourage, educate, and enforce safe travel.

- Goal #5 Create a vibrant, welcoming, and accessible downtown prioritizing the safety, convenience, and comfort of pedestrians; encourage the creative use of public space.
- Goal #6 Accommodate commercial loading, parking, and delivery in ways that are efficient while minimizing traffic and circulation impacts.
- Goal #7 Encourage transit (bus & rail) use by improving access to transit facilities and addressing First & Last Mile improvements.
- Goal #8 Anticipate emerging trends and transportation modes, and consider Smart City innovations.
- Goal #9 Support the development of Electric Vehicle infrastructure in the Village as needed.

### TRENDS AND STRATEGIES RELATED TO CIRCULATION

SOURCE: OUR VILLAGE, OUR FUTURE

- o Technology Trends Innovations in Transportation: Recommend Village-wide strategies for testing or implementing approaches, technologies to help reduce the number of trips taken by personal vehicles and reduce parking demand in the Village.
- o Online Commerce & Residential & Commercial Delivery: Recommend comprehensive policies and strategies for accommodating commercial loading and delivery in downtown.
- Towards more Complete Streets: ID specific recommendations for more walkable streets and an integrated bicycle facilities network; incorporate

- and effectuate recommendations of the Central Bergen Bicycle & Pedestrian Plans; explore "slow street" or pedestrian only sections of downtown.
- o Underinvestment in Rail & Bus Infrastructure: Explore ways to improve the layout, design and circulation cars, busses, pedestrians) of the area centered around the intersection of Hudson, Prospect, Dayton, and Oak Streets. Consider the future of the Van Neste Square Bus Terminal in a broader context.
- o Covid-19 Pandemic: Evaluate methods initiated in response to Covid-19 to determine if they should be continued into the future.

Our Village, Our Future summarizes national and regional trends and their potential impacts and suggests ways they might be addressed in the Master Plan Elements through strategies that mitigate negative impacts and amplify benefits. Circulation Plan Element goals and recommendations are tailored to address the Village's issues and opportunities while also considering the evolving regional, state, and national contexts.

Our Vision, Our Future evaluates the 2016 Master Plan Reexamination Report to determine consistency with the outcomes of the visioning process. The 2016 Reexamination Report assesses the status of the previous Master Plan issues, goals and recommendations to identify those that remain relevant. The Village of Ridgewood's earlier Master Plan recommendations related to circulation were incorporated into the previous Land Use Plan Element and are carried forward in this document.

### MAJOR PROJECTS IMPACTING CIRCULATION

There are a number of major developments that will have an impact on circulation, which are identified in Section 1: Our Village, Our Future" (1.3 Ridgewood Past and Present, page 14):

- Downtown Parking Garage 240 spaces (completed)
- Train Station Parking Expansion 38 spaces (completed)
- Four Downtown Multifamily Residential
   Developments 240+ new residential units
- Valley Hospital Expansion/Relocation (in process)





### 2016 REEXAMINATION REPORT:

### CIRCULATION RECOMMENDATIONS TO ADVANCE

- Study opportunities to improve the flow of vehicular traffic and for improved pedestrian safety, particularly at street crossings in the CBD.
- Continue to implement the Village's Complete Streets Program
- o Evaluate opportunities for a bicycle/multi-purpose path or paths in the Village, including using the PSE&G right-of-way



These projects were initiated within the past few decades and are in different stages of implementation. Parking expansion and residential housing developments in and near the downtown will certainly impact circulation in the central business district. However, beginning in March of 2020, the COVID-19 pandemic dramatically changed travel and commuting patterns with on-going schools and workplace closures, and after two years, it is still difficult to predict the extent of longterm impacts to parking demand and use of transit. Although transit use has somewhat rebounded in 2021, a return to pre-pandemic usage is unlikely in the short term. Periodic monitoring and studies will be important to guide future decision-making related to parking demand and transit use.

Regardless, increasing residential housing within walking distance to downtown businesses and the train station will potentially generate significant foot traffic, contributing to a more active and vibrant downtown without significantly increasing parking demand. There is concern that this will increase overall traffic congestion, leading to more conflicts with vehicular and bicycle traffic and crashes. These potential negative impacts can be addressed with a comprehensive set of infrastructure improvements that prioritize pedestrian movement and safety in the central business district.

Greater pedestrian traffic volumes can be accommodated with infrastructure design that clearly communicates where, when, and how walkers, bicyclists, and drivers should navigate the street network, reducing uncertainty and unexpected movements and behaviors. Also, wayfinding for pedestrians,

outdoor pedestrian-activity areas (e.g. pocket parks, community kiosks) and the presence of pedestrian amenities (e.g. shaded seating areas, kiosks, WiFi stations, raised crosswalks) indirectly convey to drivers the potential presence of pedestrians, contributing to safety in the downtown.





### **COMPLETE & GREEN STREETS**

### **COMPLETE STREETS**

An integrated transportation network designed to enable safe and convenient travel and access along and across streets for all users of all ages and abilities, including pedestrians, bicyclists, motorists, movers of commercial goods, and transit riders.

 From "Complete & Green Streets for All, a Model Complete Streets Policy & Guide"

The concept of Complete Streets is central to the Circulation Element. Complete Streets are designed to balance the needs of all roadway users equitably. Because there is no "one size fits all" design solution, all transportation investments should be evaluated from a Village-wide Complete Streets perspective. Accommodating active transportation as a viable transportation mode requires continuous Complete Streets networks that connect neighborhoods, public destinations, and transit. People are unlikely to choose walking or bicycling for routine trips if there are gaps in accommodation on the routes to their destinations and they feel unsafe.

In 2011, the Village of Ridgewood adopted a policy resolution in support of Complete Streets to demonstrate a commitment to making streets safer and more accessible to everyone, including the most vulnerable roadway users - people on foot, bike or wheels, especially seniors, youth, and the mobilityimpaired. The Village has completed and is continuing to advance projects that improve pedestrian and bicycling accommodation.

**Creating continuous Complete Streets** networks will require coordination with Bergen County, which has jurisdiction over major collector and through roads. Although Bergen County currently does not have a Complete Streets policy, plans are underway to develop and adopt a policy within the coming year. Even without an explicit policy in place, Bergen County developed the Central Bergen County Bicycle and Pedestrian Plans in 2015, which proposes concepts for improving pedestrian and bicycle accommodation throughout the Village. However, it is up to the Village of Ridgewood to define the network and to initiate implementation through County coordination.

Green Streets are streets with landscaped features installed in the right-of-ways that capture and allow stormwater runoff to soak into the ground, while still preserving the primary function of a street as a conduit for pedestrians, bicyclists, motorists, and transit riders. Green Street applications such as street tree trenches/boxes, bioswales, and vegetated curb bumpouts are not only compatible but improve the environment for walking and bicycling, providing shade and vegetation to the streetscape. Green infrastructure can be cost-effectively installed in conjunction with pedestrian and bicycle facilities.

### COMPLETE & GREEN STREETS FOR ALL, A MODEL COMPLETE STREETS POLICY AND GUIDE

In 2019 the New Jersey Department of Transportation published "Complete & Green Streets for All, a Model Complete Streets Policy & Guide" with additional guidance for municipalities and counties. The Model Policy incorporates "green infrastructure" concepts for stormwater management and is designed to facilitate Complete and Green Streets implementation, strengthen community participation, and encourage more equitable transportation investment. Many New Jersey municipalities and counties with earlier Complete Streets policies have incorporated elements of the Model Policy, tailored to fit their circumstances.

The Guide describes Complete Streets as "a means to provide a comprehensive, integrated, connected multi-modal network of transportation options through planning, design, construction, maintenance, and operation of new and retrofit transportation facilities along the entire right-of-way for all users of all ages and abilities.

## RV

### **RIDGEWOOD TODAY**

### Roadway Network

The Village of Ridgewood is a largely built-out compact town with grids of residential streets connecting to a series of north-south and eastwest roads that connect to key destinations and neighboring municipalities (See Roadway Network Map). There are just over one hundred miles of roads in the Village of which 82 miles are under municipal jurisdiction, 14 miles are under County jurisdiction and 4 miles are State jurisdiction.

Ridgewood Avenue is the main east-west roadway in the Village, though not continuous, due to the railroad tracks. East and West Ridgewood Avenue are connected around the Ridgewood train station via N. Broad Street and Garber Square. The other east-west roadways include Godwin Avenue, Glen Avenue, Linwood Avenue, Spring Avenue and Grove Street. The key north-south roadways are Monroe Street, Ackerman Avenue, Lincoln Avenue, and Maple Avenue.

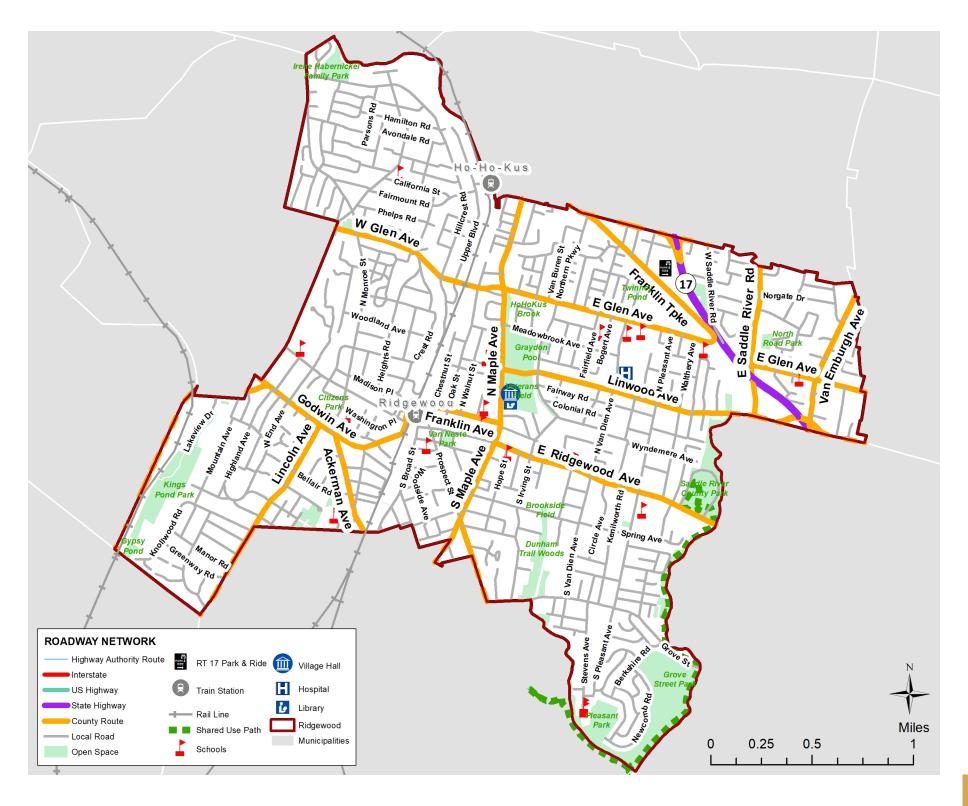
- The railroad tracks effectively bifurcate the Village with few crossings/roadways (Glen Avenue, Garber Square, and Ackerman Avenue) that traverse the east and west sections of the Village.
- Route 17 is the only State Roadway in Ridgewood and provides direct regional access for residents, visitors and businesses of the Village. Route 17 is located on the

- north-east corner of the Village and the neighborhoods to the east of Route 17 have limited access into the Village.
- The majority of the key connector roadways are County-owned (see Table below) and are primary routes to and through neighboring municipalities. As a result, coordination with the County is necessary to plan and implement improvements.

### COORDINATION AMONG JURISDICTIONS

Typically, the roadway owner is responsible for signalization on roadways within its jurisdiction. However, Ridgewood owns a number of the signals located on County Roads. In addition to adding a layer of coordination with the County necessary to plan and implement signal improvements, the cost of replacing older signals falls on the Village.

PRIME NAME	SECONDARY NAME	JURISDICTION	FUNCTIONAL CLASSIFICATION
Route 17	Ridge Road	State	Urban Principal Arterial
Ackerman Avenue	Bergen County 79	County	Urban Minor Arterial
Franklin Avenue	Bergen County 80 I	County	Urban Principal Arterial
Glen Avenue	Bergen County 82 I	County	Urban Minor Arterial
Godwin Avenue	Bergen County 80 I	County	Urban Principal Arterial
Lincoln Avenue	Bergen County 69	County	Urban Minor Arterial
Linwood Avenue (Maple to east border)	Bergen County 110 I	County	Urban Minor Arterial
Maple Avenue	Route 507	County	Urban Principal Arterial
North/South Broad Street	-	Municipal	Urban Major Collector
East/West Ridgewood Avenue	-	Municipal	Urban Major Collector
Garber Square	-	Municipal	Urban Principal Arterial
Grove Street	-	Municipal	Urban Minor Arterial
Linwood Avenue (Maple to Oak)	-	Municipal	Urban Major Collector
Spring Street	-	Municipal	Urban Major Collector





# FUNCTIONAL CLASSIFICATION

The functional classification data for the Village was collected from New Jersey Department of Transportation. Roadways are classified as types of roadways based on characteristics that include volume and speed.

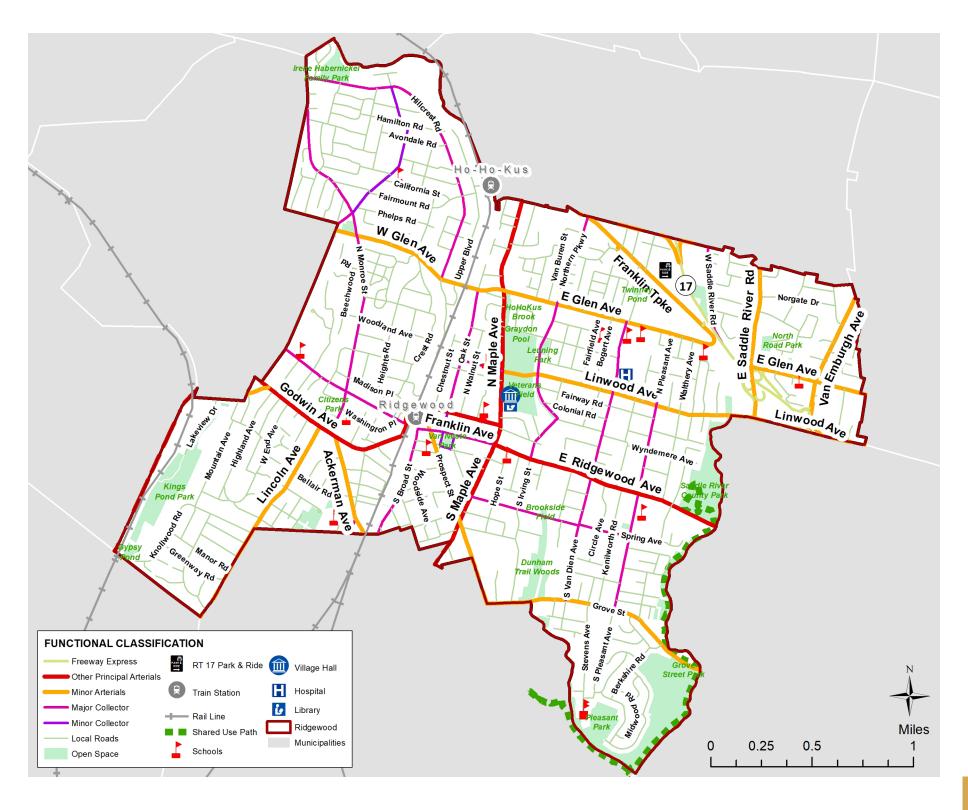
The existing roadway network is primarily comprised of arterials, collectors and local roadways that help move people and goods throughout the Village (see Functional Classification Map). Route 17 is a limited access freeway that provides a high degree of mobility and has high traffic volumes. The principal arterial roadways such as East Ridgewood Avenue, North and South Maple Avenue, and Godwin Avenue are high traffic

and high speed roadways intended to connect to the minor arterials and local roadways. East Ridgewood Avenue is the only local principal arterial in the Village. The several collector streets connect the local roadways to the arterials.

Generally, the functional classification of a road determines the types of improvements that are appropriate, which vary according to roadway characteristics, e.g. local roadways 25 mph & below may safely accommodate bicycles in shared lanes, whereas protected bike lanes are appropriate for arterials.

Neighborhoods in Ridgewood tend to be isolated with few direct connections to adjacent neighborhoods – a challenge for Active Transportation modes as it forces people on foot or bike to take longer and less convenient routes on higher speed and volume roadways.







#### PUBLIC TRANSPORTATION

The Village of Ridgewood has several mass transit options including rail, bus, shuttles and ridesharing/taxis. The train station is located in the heart of the downtown and is served by NJ TRANSIT's Main Line / Bergen County Line. The Van Neste Square Bus Terminal is in downtown directly across from the Van Neste Square Memorial Park.

Van Neste Square Bus Terminal has stops for eight NJ TRANSIT bus lines of which two bus lines (#722 & #163S) only operate on weekdays. NJ TRANSIT bus stops are primarily along Linwood Avenue, East Ridgewood Avenue, Godwin Avenue, Franklin Avenue and North Monroe Street.

A Park and Ride is located on Route 17 managed by the Meadowlink Transportation Management Association. Currently, Coach USA is the service provider at the Park and Ride.

#### **SHUTTLES**

The pandemic had a major impact on transportation as many workers and students were forced to change their travel patterns and operate from home. As expected, the NJ TRANSIT rail ridership dropped drastically in 2020 and is still low compared to previous years, however ridership is trending up as COVID-19 conditions continue to change. As transit ridership increases to pre-COVID numbers, circulation around the train station and the downtown should be ready to accommodate the increase.

Bus Stop: VAN NESTE SQUARE

Location

County: Bergen Municipality: RIDGEWOOD

Stop Info

Stop Number: 13371 Place No: RIDGTERM

Weekday Bus Stops Per Day By Line

Service Route / Line	_	Weekda ency In M	y Service Iinutes	Weekend Service Frequency	
	AM Peak	PM Peak	OFF Peak		
Line #163	20	16	51	55	
Line #164	120	20	60	68	
Line #175	80	30	36	84	
Line #722	120	180	360	N/A	•••••
Line #746	34	36	45	102	
Line #752	40	60	60	96	
Line #163S	N/A	N/A	90	N/A	

AM Peak Values: Average number of minutes between stops on weekdays during 6AM - 10AM

PM Peak Values: Average number of minutes between stops on weekdays during 4PM - 7PM

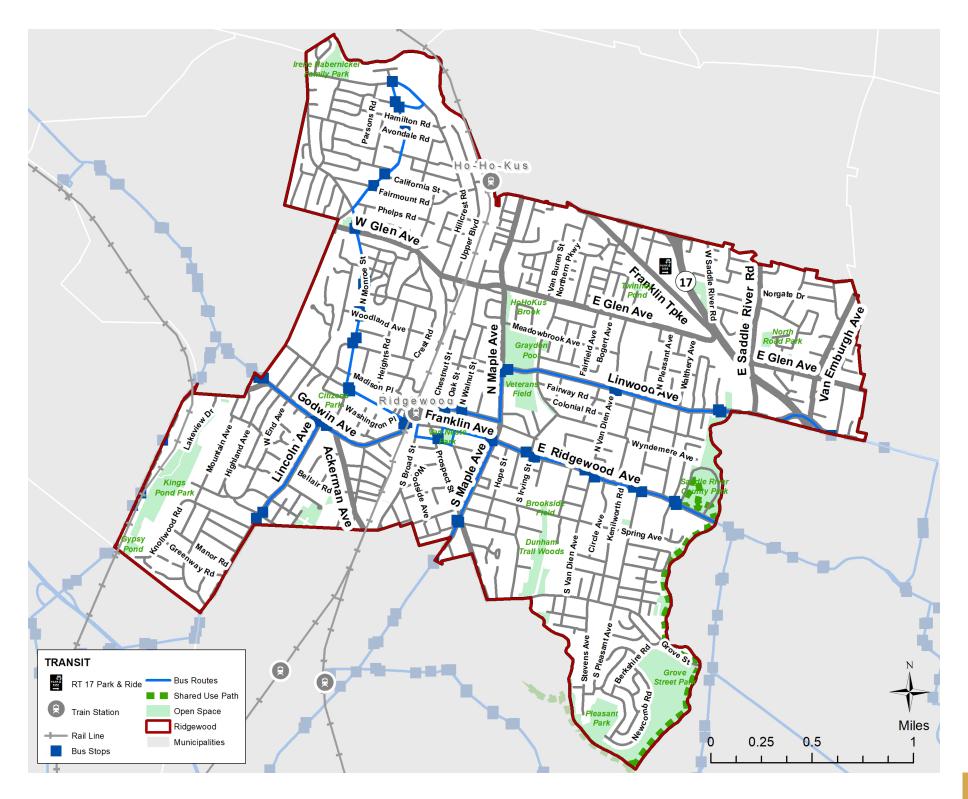
OFF Peak Values: Average number of minutes between stops on weekdays during 10AM - 4PM

Weekend Values: Average number of minutes between stops on weekend during entire daily service

Source: New Jersey Transit + Land Use Tool

	FY2017	FY2018	FY2019	FY2020	Q4 FY 2020	Q1 FY 2021	Q2 FY 2021	Q3 FY 2021	Q4 FY2021	Q4-Q3 % CHANGE	Q4 FY 2021- Q4 FY2019 % CHANGE
•	1,705	1,683	1,732	1,309	167	273	307	291	485	66.5%	(-72%)

Ridgewood Station: Average Weekday Rail Station Passenger Boardings History, FY 2016 – 2021





# PEDESTRIAN & BICYCLE NETWORK PEDESTRIAN CIRCULATION

The Village has a mostly complete sidewalk network. While the sidewalk network is mostly complete in the downtown, there are some gaps in areas with key destinations such as schools. More than 16% of the respondents to a weekly poll question about the transportation needs of the Village requested that the Village build and repair sidewalks and crosswalks in the Village.

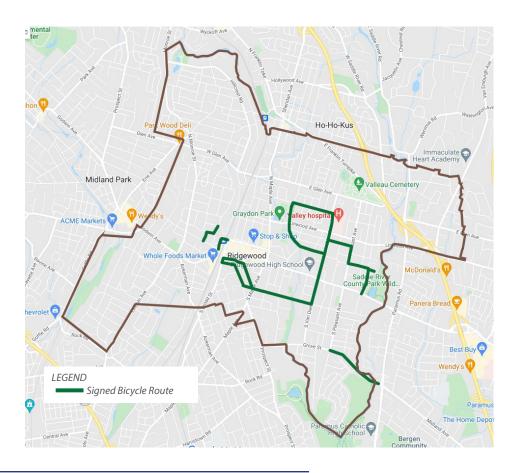
#### **BICYCLE CIRCULATION**

The Village has very few bicycle facilities. The on-road bicycle infrastructure is limited to the bicycle lanes on Garber Square around the train station and on Grove Street (between the eastern border and South Pleasant Avenue). Additionally, there is a signed bike route developed more than a decade ago as an Eagle Scout project that has been regularly maintained by the Village. The signed bicycle route is a circuitous route primarily in the eastern section of Ridgewood that passes several key destinations such as the Saddle River County Park, the hospital, Graydon Park, Veterans Field, Dunham Trail, Ridgewood High School, Van Neste Square, the train station and the downtown. Sidewalk bicycle riding was identified as an issue in the downtown.

#### OFF-ROAD / MULT-USE TRAILS

Off-road paths/trails include the Saddle River Pathway and the Dunham Trail. The Saddle River Pathway is a 7-mile recreational shared use path that runs north-south through many Bergen County municipalities and is maintained and managed by the County within the Saddle River County Park. The Dunham Trail is a 2.4 mile long trail that is primarily used for walking, running, and road biking. It runs north south between Spring Avenue and Grove Street

In Ridgewood, Grove Street and Ridgewood Avenue are the east-west collectors that connect to the Saddle River Path. While the pedestrian connections along both these roadways are mostly continuous, there is no bicycle connection to the shared use path and the connection/crossing at Grove Street is not adequately marked or developed.



#### **AMENITIES**

Bicycle parking is limited to downtown primarily at the train station. The Village of Ridgewood has established a program for annual registration of bicycles in the Village Code (Section 112-1) in order to provide safety training and to assist with the return of lost or stolen bicycles.

Given the compact nature of the Village, improving the bicycle and pedestrian network would make it a preferred mode of commute and help alleviate congestion, support the economy, improve health and reduce emissions. The majority of the Village is within a one mile or 20-minute walking distance from the train station/downtown. In addition, the entire Village is within a 2-mile or 15-minute bike ride from the train station/downtown (See WalkShed/BikeShed Map).

#### **MICROMOBILITY**

Micromobility refers to local travel on smaller vehicles like bikes, e-bikes, scooters, and other personal mobility devices and is becoming a vital part of the mobility landscape. Currently, there are no bicycle or scooter share programs in the Village. Many towns in New Jersey have adopted policies to prepare for bicycle and e-scooter programs. The rising popularity of e-bikes and other micromobility devices should be anticipated and welcomed as a positive factor in achieving Ridgewood's transportation goals such as the reduction of vehicular traffic congestion.

The recent growth of shared micromobility networks owned and maintained by either cities or private companies has made such vehicles accessible and popular in urbanized areas. For example, Citi Bike in New York City grew 38 percent year-over-year, with a total of 28 million rides taken in 2021. Micromobility networks can be integrated into public transit systems and act as extensions to trains and buses that allow passengers to make valuable first- and last-mile connections.

The 2021 \$1.2 trillion Infrastructure Investment and Jobs Act (IIJA), which governs all federal transportation policy and funding through 2026, expands the eligibility of numerous programs to include micromobility.

Micromobility projects can also be advanced by new and revised infrastructure programs dedicated to climate change mitigation, transit improvements, safety, and disaster resilience.







# Parking, Freight & Delivery

Parking is an important topic to all stakeholders in the Village from residents to business owners and visitors. In response to the weekly poll question, 15% of the respondents mentioned parking shortage as the biggest issue facing downtown Ridgewood. There is on-street parking along all streets in the downtown with some off-street parking lots on certain streets such as Walnut Street. The downtown has angled parking along certain streets and parking is managed via an application (ParkMobile). Parking in the downtown is addressed in detail in the Downtown Element of this plan.

Commercial delivery vehicles are a challenge in the downtown given the limited space for parking and traffic. At times these vehicles block parking spots, affect the traffic flow in the downtown and increase conflict between pedestrians, cyclists and motorists. A curbside management program can help determine ways to balance the needs of downtown parking and commercial parking/loading.

#### COMMUTER TRAVEL FLOW

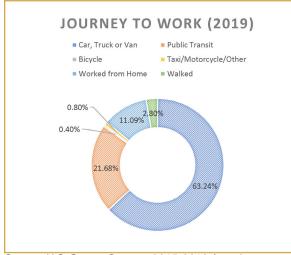
Data from the US Census Bureau and Center for Economic Studies highlight the movement of workers commuting in and out of the Village of Ridgewood. Per the data, in 2019, over 11,000 people commute to Ridgewood for work and over 9,000 commute outside the village for work. A little more than 1,000 workers live and work in Ridgewood.

Census data on commuting indicated that almost 22% or 2,400 workers (16+ years) traveled from Ridgewood to their place of work via public transit. More than 350 walked or bicycled to work and more than 11% worked from home.

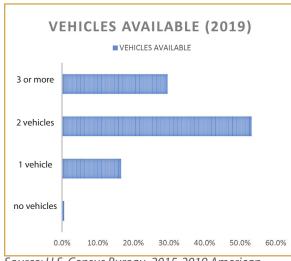
The Village must take into account what changes in these patterns have occurred due to the pandemic as new census data becomes available. More than 60% travel by car, truck or van and of those, a little more than 5% carpooled to work.



Source: https://onthemap.ces.census.gov/



Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates, Table S0802



Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates, Table S0802







# CRASH ANALYSIS

While conducing outreach for both phases of the Master Plan, there was overwhelming input from the respondents about the streets and crossings being unsafe in the Village. The latest available crash data was downloaded and analyzed to identify crash hot spots, causes and trends. The crash data was downloaded from the New Jersey Division of Highway and Traffic Safety's Numetric Tool.

Between 2013 and 2019, 3138 crashes were reported in the Village with two fatalities and 12 serious injury crashes. Both fatal crashes and three of the 12 serious injury crashes were pedestrian crashes. More than 100 or 3% were pedestrian crashes and there were 38 or 1.2% bicyclist crashes during that time. Overall, the number of crashes has been trending up over the years with almost 18% more crashes in 2019 compared to 2013. However, pedestrian crashes are trending down over the same period with bicyclist crashes staying flat over the years.

#### CRASH LOCATIONS

A third of all crashes occurred on County roads and 8% on NJDOT and 8% on local roads. However, roadway jurisdiction data was unknown for almost 50% of the crashes. Almost 60% of the bicyclist crashes and 62% of the pedestrian crashes occurred within intersection boundaries, compared to an almost even split for all crashes. This means that a bicycle or pedestrian crash is more likely

to occur at an intersection than away from an intersection.

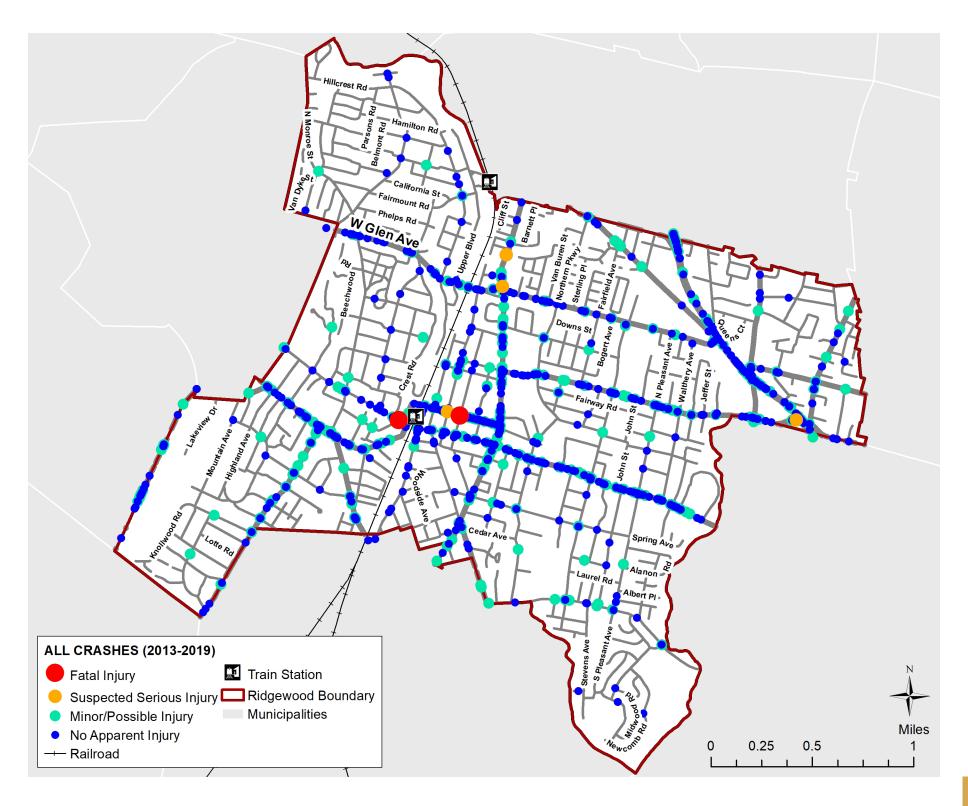
The downtown has the most crashes with both fatalities occurring in the downtown and the majority of the bicycle and pedestrian crashes. This is not surprising as the downtown streets have the most motorists, bicyclists and pedestrian activity and there is no bicycle accommodation in most of the downtown.

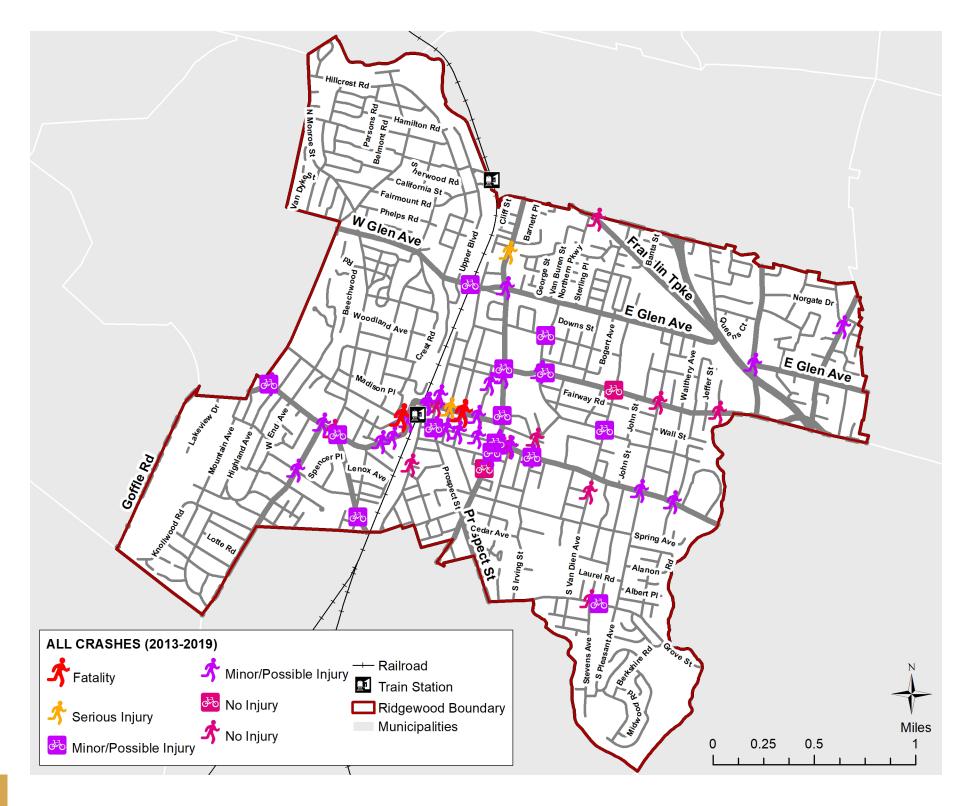
The arterials and collector roadways are where most of the crashes occurred. Godwin Avenue had the highest number of all crashes (475 or 15%) followed by State Route 17 with just over 10% of all crashes between 2013-2019. Linwood Avenue, Maple Avenue and Glen Avenue have more than 200 crashes from 2013-2019. Godwin Avenue, E. Ridgewood Avenue and Maple Avenue have the highest number of bicycle and pedestrian crashes (See Table below).

HIGH CRASH LOCATIONS (2013-2019)

STREET NAME	NUMBER OF BICYCLIST CRASHES	NUMBER OF PEDESTRIAN CRASHES	
GODWIN AVENUE	4	20	
E RIDGEWOOD AVENUE	2	13	
MAPLE AVENUE	6	9	
FRANKLIN TURNPIKE	4	5	
FRANKLIN AVENUE	-	5	
GROVE STREET	1	4	
W RIDGEWOOD AVENUE	-	4	
LINWOOD AVENUE	4	3	
GLEN AVENUE	2	3	
LINCOLN AVENUE	-	3	
N BROAD AVENUE	-	3	

Source: Numetric, New Jersey Division of Highway and Traffic Safety

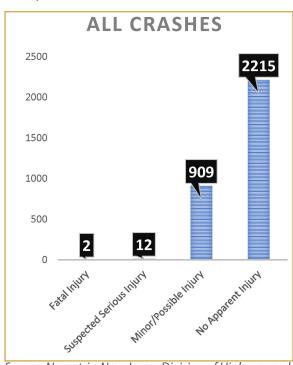




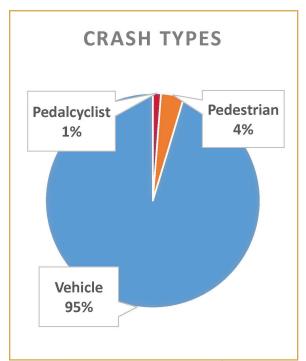


#### CRASH CHARACTERISTICS

With regards to lighting conditions, 20% of all crashes and 40% of pedestrian crashes occurred in the dark indicating a need to improve visibility and lighting conditions along the Village roadways. Distracted driving was identified as a factor in more than 50% of the crashes. More than 12% of the crashes occurred in the rain and another 6.8% occurred on days with overcast skies. Over 10% of the crashes were reported as related to the curvature of the road. More than 18% of the crashes involved young drivers (16-20 years old) and almost 25% involved older drivers (65+ years).



Source: Numetric, New Jersey Division of Highway and Traffic Safety



Source: Numetric, New Jersey Division of Highway and Traffic Safety



# **COMMUNITY ENGAGEMENT**

Our Village, Our Future Vision Plan included extensive public engagement activities and the insights gained laid the foundation for development of the Circulation Plan Element. During the current phase of Master Plan development, additional outreach activities were conducted. Comments received at public meetings, targeted stakeholder interviews, and weekly polling on the project website supplemented public input and reinforced earlier findings.

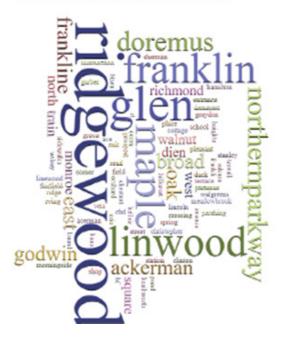
#### Interviewees included:

- Village Planner and Engineer
- Village Citizen's Safety Advisory Committee
- Central Business District Advisory Committee
- Ridgewood Community Access Network
- Bergen County Department of Planning & Engineering
- NJ Transit

# Weekly Poll Question #3: 112 Responses

If you had the option to make it safer to walk or bicycle along or across any one intersection or street in the Village of Ridgewood, which one would you choose and what would you improve at that location (e.g. add sidewalks, bike lanes, pedestrian crossing improvements, traffic calming measures, etc)? Let us know why you think this location is important (e.g. unsafe intersection, speeding cars, no connections, etc).

# Most Common Roads Identified:

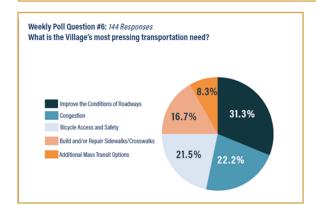


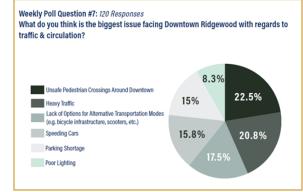
#### Most Common Intersections Identified:

- Linwood and Northern Parkway
- Franklin and Maple
- Ridgewood and Broad
- · Franklin and Walnut
- · Ridgewood and Oak
- Train Station general

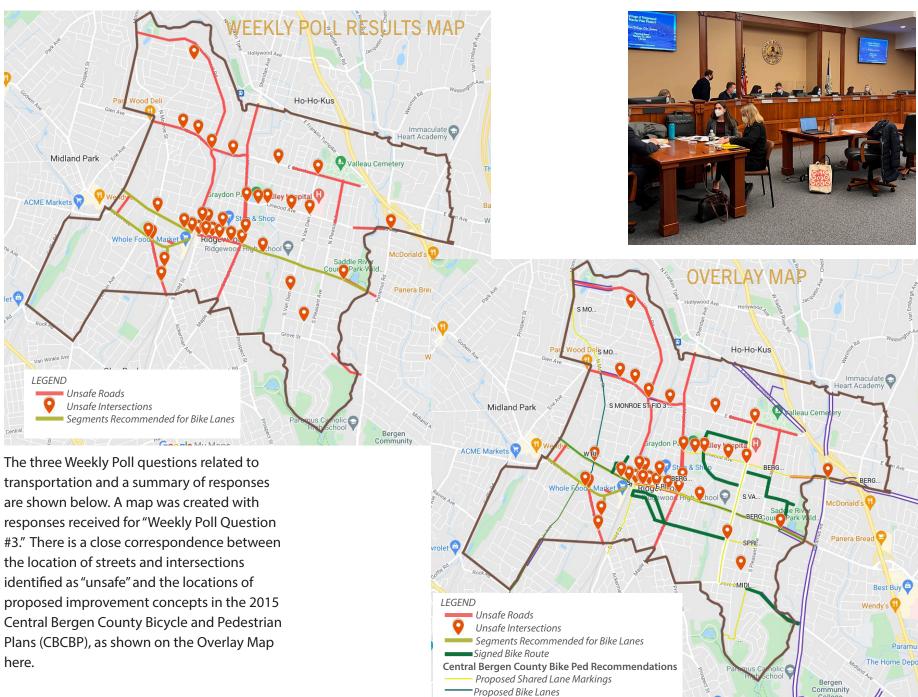
#### Common Requested Improvements:

- Additional crosswalks and sidewalks
- Traffic calming measures
- More lighting
- Safety measures for cyclists
- Closing of vehicular traffic in certain areas during certain times of day/week











# STRENGTHS, OPPORTUNITIES, ASPIRATIONS, RESULTS (SOAR)

The Village of RIdgewood already has the ingredients to become a walkable and bikeable community.

#### **STRENGTHS**

- Compact size of the Village lends itself to potential for walking and biking to key destinations
- Existing downtown with a strong business community and wide variety of uses, especially restaurants, making it a regional hub for dining
- Presence of bicycle and pedestrian connections around and across the train station via underground ramp and tunnel
- Presence of strong resident advocates and committees dedicated to improving the safety of pedestrians, bicyclists, and vehicles in Village
- Adopted Complete Streets Policy demonstrates a commitment at the local level from the Village in ensuring roads are developed for all users regardless of their age and ability
- Newly built parking garage aimed at addressing the parking needs in a post-pandemic environment
- Existing parks such as Van Neste Square and off-road paths for recreation, walking and biking

#### **OPPORTUNITIES**

- Developing a network for biking and walking
- Enhancing the pedestrian and bicyclist environment in downtown
- Promoting and educating the residents about safe walking and biking in the Village
- Downtown with additional activity and interest due to new developments and outdoor dining opportunities

# **V**ISION

The overall vision for the Village of Ridgewood is for a connected community with a street network that accommodates all modes of transportation and is designed to encourage Active Transportation.

#### **ASPIRATIONS**

- An active, bustling and attractive downtown with ample parking,
   biking and walking opportunities
- A walkable and bikeable Ridgewood with safe and complete streets throughout downtown and to key destinations for residents and visitors of all ages and abilities
- A multi-modal transit hub that maximizes efficiency in circulation, comfort, and connectivity
- Residential areas and neighborhoods with safe and calm streets
- On-going and complete maintenance of roads, trails, sidewalks, bike facilities and other infrastructure

#### **RESULTS**

- Increase in biking and pedestrian activity
- Presence of continuous and well-maintained bicycle and pedestrian infrastructure
- Reduction in crashes and incidences of speeding and unsafe driving



# **GOALS & STRATEGIES**

The goals and strategies in the Circulation element aim to address the key issues in the Village related to roadway safety, and mobility.

- GOAL #1 ADDRESS ROADWAY SAFETY TO MAKE STREETS SAFE FOR ALL AGES AND ABILITIES FOR THE ENTIRE VILLAGE
  - a. Prioritize engineering improvements for bicycle and pedestrian facilities that factor in Complete & Green Streets based on a bicycle and pedestrian network plan [see list].
  - b. Consider adopting a traffic calming policy that empowers the local stakeholders to participate in identifying problem areas and improving safety.
  - c. Consider adopting a Vision Zero policy and applying the Federal Highway Adminstration's Safe System Approach. Regularly address crash hotspots in the Village.
  - d. Improve pedestrian access and roadway safety from Ridgecrest apartments and United Way Housing to the downtown and key community destinations.

# VISION ZERO AND THE SAFE SYSTEMS APPROACH

VISION ZERO IS A CONCEPT THAT IS TRANSFORMING THE WAY TRANSPORTATION PLANNING, DESIGN, AND MANAGEMENT IS DONE FROM NATIONAL TO STATE AND LOCAL GOVERNMENT. THIS CONCEPT ACKNOWLEDGES THAT EVEN ONE DEATH ON OUR TRANSPORTATION SYSTEM IS UNACCEPTABLE AND FOCUSES ON SAFE MOBILITY FOR ALL ROAD USERS. THE SAFE SYSTEMS APPROACH IS THE METHODOLOGY DESIGNED TO ACHIEVE VISION ZERO BY ANTICIPATING HUMAN MISTAKES THROUGH THE DESIGN AND MANAGEMENT OF THE ROADWAY SYSTEM, ENCOURAGING SAFE SPEEDS AND MINIMIZING THE SEVERITY OF IMPACTS. THE SAFE SYSTEMS APPROACH TAKES A COMPREHENSIVE VIEW OF THE ROAD SYSTEM WITH SAFETY AS THE OVERARCHING GOAL, WITH DATA AS THE RATIONALE FOR ACTION BY THE DESIGNERS AND OWNERS OF THE TRANSPORTATION INFRASTRUCTURE, AND WITH RESPONSIBILITY SHARED BY ALL STAKEHOLDERS.

VISION ZERO AND THE SAFE SYSTEMS APPROACH ARE BECOMING A NEW STANDARD PRACTICE FOR BOTH THE FEDERAL HIGHWAY ADMINISTRATION (FHWA) AND THE NEW JERSEY DEPARTMENT OF TRANSPORTATION. IT IS RECOMMENDED THAT THE VILLAGE POSITION ITSELF FOR FUTURE STATE AND FEDERAL FUNDING BY DEVELOPING A VISION ZERO PLAN AND APPLYING THE SAFE SYSTEMS APPROACH. FHWA'S CURRENT TRANSPORTATION FUNDING INITIATIVE, SAFE STREETS FOR ALL (SS4A) PROVIDES FUNDING FOR BOTH VISION ZERO PLANS AND, FOR THOSE WITH PLANS IN PLACE, IMPLEMENTATION.

- e. Approach the County with requests for advancing recommendations in the Central Bergen Plan and the circulation element.
- f. Address key crash factors in the Village such as improving lighting, conducting education campaigns for distracted driving, piloting slow-streets and traffic calming measures.
- g. Consider installing Gateway treatments along key regional corridors to mark a change in environment when entering the Village. (2) (2) \$\$
- h. Install traffic calming measures as well as appropriate warning devices and mitigation for roads with sight distance issues at curves such as at the intersection of Linwood Avenue and Northern Parkway.



- GOAL #2 ADVANCE THE VILLAGE OF RIDGEWOOD'S COMPLETE & GREEN STREETS POLICY
  - a. Further develop and strengthen the Village's Complete Streets Policy to include implementation elements in accordance with NJDOT's Model Complete & Green Streets Policy, "Complete & Green Streets for All"; add Green Street elements, equity and inclusion guidance, establish a Complete Streets Advisory Committee to provide input into Complete & Green Streets implementation projects, and consider passing a Complete Streets Ordinance to strengthen implementation.
  - b. Develop a Complete & Green Streets Implementation Plan that prioritizes access to schools, parks, transit, and the downtown.
  - c. Provide the County with the updated Complete & Green Streets Policy or Ordinance and with periodic updates regarding implementation plans and projects.

- d. Apply for grants and funding to implement Complete and Green Streets projects. (2) \$\$
- e. Formally adopt design standards for bicycle and pedestrian improvements, for example, NJDOT Complete Streets Design Guide, National Association of City Transportation Officials (NACTO) Guidance documents, American Association of State Highway and Transportation Officials (AASHTO), Federal Highway Administration (FHWA).
- 3. GOAL #3 DEVELOP A VILLAGE-WIDE BICYCLE AND PEDESTRIAN NETWORK THAT CONNECTS RESIDENTIAL NEIGHBORHOODS WITH KEY PUBLIC DESTINATIONS, ESPECIALLY DOWNTOWN, SCHOOLS, PARKS AND TRAILS, AND TRANSIT HUBS/STOPS
  - a. Update and implement the 2015
    "Bergen County Bicycle and Pedestrian
    Plans" with a focus on access to parks,
    schools, transit (rail & bus) and the
    Central Business District; formally
    adopt the plan as a Complete Streets
    Network Plan.
  - Provide the Complete Streets Network
     Plan to the County and coordinate
     implementation on County roads;

- incorporate neighborhood greenways on local roads into the network to provide low stress routes that complement (but do not replace) pedestrian and bicycling facilities and identify improvements on higher volume and speed County roadways.
- c. As much as possible, provide facilities that separate pedestrians and bicyclists from traffic, such as sidewalks and protected bicycle lanes; encourage the development of off-road facilities for walking and biking. • • •
- d. Develop a plan for installation of protected bicycle lanes. (\*) (\*) \$ \$
- e. Develop existing signed bicycle routes into an expanded neighborhood greenway network in the short-term and connect to the future bicycle and pedestrian network in the long term.
- f. Improve multi-modal access to offroad multi-use trails such as the Saddle River Pathway and the Dunham Trail.
- g. Consider pilot and demonstration projects to test the efficacy of bicycle and pedestrian infrastructure.
- h. Use the typologies presented in the Circulation Element to guide



- the development of bicycle and pedestrian facilities and improvements on roadways in the Complete & Green Streets Network.
- i. Develop and implement a Villagewide Bicycle and Pedestrian
  Wayfinding Plan based on the
  Network.
- j. Consider connecting the residential neighborhood on the northeast corner of Ridgewood via the pedestrian overpass across Route 17 to the Park and Ride.
- 4. GOAL #4 COORDINATE ACROSS

  MUNICIPAL DEPARTMENTS AND WITH

  SCHOOLS TO SUPPORT WALKING AND

  BIKING THROUGH PROGRAMS AND

  POLICIES THAT ENCOURAGE, EDUCATE,

  AND ENFORCE SAFE TRAVEL.
  - a. Coordinate with the recreation and parks department and with schools to hold educational and encouragement programs in parks and to teach safe walking and bicycling skills.
  - b. Coordinate with residents and public works to regularly maintain sidewalks throughout Ridgewood on an annual basis. 

    \$\begin{align\*} \black \\ \black \end{align\*}\$
  - c. Coordinate with the police department to regularly enforce safe

- driving, walking, and bicycling laws.
- d. Conduct a Village-wide Safety
  Campaign to raise driver awareness of
  the need to respect all transportation
  modes and encourage safe driving.

  S
- e. Encourage residents to walk or bicycle in lieu of driving to local destinations, especially schools, parks, downtown, and the train station, by providing network maps, holding weekly public rides, and conducting events that promote active transportation.
- 5. GOAL #5 CREATE A VIBRANT,
  WELCOMING, AND ACCESSIBLE
  DOWNTOWN PRIORITIZING THE SAFETY,
  CONVENIENCE, AND COMFORT OF
  PEDESTRIANS; ENCOURAGE THE CREATIVE
  USE OF PUBLIC SPACE.
  - a. Conduct a parking inventory and multi-year study to understand the impact of the pandemic and post-pandemic environment and recent redevelopments and ways to improve circulation and reduce mode conflicts in the downtown.
  - b. Adopt a policy that prohibits sidewalk riding downtown to reduce conflicts between pedestrians and bicyclists.

- c. Conduct a safety education campaign focused on the downtown area, highlighting safety issues specific to the downtown, such as bicycle riding on sidewalks.
- d. Improve wayfinding signage throughout the downtown to orient visitors to the central business district, key public destinations, and the parking garage; include pedestrianoriented wayfinding.
- e. Provide bicycle parking at key destinations and along the periphery of the downtown so bicyclists can park their bikes and walk into the core.
- f. Consider converting streets in the central business district into one-way streets, e.g., Franklin Avenue, Ridgewood Avenue to allow installation of pedestrian and bicycle infrastructure such as wide sidewalks, and bicycle lanes without the loss of parking.
- g. Design streetscapes for the comfort and convenience of people on foot or bicycle; provide pedestrian-scale amenities, including features such as curb bump outs; pedestrian islands in intersections; crosswalk installation or enhancement; and seating, shade, and



lighting appropriately placed along pedestrian routes. Develop a plan and schedule for installation, repair and replacement of amenities.

- h. Annually fund and Implement Sidewalk/Crosswalk Improvements; establish a phased sidewalk and crosswalk improvement project in the annual capital improvement program, each year funding an additional increment of improvements.
- 6. GOAL #6 ACCOMMODATE COMMERCIAL LOADING, PARKING AND DELIVERY IN WAYS THAT ARE EFFICIENT WHILE MINIMIZING TRAFFIC AND CIRCULATION IMPACTS
  - a. Adopt a curbside management policy.
  - b. Consider specific hours for loading and delivery downtown.
  - c. Continue parking management strategies like the 15-minute parking spots.
  - d. Conduct a parking inventory/
    study regularly to understand the impact of the pandemic/postpandemic environment and recent redevelopments. (\*) (\*) \$ \$

- 7. GOAL #7 ENCOURAGE TRANSIT (BUS & RAIL) USE BY IMPROVING ACCESS TO TRANSIT FACILITIES AND ADDRESSING FIRST & LAST MILE IMPROVEMENTS
  - a. Consider reorganizing the train station area transit hub with access to bus service to facilitate the ability to walk or bike to and from transit stops.
  - Redesign Van Neste Square as

     a pedestrian center that can
     accommodate diverse programming
     to attract people on foot and bicycle
     to downtown Ridgewood.
  - c. Consider a jitney/shuttle into the downtown at peak times to reduce car dependency and provide access to all users. (PP) (P\$\$
- 8. GOAL #8 ANTICIPATE EMERGING TRENDS AND TRANSPORTATION MODES, AND CONSIDER SMART CITY INNOVATIONS.
  - a. Monitor autonomous vehicle use in New Jersey and coordinate with the County and other transportation partners to address impacts on circulation, parking, and traffic.

- b. Consider partnering with neighboring municipalities or other entities to advance Smart City innovations cost effectively. Examples include installation of small cell systems (5G) that would offer Ridgewood's large work-from-home population with faster file transfer speeds and make many infrastructure-focused "Smart City" technologies possible for Village use (e.g. digital street-lighting control systems, roadway heating systems, and real time parking applications).
- 9. GOAL #9 SUPPORT THE DEVELOPMENT OF ELECTRIC VEHICLE INFRASTRUCTURE IN THE VILLAGE AS NEEDED
  - a. Develop and implement a plan to site Electric Vehicle infrastructure; develop incentives to support electric vehicle use to encourage installation of charging stations.



# COMPLETE & GREEN STREETS DESIGN ELEMENTS

Complete & Green Streets can be designed utilizing several design elements aimed to improve safety, calm traffic, improve accessibility and sustainability of the streets and crossings. The recommended design improvements for Ridgewood include a menu of options that can be applied to specific streets based on their character and location.

#### PEDESTRIAN NETWORK IMPROVEMENTS

A complete sidewalk network is one of the most important elements for creating a safe and accessible walking environment. Safe street crossings should also be prioritized including adding high-visibility crosswalks, mid-block crossings, curb extensions etc.

Amenities such as benches, landscaping, and lighting can improve the public realm for walking and biking.

The Village should work towards improving key pedestrian corridors with pedestrian improvements, which are summarized the "Recommendations For Bicycle/
Pedestrian Network" matrix that follows.
The recommendations are categorized by treatments that can be applied to all roadway segments and intersections, including signalized intersections, although application will vary as appropriate to context and land use. Following the summary matrix, each treatment is described in detail including information on typical applications, design characteristics, and photos showing local and regional examples.

Recommended pedestrian improvements identified include:

#### **Roadway Segments**

- Sidewalks and Curb Ramps
- Pedestrian Scale Lighting
- Street Furniture
- Parklets
- Mid-block Crossings
- Gateways
- Bus Shelters

#### All Intersections

- High-Visibility Crosswalks
- Curb Extensions
- Mini-Roundabouts in residential areas
- Rapid Rectangular Flashing Beacons (RRFB)
- Pedestrian Hybrid Beacons (HAWK Signals)
- Pedestrian Refuge Islands

# Signalized Intersections

- Lead Pedestrian Interval (LPI)
- State of the Art Audible Pedestrian Push Buttons
- Countdown Timers
- Dedicated Pedestrian Phases (Pedestrian Scramble)





	RECOMMENDATIONS FOR BICYCLE/PEDESTRIAN NETWORK						
	Commercial / Retail	Residential	<1/4 Mile from Parks, Schools, Transit	History of Frequent Speeding	History of Ped / Bike Crashes		
	SHOР						
ROADWAY SEGMENTS							
Sidewalks and Curb Ramps	$\checkmark$	<b>✓</b>	$\checkmark$		<b>√</b>		
Pedestrian-Scale Lighting	$\checkmark$		<b>✓</b>	V	<b>√</b>		
Street Furniture	<b>√</b>		<b>V</b>				
Parklets	<b>√</b>			V			
Mid-Block Crossings	<b>√</b>		<b>V</b>		<b>√</b>		
Gateways	<b>√</b>		<b>V</b>	V	<b>√</b>		
Bus Shelters	<b>√</b>	<b>V</b>	<b>V</b>				
ALL INTERSECTIONS			•		•		
High-Visibility Crosswalks	$\checkmark$	<b>√</b>	<b>√</b>	<b>✓</b>	$\checkmark$		
Curb Extensions	<b>V</b>	<b>✓</b>	<b>√</b>	<b>√</b>	$\checkmark$		
Mini-Roundabouts	<b>√</b>	<b>√</b>	<u> </u>	<b>√</b>	<b>√</b>		
Pedestrian Refuge Islands	<b>√</b>			V	<b>√</b>		
RRFB (Flashing warning lights)	<b>√</b>		<b>V</b>	V	<b>√</b>		
In-Street Crossing Sign	<b>√</b>		<b>V</b>	V	<b>√</b>		
Pedestrian Hybrid Beacons (HAWK Signals)	<b>√</b>	<b>√</b>	<b>V</b>	V	<b>√</b>		
AT SIGNALIZED INTERSECTIONS ONLY							
Lead Pedestrian Interval Timing	<b>√</b>	<b>✓</b>	$\checkmark$	<b>✓</b>	<b>√</b>		
State of theArt Audible Pedestrian Push Buttons	<b>✓</b>	<b>√</b>	$\checkmark$	<b>✓</b>	$\checkmark$		
Countdown Timers	<b>V</b>	<b>V</b>	<u> </u>	<b>✓</b>	<b>V</b>		
Dedicated Pedestrian Phases	<b>√</b>						

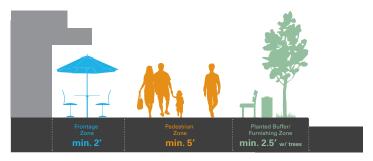


#### **SIDEWALKS**

- o "Backbone" of the pedestrian travel network
- Vary in their design / configuration in relationship to surrounding context (downtown, residential, commercial, etc.)
- Should be designed for universal access and ADA accessibility guidelines
- o Require upkeep, maintenance, and snow or ice removal

#### TYPICAL APPLICATIONS / DESIGN

- Should be at least 5' wide (FHWA Recommended Guidelines/ Priorities for Sidewalks & Walkways)
- A sidewalk (8'-10'+) should be provided near parks, schools, and other major pedestrian generators sidewalks
- A minimum 2.5' buffer (4' is preferred) for street furniture, utilities, etc should be provided



#### Frontage Zone

In locations where buildings are adjacent to the sidewalk, the frontage zone provides a buffer between passing pedestrians and opening doors and other architectural elements. The frontage zone keeps the pedestrian zone safe and clear of obstacles and obstructions

#### Pedestrian Zone

The pedestrian zone is the area of the sidewalk that is intended specifically for pedestrian travel. The pedestrian zone should be free of any physical obstructions, including street furniture, plantings, and surface utilities. The quality of the sidewalk surface in the pedestrian zone is extremely important and must meet accessibility standards referenced on page 34. The material should be smooth, level, and have minimal gaps or rough surfaces.

Planted Buffer/Furnishing Zone
Where there is sufficient space, a
Janual buffer/furnishing zone should
be established to delineate space for
objects that would otherwise obstruct
pedestrian movement, as well as provide
a buffer for pedestrians from the adjacent
roadway. This zone is where street trees,
stormwater elements, street lights,
signage, hydrants, benches, trash and
recycling receptacles, parking meters,
signal and lighting control boxes, utility
poles, and other potential obstructions
should he licated

Sidewalk Design Guidance (NJDOT Complete Streets Design Guide)

# PEDESTRIAN-SCALE LIGHTING

- Appropriate and adequate lighting activity is a vital measure for pedestrian safety
- Should work in concert with roadway lighting
- Should be implemented at intersections, important points of interest, and along sidewalk corridors

- Should be carefully placed so as to illuminate crosswalks and reduce glare to motorists
- Should utilize uniform lighting levels





Pedestrian Scale Lighting in Princeton NJ. (NJDOT Complete Streets Design Guide)



# STREET FURNITURE

- Ensures the sidewalk environment is comfortable and convenient
- Wide variety of amenities such as seating, planter boxes, bicycle parking, etc.

#### TYPICAL APPLICATIONS / DESIGN

- o Downtown sidewalks where pedestrian activity is high
- o Near key destinations such as parks, schools, greenway/trails
- Seating can be varied from benches to seating walls
- Ensure street furniture is placed within the furnishing zone and does not affect the pedestrian path on a sidewalk



Source: NJDOT Complete Streets Design Guide

#### **PARKLETS**

- Re-purpose a portion of the street next to the sidewalk -usually 1-2 parallel parking spaces-- as public space suitable for people to use and enjoy
- Provide amenities like seating, planting, bicycle parking, WiFi, and public art

#### TYPICAL APPLICATIONS / DESIGN

 Can be temporary or permanent in their design, materials and applications



Parklet Design Guidance (NJDOT Complete Streets Design Guide)



# **MID-BLOCK CROSSINGS**

- Provide safe crossing opportunities to destinations or places that are not near controlled intersections
- May incorporate additional features such as actuated warning beacons (RRFBs), signage, curb extensions, medians, etc.

#### TYPICAL APPLICATIONS / DESIGN

- o In areas where there is significant pedestrian activity
- Stop lines should be setback 20-50 feet to ensure that a pedestrian is visible to motorists
- Raised crossings can also increase visibility and encourage motorists to stop
- Can also include dedicated markings (such as crossbike) for bicycle crossings



Mid-block Crossing with curb extension and signal actuation in Bayhead, NJ

# **GATEWAYS**

- A signing and/or landscaping treatment to alert motorists that they are entering a lower speed environment and to expect pedestrians and bicyclists.
- o Can be as simple as signs and landscaping

- Usually supplemented with other traffic calming measures such as curb extensions or bulb-outs, public art and crosswalks
- Recommended for entrances to school zones, commercial areas or busy places of activity



Gateway treatment in Newark, NJ (NJDOT Complete Streets Design Guide)



#### **BUS SHELTERS/STOPS**

- Provide a comfortable and secure place for passengers to wait and sit
- Especially important to protect passengers from severe weather
- o Route information should be provided at all stops

#### TYPICAL APPLICATIONS / DESIGN

- Bus stops should ideally be located at far side allowing pedestrians to cross behind the bus instead of crossing in front of the bus
- Route information should be provided at all stops even those without shelters
- Sidewalk network should provide ADA access to and from the bus stop
- o Can include public art on the side panels

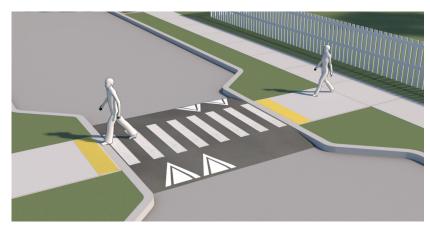


Source: Transit Friendly Planning Guide, NJ TRANSIT

# **HIGH-VISIBILITY/RAISED CROSSWALKS**

- Crosswalk striping that creates a high level of visual contrast with the surface of the roadway is most effective for pedestrians (including those with low vision) as well as drivers
- Raised crosswalks are elongated speed humps that feature a marked crosswalk at the same elevation as the adjacent sidewalks

- At roadway intersections where sidewalks or other pathways are present on both sides of the roadway
- Should be designed to minimize crossing distances and should be straight, to make them easier for people with visual impairments to navigate
- Minimum width is 6' but can be up to 15' wide at crossings with a high number of pedestrians



Raised Crosswalk Design Guidance (NJDOT Complete Streets Design Guide)



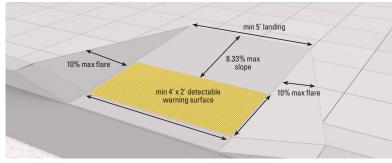
#### **CURB RAMPS**

- Provide pedestrians with a means of negotiating a change of elevation between the sidewalk and roadway
- Are especially important for people using wheelchairs, strollers, walkers, crutches, handcarts, and pedestrians who have trouble stepping up and down high curbs

#### **TYPICAL APPLICATIONS**

- o At all intersections with marked or unmarked crosswalks
- At all mid-block crossing locations
- At on-street accessible parking spaces





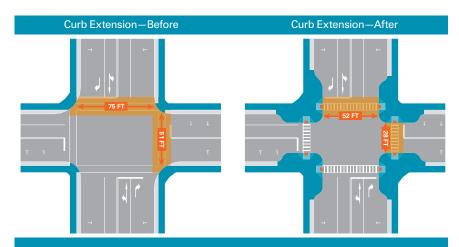
Curb Ramp Design Guidance (NJDOT Complete Streets Design Guide)

# **CURB EXTENSIONS (BUMPOUTS)**

- Narrow the roadway by extending the curb at key intersections and mid-block locations
- Can either be "constructed", with curbs and concrete surface, or "painted" over existing roadway pavement

# **TYPICAL APPLICATIONS / DESIGN**

- Can be implemented at intersections, mid-block crossings, and transit stops on all types of streets
- Should focus on areas of high pedestrian demand where traffic calming is also a priority



Curb extensions improve visibility for pedestrians and drivers, reduce the pedestrian crossing distance, calm traffic, and shield on-street parking at intersection approaches. In the above example, the addition of curb extensions shortens pedestrian crossing distances from 75 feet to 52 feet in one direction and 51 feet to 28 feet in the other direction without reducing the number of travel lanes.

Raised Crosswalk Design Guidance (NJDOT Complete Streets Design Guide)



#### **MINI-ROUNDABOUTS**

- Typically help reduce speeds at minor intersections
- Can be installed using markings and raised islands and typically have plantings / landscaping
- Landscaping must be regularly maintained so it does not affect visibility

#### TYPICAL APPLICATIONS / DESIGN

- Crosswalks should be marked clearly to specify where pedestrians can cross.
- Minimum 15 ft clearance should be provided from the corner to the widest point on the circle
- Adequate signage should be installed

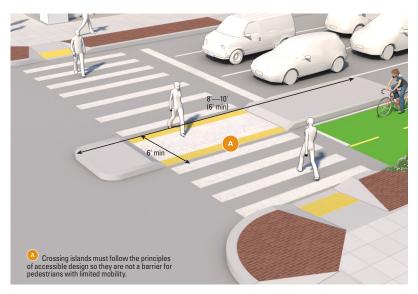


Mini-Roundabout, Princeton, NJ (WalkBikeNJ.com)

# **PEDESTRIAN REFUGE ISLAND**

- Also known as crossing islands: Are protected spaces placed on a street at intersections or mid-block crossing locations to separate crossing pedestrians from motor vehicles
- o Split the crossing distance into manageable portions

- Can be used at wide intersections, irregularly shaped intersections or at intersections where two roads converge into one
- Provide a cut-through median level with roadway grade, offering a more efficient design in comparison to raised median islands



Pedestrian Refuge Island Design Guidance (NJDOT Complete Streets Design Guide)



#### **RRFB (FLASHING WARNING LIGHTS)**

- Rectangular rapid flashing beacons (RRFBs) are active warning devices used to alert motorists of crossing pedestrians at uncontrolled crossings
- Remain dark until activated by pedestrians, at which point they emit a bright, rapidly flashing yellow light, which cautions drivers that pedestrians are attempting to cross the roadway

#### TYPICAL APPLICATIONS / DESIGN

 Should be installed on both the right and left sides of the crosswalk, or in a median if available, on the approach to important pedestrian crossings



Rectangular Rapid Flashing Beacon in Glassboro, NJ

# **IN-STREET CROSSING SIGNS**

- Makes it easier for pedestrian to cross at an unsignalized crossing
- Alerts motorists of the laws regarding the pedestrian right-ofway at an unsignalized pedestrian crossing
- Can be used in conjunction with other measures such as pavement markings, etc

- At unsignalized intersections and crossings
- o Typically used near schools, parks and access to trails etc
- Roadway signs need to be selected and placed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD)



In-Street Pedestrian Crossing Sign in Montclair, NJ



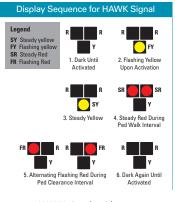
#### PEDESTRIAN HYBRID BEACON

- A pedestrian hybrid beacon, also known as a high-intensity actuated crosswalk or HAWK can be utilized to provide safe crossing opportunities at unsignalized crossings.
- HAWKs are a hybrid between a RRFP and a full traffic signal and cost less than pedestrian and bicycle bridges and a full traffic signal

# **TYPICAL APPLICATIONS / DESIGN**

- At unsignalized intersections and crossings, typically along roadways with heavy traffic volumes, wide cross-sections and/ or high traffic speeds
- o Typically used near schools, transit stops, trails, parks etc.
- To be used in conjunction with a marked crosswalk and curb ramps
- Can be combined with curb extensions





HAWK signal guidance (NJDOT Complete Street Design Guide)

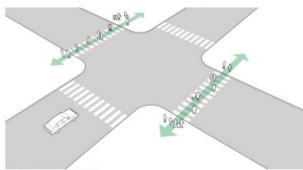
HAWK signal in Ocean City, NJ

# **LEAD PEDESTRIAN INTERVAL (LPI) TIMING**

- Allows pedestrians to start crossings before a motor vehicle enters the intersection
- Helps give pedestrian a 3-7 second head start allowing pedestrian to be seen more easily in the crosswalk
- Can reduce vehicle-pedestrian crashes at intersections per FHWA

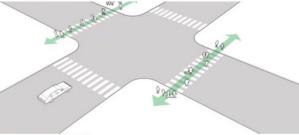
#### TYPICAL APPLICATIONS / DESIGN

- At intersections where both pedestrian volumes and vehicle turning volumes are high
- o In downtowns where pedestrian volumes are high
- At school zone crossings



#### Phase 1: Pedestrians only

Pedestrians are given a minimum 3–7 second head start entering the intersection.



#### Phase 1: Pedestrians only

Pedestrians are given a minimum 3–7 second head start entering the intersection.

Leading Pedestrian Interval Timing - PHASES (NACTO)



#### **AUDIBLE PUSH BUTTONS**

- Pedestrian-actuated signal device information should be provided in audible and other formats to help those with visual impairments
- Signal information needs to be accessed and usable by all pedestrians, including those with visual impairments

#### TYPICAL APPLICATIONS / DESIGN

- Audible component includes a tone or verbal information throughout the "Don't Walk" phase and during the "Walk" phase
- Vibrotactile information can be provided by a raised arrow on the pedestrian actuated device
- A vibrotactile component vibrates in sync with the slow or fast repeating tone or tick

# STATI CROSSING Watch for W

Audible Push button on Route 27, Linden, NJ

# PEDESTRIAN COUNTDOWN SIGNALS

- Displays the number of seconds remaining in the pedestrian crossing phase
- Help pedestrians accurately decide when it is safe to cross and when they should wait

- At intersections with complex signal phasing (e.g. there is a dedicated left turn phase for motorists)
- When an exclusive pedestrian signal phase is provided
- At school zone crossings
- o At intersections with pedestrian refuge



Pedestrian Countdown Signal in Hoboken, NJ



# **DEDICATED PEDESTRIAN PHASE**

- o Allows pedestrians to cross in all directions at the same time.
- o Is an exclusive pedestrian only phase also known as the pedestrian scramble operation
- Increases pedestrian visibility and reduces conflicts between vehicles and pedestrians
- o Reduces pedestrian crossing time and exposure

#### TYPICAL APPLICATIONS / DESIGN

- At intersections where the pedestrian volumes are high across all directions
- No pedestrian movements are permitted during vehicular phases



Pedestrian Scramble, Los Angeles, CA (NACTO, LADOT)



#### BICYCLE NETWORK IMPROVEMENTS

The Village should work towards developing a continuous, connected, comfortable, convenient and complete bicycle and pedestrian network. With regards to bicycle facilities, it is recommended that the Village work towards developing off-road paths as much as possible including but not limited to connections to and from the Saddle River Park Path, Dunham Trail and potential PSE&G access corridor. On-road facilities should aim to provide safe bicycle facilities without the loss of parking, especially in the downtown and within the existing right-of-way to lower costs.

The NJDOT Complete Streets Design Guide provides a detailed approach and guidance to select bicycle facility type along specific roadways. The table should be combined with engineering judgment and further studies to select a facility type for each of the typologies. The Bikeway Selection guidance in the 2017 NJ Complete Streets Design Guide provide the minimum recommended bicycle facilities that can be accommodated based on an analysis of available roadway speed, volume, width and context. Upon further study and available right-of-way, the facility types can be upgraded to a higher level of accommodation along all of the roadways; for examples, bicycle lanes can be converted to buffered or protected bicycle lanes, and protected bicycle lanes can be converted to a shared use path.

For the on-road facilities, lane diets (reducing lane widths) and road diets (reducing one travel lane), speed reductions are recommended as needed. Shared-use paths are recommended on busy, high-speed and high-volume roadways where on-road facilities are not recommended as per the *Complete Streets Design Guide*.

### Bicycle Parking

Bicycle parking is also recommended in the downtown and along key corridors. All bicycle parking should be installed and selected based on the guidance provided by The Association of Pedestrian and Bicycle Professionals (APBP), The Essentials of Bike Parking guide and the NJDOT Complete Streets Design Guide (See *illustrations*).

APBP recommends that a bicycle rack should:

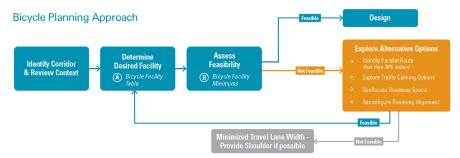
- Be intuitive to use
- Support the bicycle upright by its frame in two locations
- Enable the frame and one or both wheels to be secured.
- Support bicycles without a diamond-shaped frame and horizontal top tube (e.g., step-through frames)
- Allow both front-in and back-in parking with a U-lock through the frame and front or rear wheel
- Resist the cutting or detaching of any rack element with hand tools

APBP recommends the following bicycle racks because they support the bicycle upright by its frame and enable the frame and one or both wheels to be secured:

- Inverted U
- Post & Ring
- Wheelwell-secure

APBP discourages the use of older style racks such as the "comb"/"schoolyard", "bollard", and "ribbon wave" because of their inability to properly support the bike frame, to easily secure the bike and to accommodate handlebars of adjacent bikes when near capacity.





### A Bicycle Facility Table

E: Separated Bicycle Lane F: Shared-use Path

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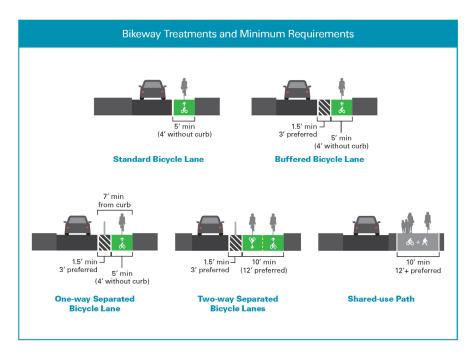
	85TH PERCENTILE SPEED¹							
ADT	≤ 20	25	30	35	40	45	≥50	
≤ <b>2,500</b>	ABCDEF	$A^2BCDEF$	CDEF	CDEF	CDEF	DEF	F	
2,500-5,000	BCDEF	BCDEF	CDEF	CDEF	DEF	DEF	F	
5,000-10,000	B3CDEF	B 3 C D E F	CDEF	DEF	DEF	EF	F	
10,000-15,000	DEF	DEF	DEF	DEF	EF	EF	F	
≥15,000	DEF	DEF	DEF	EF	EF	F	F	

A: Shared Street/Bicycle Boulevard B: Shared-lane Markings C: Bicycle Lane D: Buffered Bicycle Lane

¹If data not available, use posted speed ² Bicycle boulevards are preferred at speeds ≤25 mph

<sup>3</sup> Shared-lane markings are not a preferred treatment with truck percentages greater than 10%

New Jersey Complete Streets Design Guide





#### **COMPLETE & GREEN STREETS TYPOLOGIES**

One of the strategies to make alternate modes of travel the preferred way to move through the Village is to ensure that the different streets are designed to calm traffic and provide bicycle and pedestrian facilities per the needs of the different streets. In order to help determine which types of improvements and strategies can be applied throughout the Village, streets in the Village are classified into 5 categories:

- o Downtown Village Streets
- Regional Corridors
- Connector Streets
- Neighborhood Streets
- Off-Road Connections

A specific street can have multiple typologies depending on the surrounding land use and the street characteristics as it traverses through the Village. As a roadway in the Village is planned for upgrades, resurfacing or reconstruction, the street typologies should be a guiding factor in determining the redesign of the roadway.

					•
	DOWNTOWN	REGIONAL	CONNECTOR	NEIGHBORHOOD	OFF-ROAD
	VILLAGE	CORRIDORS	STREETS	STREETS	PATHS /
	STREETS				GREENWAY
RIDGEWOOD	East/West	North/South	Grove Street,	Ridge Road, Spring	PSE&G
VILLAGE	Ridgewood	Monroe Street,	North/South Van	Avenue, Morningside	Corridor,
STREETS PER	Avenue, Franklin	North/South	Dien Avenue,	Road, Fairfield	Dunham Trail,
TYPOLOGY	Avenue, Godwin	Maple Avenue,	North/South.	Avenue	Saddle River
	Avenue, North/	East/West Glen	Pleasant Avenue,		Pathway
	South Broad	Avenue, Linwood	Northern Parkway,		
	Street	Avenue	Doremus Avenue,		
			Ackerman Avenue		
LAND USE	Mixed-Use with	Variety of Uses	Mostly Residential	Residential	Variety of Uses
	restaurants and	(residential,			
	retail	institutional,			
		commercial)			
PARKING	On-street parking;	On-street parking;	On-street parking	On-street parking	Off-street
	off-street parking	off-street parking			parking lots
	lot, parking	lots			
	garages				
POSTED SPEED	Low	Moderate to High	Mixed	Low	NA
LIMIT					
TRAFFIC	High	High	Moderate	Low	NA
VOLUMES					
SIDEWALKS	Mostly	Mostly continuous	Somewhat	Limited	Paved/
	continuous		continuous		Unpaved path
					with space for
					pedestrians
					and cyclists
INTERSECTIONS	High-visibility	High-visibility	Some high-	Standard to	NA
& CROSSINGS	crosswalks,	crosswalks	visibility	unmarked	
	pedestrian and	or standard	crosswalks,	crosswalks, vehicular	
	vehicular lighting	crosswalks,	vehicular lighting,	lighting	
		pedestrian and	some pedestrian		
		vehicular lighting	scale lighting		



#### **DOWNTOWN STREETS**

Downtown streets in the Village are mostly two-lane roadways with on-street parking on either side. They have sidewalks on both sides with room for outdoor dining and shopping. These streets provide access to residents and visitors to the corridors with restaurants and retail. The buildings are closer to the street with active first floor uses. During the pandemic, several parking spots and sidewalk areas were converted to provide room for outdoor dining. The downtown is the heart of the Village with the most pedestrian, bicyclist and motorist activity.

#### Recommendations

For the downtown Streets, maintaining existing parking is crucial while balancing the needs for all modes and users. The following Complete & Green Street Design elements are recommended for the downtown Streets in Ridgewood:

- Pedestrian Amenities
  - Sidewalk minimum 8'; 10'+ recommended
  - Complete and maintained sidewalk network
  - Street furniture including but not limited to street trees, benches, trash cans, wayfinding signs
  - Pedestrian-scale lighting

- Bicycle Amenities
  - Bicycle parking
  - Protected Bicycle Lanes or Buffered Bike Lanes, where feasible, consider converting some streets to one-way to allow for installation of bicycle infrastructure without the loss of parking
  - Bike Corrals
  - Shared Lane Markings, if protected bicycle lanes or buffered bicycle lanes are not feasible
  - Bicycle boxes and bicycle intersection crossings where bicycle facilities are provided
- Roadway/Intersection Design Elements
  - Travel lane 11' max width
  - o Curb extensions at all key intersections
  - High-visibility crosswalks with ADAaccessible curb ramps
  - Pedestrian countdown signals
  - Tighten corner radii to keep cars at or below 15 mph while making turns
  - Leading Pedestrian Interval timing or pedestrian scramble at high-volume intersections
  - Audible push buttons

- Parking Amenities
  - Retain parking meters
  - Retain 15-minute parking spots
  - Designated loading, pick-up and dropoff zones
  - Smart curb management applications
- Transit Design Elements
  - Bus shelters with route information



#### **REGIONAL CORRIDORS**

Regional corridors connect Ridgewood to neighboring municipalities and to typically higher vehicle volume roadways with higher speed limits. Majority of the regional corridors in Ridgewood are also county-owned roadways. These are broad thoroughfares with varied land use (residential to commercial) and with on-street parking and off-street parking lots along the roadways. Sidewalks along here are mostly continuous and majority of the intersections are marked with crosswalks. The majority of Ridgewood's open spaces and schools are located along this type of street.

- Pedestrian Amenities
  - Sidewalk minimum 8'; 10'+ recommended
  - Complete and maintained sidewalk network, across driveways
  - Street furniture near key destinations (schools, parks, etc) including but not limited to street trees, benches, trash cans, wayfinding signs)
  - Pedestrian-scale lighting
- Bicycle Amenities
  - Bicycle parking at key destinations such as schools, parks, etc

- Bicycle facilities to be based on NJDOT deisgn guide with preference given to protected bicycle lanes and off-road paths.
- Bicycle boxes and bicycle intersection crossings where bicycle facilities are provided
- Roadway/Intersection Design Elements
  - Travel lane 10' max width and 11' on transit/truck routes
  - Stripe shoulders where bicycle facilities are not feasible
  - Reduce speed limit
  - Tighten corner radii to keep cars at or below 15 mph while making turns
  - Traffic calming measures along sections with high incidence of speeding and crashes
  - Minimize/consolidate driveways
  - o Curb extensions near key destinations
  - High-visbility crosswalks with ADAaccessible curb ramps
  - Pedestrian countdown signals
  - Audible push buttons

- Parking Amenities
  - Retain on-street parking near key destinations
  - Consider balancing need for on-street parking and bicycle facilities
- Transit Design Elements
  - Bus shelters with route information at stops with high ridership



#### **CONNECTOR STREETS**

Connector streets serve as a link between the regional corridors and neighborhood streets. They connect the various residential neighborhoods in Ridgewood and typically have moderate traffic volumes. The posted speed limits vary on these roads and sidewalks are somewhat continuous. There are some high-visibility crosswalks at intersections and many intersections are unmarked. There is on-street parking permitted along certain roadways. These streets paired with some neighborhood streets are part of the marked bicycle route that connects key destinations in the Village.

- Pedestrian Amenities
  - Sidewalk minimum 5'
  - Sidewalks on both sides recommended
  - Complete and maintained sidewalk network, across driveways
  - Street furniture near key destinations (schools, parks, etc) including but not limited to street trees, benches, trash cans, wayfinding signs)
  - Pedestrian-scale lighting
- Bicycle Amenities
  - Bicycle parking at key destinations such as schools, parks, etc
  - Bicycle facilities to be based on NJDOT

- design guide with preference given to buffered bicycle lanes and off-road paths.
- Bicycle boxes and bicycle intersection crossings where bicycle facilities are provided
- Roadway/Intersection Design Elements
  - Travel lane 10' max width and 11' on transit/truck routes
  - Reduce speed limit
  - Stripe shoulders where bicycle facilities are not feasible
  - Minimize/consolidate driveways
  - Tighten corner radii to keep cars at or below 15 mph while making turns
  - Traffic calming measures along sections with high incidence of speeding and crashes
  - Curb extensions near key destinations
  - High-visibility crosswalks with ADAaccessible curb ramps
  - o Pedestrian countdown signals
  - Audible push buttons

- Parking Amenities
  - Retain on-street parking near key destinations
  - Consider balancing need for on-street parking and bicycle facilities
- Transit Design Elements
  - Bus shelters with route information at stops with high ridership



#### **NEIGHBORHOOD STREETS**

Neighborhood streets are the local residential streets with low traffic volumes and posted speed limits. These primarily serve residential areas and connect to the Connector streets and Regional corridors. On-street parking is typically permitted on both sides and travel lanes are narrow. Sidewalks are typically on one side of the road. They are primarily used by the residents of that street and have detached dwelling units setback from the street. Some of these streets paired with some connector streets are part of the marked bicycle route that connects some key destinations in the Village.

- Pedestrian Amenities
  - Sidewalk minimum 8'; 10'+ recommended
  - Complete and maintained sidewalk network, across driveways
  - Street furniture near key destinations (schools, parks, etc) including but not limited to street trees, benches, trash cans, wayfinding signs)
  - o Pedestrian-scale lighting
- Bicycle Amenities
  - Bicycle parking at key destinations such as schools, parks, etc
  - Expand neighborhood greenway network to other parts of the Village

- to connect to downtown and key destinations throughout the Village.
- Bicycle facilities to be based on NJDOT design guide and may primarily be limited to shared lane markings on roads with low speed and low volumes.
- Bicycle boxes and bicycle intersection crossings where bicycle facilities are provided
- Roadway/Intersection Design Elements
  - Travel lane 10' max width
  - Traffic calming along roadways with high incidence of speeding and crashes
  - Minimize/consolidate driveways
  - Curb extensions near key destinations
  - High-visibility crosswalks with ADAaccessible curb ramps
  - Mini-roundabouts where feasible
- Parking Amenities
  - Retain on-street parking near key destinations
  - Consider balancing need for on-street parking and bicycle facilities
- Transit Design Elements
  - Bus stops with routing information



#### OFF-ROAD PATHS / GREENWAY

Greenways or off-road paths are shared use paths for a wide variety of users such as walkers, runners, joggers, bicyclists, personal motorized transportation (e-bikes, e-scooters, etc.). No vehicular traffic is permitted along these paths. The Saddle River Pathway and the Dunham Trail are the off-road facilities in Ridgewood. These are paved/unpaved paths that often feel safe and comfortable to users of all ages and abilities due to separation from motor vehicle traffic.

- Pedestrian Amenities
  - Paved path minimum 10', recommended 14' for both pedestrians and bicyclists
  - Street furniture including but not limited to street trees, benches, trash cans, wayfinding signs
  - Pedestrian-scale lighting
  - ADA-accessible
- Bicycle Amenities
  - Paved path minimum 10', recommended 14' for both pedestrians and bicyclists
  - Bicycle parking
  - Roadways crossings / connections to the greenways/shared use path should be designed carefully

- Roadway/Intersection Design Elements
  - Signs and pavements markings to alert motorists where the greenway/shared use path intersects with driveways or roads
  - Traffic calming measures near greenway/shared use path crossings
  - Flashing beacons/RRFB at intersections/crossings
- Parking Amenities
  - Provide on-street and off-street parking near key access points.



# **FUNDING SOURCES**

The following is a general compilation of funding sources that have been, or could be used to fund improvements in the Circulation Element of the Village's Master Plan. The list is not exhaustive, but identifies a selection of federal, state, and private/non-profit funding sources for transportation planning, pedestrian and bicycle planning, project development, and construction. For each source, links are provided to program websites that contain additional information related to: how to apply for funding, typical grant amounts, application deadlines, and eligible activities. Some funding sources may also be used to fund programmatic activities, related to safety, enforcement, and education. Potential funding sources are listed below and described in Figure 17 - Potential Funding Sources Matrix followed by detailed description of each source on subsequent pages

# FEDERAL FUNDING OPPORTUNITIES

- The Fixing America's Surface Transportation (FAST) ACT
  - Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program.
  - Surface Transportation Block Grant Program (STBG)
  - Congestion Mitigation and Air Quality
     Improvement (CMAQ) Program

- Transportation Alternatives Set-Aside
- Highway Safety Improvement Program (HSIP)
- Safe Routes to School Program (SRTS)

# STATE FUNDING OPPORTUNITIES

- NJDOT Municipal Aid
- NJDOT Bikeway Grant Program
- New Jersey Transportation Infrastructure Bank
- NJDOT Local Technical Assistance Program
- NJ Division of Highway Traffic Safety Grants (HTS Grants)
  - Comprehensive Traffic Safety Programs (CTSPs)
  - Pedestrian Safety
  - o Other Eligible Programs

# Private or Non-Profit Funding Sources

- Sustainable Jersey
- Robert Wood Johnson Foundation
- The Geraldine R. Dodge Foundation

### OTHER

Impact Fees

Safe Routes to School (<a href="https://www.transportation.gov/mission/health/Safe-Routes-toSchool-Programs">https://www.transportation.gov/mission/health/Safe-Routes-toSchool-Programs</a>).

Highway Safety Improvement Program Funding

(https://www.fhwa.dot.gov/fastact/factsheets/hsipfs.cfm) available in States for all public roads.

# FEDERAL FUNDING OPPORTUNITIES THE FAST ACT

On December 4, 2015, President Obama signed the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) into law. This was the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment. The law provides federal transportation policy and funding for five years, authorizing \$226.3 billion in Federal funding for fiscal years 2016 through 2020 for road, bridge, bicycling, and walking improvements. (The previous federal program was known as the Moving Ahead for Progress in the 21st Century Act, or "MAP-21"). Funding programs under the FAST Act are summarized below.

www.fhwa.dot.gov/fast act/



# Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant

The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. Previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, Congress has dedicated nearly \$9.9 billion for thirteen rounds of National Infrastructure Investments to fund projects that have a significant local or regional impact.

In each competition, DOT receives hundreds of applications to build and repair critical pieces of our freight and passenger transportation networks. The RAISE program enables DOT to examine these projects on their merits to help ensure that taxpayers are getting the highest value for every dollar invested.

The eligibility requirements of RAISE allow project sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT programs. RAISE can fund port and freight rail projects, for example, which play a critical role in our ability to move freight, but have limited sources of Federal funds. RAISE can provide capital funding directly to any public

entity, including municipalities, counties, port authorities, tribal governments, MPOs, or others in contrast to traditional Federal programs which provide funding to very specific groups of applicants (mostly State DOTs and transit agencies). This flexibility allows RAISE and our traditional partners at the State and local levels to work directly with a host of entities that own, operate, and maintain much of our transportation infrastructure, but otherwise cannot turn to the Federal government for support.

https://www.transportation.gov/RAISEgrants

# Surface Transportation Block Grant Program (STBG)

The Surface Transportation Block Grant program (STBG) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

https://www.fhwa.dot.gov/specialfunding/stp/

# Congestion Mitigation and Air Quality Improvement (CMAQ) Program

The CMAQ program provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funds may be used for a transportation project

or program such as construction of bicycle and pedestrian facilities that are not exclusively recreational (as they must reduce vehicle trips and therefore vehicle emissions), outreach promoting safe bicycle use, and other bicycle and pedestrian programs. CMAQ eligibilities include public transit, bicycle and pedestrian facilities, travel demand management strategies, alternative fuel vehicles, and facilities serving electric or natural gas-fueled vehicles.

https://www.fhwa.dot.gov/fastact/factsheets/cmaqfs.cfm

#### **Transportation Alternatives Set-Aside**

The Transportation Alternatives Set-Aside (TA Set-Aside, or TA) authorizes funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving nondriver access to public transportation and enhanced mobility, community improvement activities, such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity; recreational trail projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former divided highways. The program will allocate \$850 million annually in fiscal years 2018-2020.

https://www.fhwa.dot.gov/environment/ transportation\_alternatives/



# Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.

https://safety.fhwa.dot.gov/hsip/

### Safe Routes to School Program (SRTS)

The Safe Routes to School Program (SRTS) is a federally funded reimbursement program administered by the New Jersey Department of Transportation (NJDOT), in partnership with the North Jersey Transportation Planning Authority (NJTPA). Under MAP-21 legislation, the Transportation Alternatives Program (TAP) funding does not provide for a standalone Safe Routes to School Program. The New Jersey Department of Transportation (NJDOT) has elected to continue funding the SRTS program separately.

Infrastructure projects may include the installation of sidewalks, crosswalks, bike lanes, multi-use paths, traffic calming measures, and other means to ensure the ease and safety of children walking or biking to school. Projects must be located within two miles of a school that serves students in grades K-8 and involve the school commute.

Any municipality, school district, or county is eligible to apply for funding after a solicitation is announced. Non-profit organizations are not eligible as direct grant recipients for the solicitation. However, non-profit organizations may partner with a local public agency that will assume responsibility and administration for the grant.

In 2016, NJDOT announced a pilot program called "Design Assistance." The program assists LPA's, who received funding with development of plans, specifications and estimates for their SRTS projects.

http://www.state.nj.us/transportation/business/localaid/srts.shtm

http://www.njtpa.org/project-programs/ project-development/safe-routes-to-school. aspx

# STATE FUNDING OPPORTUNITIES

## NJDOT – MUNICIPAL AID

In the Municipal Aid program, funds are appropriated by the Legislature for municipalities in each county based on a formula contained in legislation.

Additionally, \$10 million is allotted for those municipalities that qualify for Urban Aid.

Urban Aid is distributed by a formula that is computed by the New Jersey Department of Community Affairs. Each spring, the New Jersey Department of Transportation (NJDOT) announces the program for that fiscal year

and invites municipalities to apply. Road improvement projects such as resurfacing, rehabilitation or reconstruction and signalization are funded and distributed by formula.

Applications receive points based on various criteria including existing road conditions, Average Daily Traffic (ADT), safety improvements, and access to nodes (schools, residential areas, employment centers, etc.). Other important criteria include the project's readiness to construct, whether the municipality has received an allotment within the last three years, and the municipality's award and close-out performance on previously awarded State grants.

The State pays 75% of the funds at the time of bid approval and the remainder on a reimbursement basis after acceptance by the municipality and the State of the work completed.

http://www.state.nj.us/transportation/business/localaid/municaid.shtm

# NJDOT - BIKEWAY GRANT PROGRAM

The New Jersey Department of Transportation's (NJDOT) Bikeway Grant Program provides funds to counties and municipalities to promote bicycling as an alternate mode of transportation in New Jersey. A primary objective of the Bikeway Grant Program is to support the State's goal of constructing 1,000 new miles of dedicated bike paths



(facilities that are physically separated from motorized vehicular traffic by an open space or barrier either within the highway right of way or within an independent right of way). In an effort to establish regionally connected bicycle networks, this program is available to every municipality and county throughout New Jersey. Although priority will be given to construction of new bike paths, the proposed construction or delineation of any new bicycle facility will be considered.

http://www.state.nj.us/transportation/business/localaid/bikewaysf.shtm

# New Jersey Transportation Infrastructure Bank

The Transportation Bank is a partnership between the NJ Department of Transportation (NJDOT) and the New Jersey Infrastructure Bank (I-Bank). The goal of the Transportation Bank is to provide low interest financing for a variety of capital projects including public highways, approach roadways and other necessary land-side improvements, ramps, signal systems, roadbeds, transit lanes or rights of way, pedestrian walkways and bridges connecting to passenger stations and servicing facilities, bridges, and grade crossings.

Applications are accepted on a quarterly basis and funding is available to any local government unit (defined as county, municipality, municipal, county or regional transportation authority, or any other political

subdivision of the State authorized to construct, operate, and maintain public highways or Transportation Projects) within the state.

# NJ Division of Highway Traffic Safety Grants (HTS Grants)

The NJ Division of Highway Traffic Safety offers, on an annual basis, federal grant funding to agencies that wish to undertake programs designed to reduce motor vehicle crashes, injuries, and fatalities on the roads of New Jersey. Municipal, county, state government and law enforcement agencies, as well as non-profit organizations, are encouraged to apply for NJDHTS grant funding to address specific, local traffic safety issues.

Grant funding will only be awarded to programs that are in line with federal and state traffic and safety priorities to reduce car crashes, injuries and deaths.

http://www.nj.gov/oag/hts/grants/index south. html

The grant funding is distributed under the following programs:

- Comprehensive Traffic Safety Programs (CTSPs)
  - Comprehensive Traffic Safety Program grants address multiple traffic safety concerns within a county or region.
     CTSP grants include numerous tasks and strategies involving enforcement, education and engineering.

o Any CTSPs for the state of New Jersey fall under the Division of Highway Traffic Safety Grants. The CTSP grants include tasks involving enforcement, education and engineering to improve traffic safety. Other eligible programs for these grants include speeding, bicycle safety, school bus/pupil transportation and traffic engineering.

# Pedestrian Safety

Because the proportion of pedestrian fatalities in New Jersey is 30.2% (well above the national average), pedestrian safety is a continuing priority. The goal of the pedestrian safety program area is to lower the pedestrian fatality and injury crash rates. In New Jersey, municipalities that are statistically high for pedestrian injury crashes are eligible to apply for our Pedestrian Safety Grant. The grant includes funding for overtime enforcement at pedestrian safety hot spots in the community and educational outreach throughout the community.

# Other Eligible Programs

Grant applications may also be submitted that utilize enforcement, education or engineering countermeasures to address other specific traffic safety issues including:



- Speed
- Aggressive Driving
- Bicycling Safety
- Crash Investigation
- Distractions
- EMS Training relating to crash response
- Motorcycle Safety
- School Bus/Pupil Transportation
- Traffic Engineering primarily pedestrian pavement markings and pedestrian signs, but some traffic studies will be considered.

#### PRIVATE OR NON-PROFIT FUNDING

#### SOURCES

### Sustainable Jersey

Sustainable Jersey is a nonprofit organization that provides tools, training and financial incentives for sustainable community initiatives. Their statewide certification program helps municipalities take steps to sustain their quality of life over the long term. In 2014, the Sustainable Jersey for Schools certification program was launched for New Jersey public schools interested in going green and conserving resources.

Participating local governments and schools voluntarily complete and document actions to

earn points toward certification. Sustainable
Jersey offers small grants ranging from \$2,000
to \$20,000 to assist communities and schools
with completing Sustainable Jersey and
Sustainable Jersey for Schools actions. To be
eligible for a Sustainable Jersey or Sustainable
Jersey for Schools Small Grant, a community
or school must be registered or certified with
Sustainable Jersey or Sustainable Jersey for
Schools and have an active Green Team. The
funds can only be used to implement actions
that earn points in the Sustainable Jersey or
Sustainable Jersey for Schools program.

Several Sustainable Jersey action items help provide sustainable transportation options. Safe Routes to School, Complete Streets Programs, Bicycle and/or Pedestrian Audits, and Bicycle and/or Pedestrian Plans can be funded. Sustainable Jersey for Schools actions related to active transportation include Pedestrian and Bicycle Safety Promotion Initiatives, Safe Routes to School District Policy, and School Travel Plan for Walking and Bicycling.

www.sustainablejersey.com/grants-resources/

## **Robert Wood Johnson Foundation**

The Robert Wood Johnson Foundation (RWJF) invests in grantees (e.g., public agencies, universities, and public charities) that are working to improve the health of all Americans. Current or past projects in the topic area "walking and biking" include greenway plans, trail projects, advocacy initiatives, and policy development.

New Jersey Health Initiatives (www.njhi.org/) is the statewide grant making program of the Robert Wood Johnson Foundation. New Jersey Health Initiatives supports innovations and drives conversations to build healthier communities through grant making across New Jersey.

## www.rwjf.org/

#### The Geraldine R. Dodge Foundation

The Geraldine R. Dodge Foundation provides funding for Arts, Education, Environment and Informed Communities initiatives that are innovative and promote collaboration and community-driven decision making.

Recipients may include nonprofit, community, government, and business leaders.

http://www.grdodge.org/what-we-fund/

# OTHER FUNDING SOURCES Impact Fees

Regulated by subdivision polices, impact fees require residential, industrial and commercial development project leaders to provide sites, improvements, and/or funds to support public amenities such as open space and trails. Impact fees may be allocated to a particular trail or greenway from land development projects if the fund is a dedicated set-aside

#### VILLAGE OF RIDGEWOOD MASTER PLAN



account established to help develop a countyor borough-wide system of trails or pedestrian/ bicycle infrastructure facilities.





# INTRODUCTION

The Municipal Land Use Law provides for an Economic Plan Element as an optional Master Plan Element. Since Ridgewood's commercial properties are generally concentrated within its Downtown core area, this Element is specifically a Downtown Economic Development Plan Element. The Plan Element provides an overview of existing economic conditions in the Village.

The Village of Ridgewood Downtown is the geographic middle of the municipality, its economic engine, center of activity, and historic heart. The municipality and its residents have identified themselves as a Village and sought to maintain and preserve the historic small-town character that defines Ridgewood. Downtown Ridgewood has seen several significant physical changes and new developments since the adoption of the Village's most recent Master Plan and Master Plan Reexamination Report.

Recent trends that have impacted towns throughout the State include the continued increase in e-commerce as a percentage of retail sales, and the COVID-19 pandemic. Between the first quarter of 2013 and the first quarter of 2020, the national percentage of retail sales conducted via e-commerce steadily increased while doubling from just over 5% of total sales to about 11%. In March 2020, the COVID-19 pandemic caused the shut-down or curtailment of brick-and-

mortar retail for a period of several months. A surge in e-commerce sales accompanied the shutdowns, and now over two years into the pandemic, the percentage of sales accounted for by e-commerce has stabilized, but still remains high.

# RECENT DEVELOPMENTS

Downtown Ridgewood has seen recent development consisting of a new municipal parking garage, re-alignment of the Garber Square parking lot at the west side of the train station, and four multi-family residential projects over the last five years.

#### **PARKING**

The Hudson Street Parking garage, which opened in 2020 was built on a former surface parking lot at the corner of South Broad Street and Hudson Street. The garage contains 240 vehicle spaces, along with a bicycle parking area.

### MULTI-FAMILY RESIDENTIAL

#### **DEVELOPMENTS**

The Benjamin is a 60-unit mixed-use development with ground-floor commercial space at the intersection of Franklin Avenue and Chestnut Street, immediately adjacent to the train platform. The site was formerly developed with single-story commercial structures including an auto repair garage and a home furnishings store that was previously a car dealership.

The Dayton is a 93-unit residential building with 79 market-rate units and 14 affordable housing units. The development is located at the site of the former Brogan Cadillac dealership on South Broad Street.



Hudson Street Garage Bike Parking



Hudson Street Garage





The Dayton

Chestnut Village is a 42-unit development (35 market rate and 7 affordable) built on Chestnut Street several blocks north of Downtown. The lot had been used for the storage of vehicles and equipment without any structures or other formal development.

NoMa is a 32-market rate unit development that also includes 8 special needs housing units at 257 Ridgewood Avenue. The new building is attached to the existing three-story Sealfons Building, which is situated at the corner of East Ridgewood Avenue and North Maple Avenue. The building replaced a single-story portion of the Sealfons Building and the single-story commercial structure that most recently housed the Hallmark Floor Company.

# **GOALS**

# GOAL #1 – MAINTAIN THE AESTHETIC QUALITIES/FEELING OF DOWNTOWN

Downtown Ridgewood has several blocks of strong commercial core with pedestrian-oriented spaces and storefronts. Van Neste Square provides a central anchor on the east side of the Downtown and the train station creates a focal point separating the west and east sides. The overall aesthetics of Downtown are based on the architectural scale and style and streetscape elements, mostly along East Ridgewood Avenue. The Downtown Element recognizes the need to reinforce what makes Ridgewood a popular destination, while continuing to enhance its character to attract new visitors.

# GOAL #2 – LIMIT FURTHER HIGH-DENSITY RESIDENTIAL DEVELOPMENT

As a starting point, the visual impacts of the new developments on the character and feel of Downtown need to be assessed. As the Village enters the post-Covid world, assessments comparing the pre-development studies of the potential impacts of the new developments and the real world impacts should be considered. Overlay zones on the Downtown permit some additional residential development as set forth in the Housing Element and Fair Share Plan.

# GOAL #3 – PROMOTE A GREATER VARIETY OF RETAIL TYPES IN DOWNTOWN

Attracting new uses to the Village can promote activity throughout the day and week. This Element includes recommendations for permitting emerging uses and creating a more flexible system to prevent stagnancy and long-term vacancy.

# GOAL #4 – CREATE A MIX OF COMPLEMENTARY / SUPPORTIVE USES THAT LEADS TO AN ACTIVE DOWNTOWN DAY AND NIGHT

Downtown has developed into a strong evening destination because of its popular and well-regarded restaurant scene. For long-term sustainability, a wider mix of uses with different peak periods of activities should be encouraged to promote vibrancy throughout the day and evening.



# GOAL #5 – STRIVE FOR A CUSTOMER-FOCUSED AND CUSTOMER-FRIENDLY DOWNTOWN

Downtown should provide a user-friendly and welcoming experience. Public information and wayfinding (such as the location of the parking garage) should be clear and readily available.

# GOAL #6 – CREATE A SAFE ENVIRONMENT FOR PEDESTRIANS OF ALL AGES IN DOWNTOWN

Despite its walkable scale, people generally do not feel safe crossing streets in some parts of Downtown, especially at night. Downtown should feel safe to all pedestrians, whether traveling by foot, wheelchair, cane, or stroller. Flexible streets that prioritize space for different uses at different times can provide benefits to pedestrians, customers, and merchants.

# GOAL #7 – CONSIDER ALTERNATIVES THAT REDUCE CAR TRAFFIC AND THE NEED FOR PARKING

The Village should continue to monitor parking demand and how public space is allocated. The recently constructed Hudson Street garage opened during the COVID-19 pandemic, and its impacts may not yet be known. The Downtown and Circulation Elements consider steps to provide safe and effective alternatives to passenger vehicles, and utilization of parking and curbside space.

# GOAL #8 – IMPROVE COMMUNICATION BETWEEN DOWNTOWN INTERESTS / STAKEHOLDERS AND RESIDENTS

Improving communication and the dissemination of information throughout the Village is a worthwhile goal. A formal entity responsible for communicating the needs of the business community may be beneficial. Residents may struggle to find information about events, sales, new businesses, and other topics if they are not collected in one place.

# **EXISTING CONDITIONS**

## **DEFINING DOWNTOWN**

Downtown Ridgewood comprises several areas. The "heights" portion of Downtown is topographically elevated to the west of the train station and train tracks. The commercial corridor is generally along Garber Square and Godwin Avenue, with some businesses along West Ridgewood Avenue. Access to the train station and parking lot are provided at Garber Square. Most of the development along the west side of Godwin Avenue is one and two-story buildings with some rear parking and street parking along property frontages. On the east side, there are some larger properties, most notably the Whole Foods Market.

The eastern, main section of Downtown stretches from the train tracks east approximately 5 blocks and features parallel commercial strips along Franklin Avenue and Ridgewood Avenue. Broad Street, Chestnut

Street, Oak Street, Walnut Street, Cottage Place, and Maple Avenue are the perpendicular north-south streets that link Franklin and Ridgewood Avenues.

The train tracks form the west side of the commercial area along North Broad Street. Strong pedestrian-oriented street frontages are provided along the east side of North Broad Street, the first block of South Broad Street, about five blocks of East Ridgewood Avenue, and along Chestnut and Oak Streets between Franklin Avenue and East Ridgewood Avenue. Van Neste Square is a central anchor along East Ridgewood Avenue. The Hudson Street parking garage is on the east side of Downtown one block south of East Ridgewood Avenue. The remaining commercial blocks include more parking lots, curb cuts, setback buildings, and interruptions to the pedestrian street scape.



# RV

# PHYSICAL FORM

Section 1.5.b of the Our Village, Our Future Vision Plan describes the physical structure of the Downtown. Some of the key features include:

#### **BLOCK SIZE**

The blocks are generally arranged in a grid pattern with some irregularities. The first three blocks between North Broad Street and North Walnut Street are about 300 feet wide along East Ridgewood and Franklin Avenues and about 500 feet long between the two streets. The next two blocks between North Walnut Street and North Maple Avenue are about 500 feet wide and the grid pattern gets interrupted with jogs in some of the streets. The middle of each block includes surface parking with larger areas devoted to parking in the eastern-most blocks.

East Ridgewood Avenue

#### STRFFT DIMENSIONS

The widest street Downtown is Oak Street between East Ridgewood Avenue and Dayton Street along the west side of Van Neste Square. The curb-to-curb width is about 90 feet with two parallel drive aisles separated by a mix of angled and parallel parking spaces. This section of street also provides access to the bus terminal across the street from Van Neste Square.

The curb-to-curb width along most of East Ridgewood Avenue is about 45 feet. Along the perpendicular side streets, the width ranges from about 33 to 45 feet.

#### **PARKING**

A substantial amount of land is devoted to parking Downtown. Most streets Downtown have parking along both sides of the street with a mix of angled and parallel parking. There are a number of Village-owned and privately-

> owned surface lots that provide parking. Additional information and recommendations about parking are contained in the Circulation Element.

#### **BUILDINGS**

The buildings Downtown consist of a mix of architectural styles, with many structures dating to the late 19th and early 20th centuries. Building heights generally range from two to three stories with several one and four-story buildings and one five-story building. Key intersections along East Ridgewood Avenue are distinguished by significant corner buildings. The rhythm and style of most of the buildings with commercial storefronts creates an attractive pedestrian experience.

## EXISTING ZONING AND LAND USE

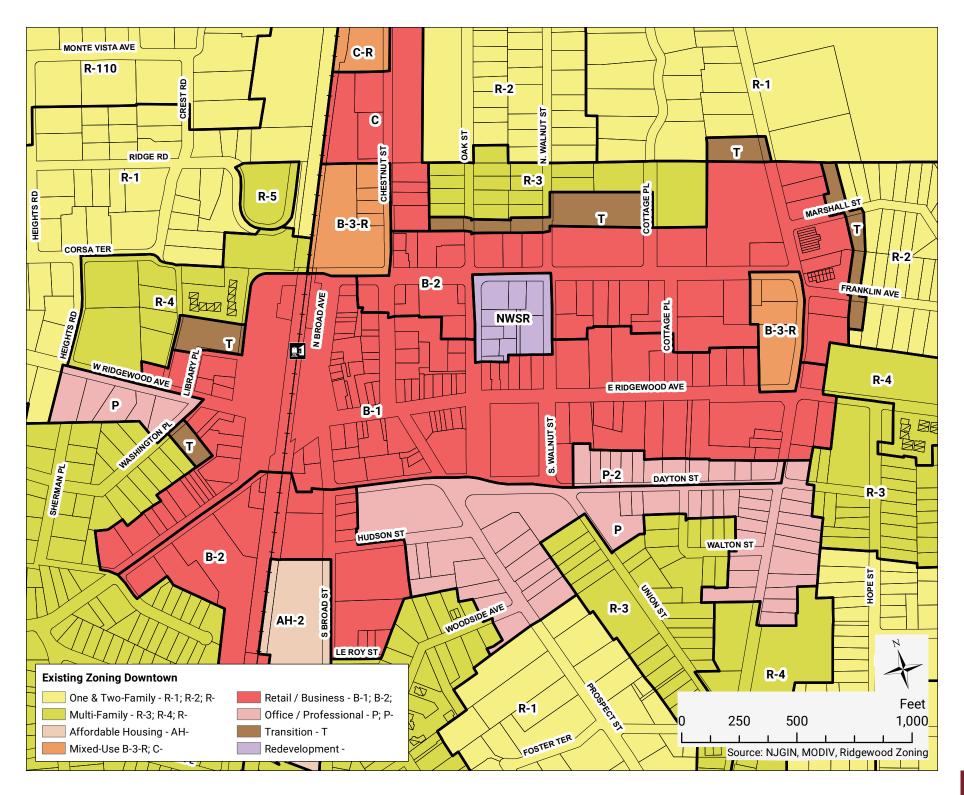
Zoning Downtown consists of commercial and mixed-use districts. The B-1 Zone encompasses the East Ridgewood Avenue corridor, most of North Broad and Chestnut Streets, portions of Oak Street and Walnut Street, and the west side of Godwin Avenue on the west side of the tracks.

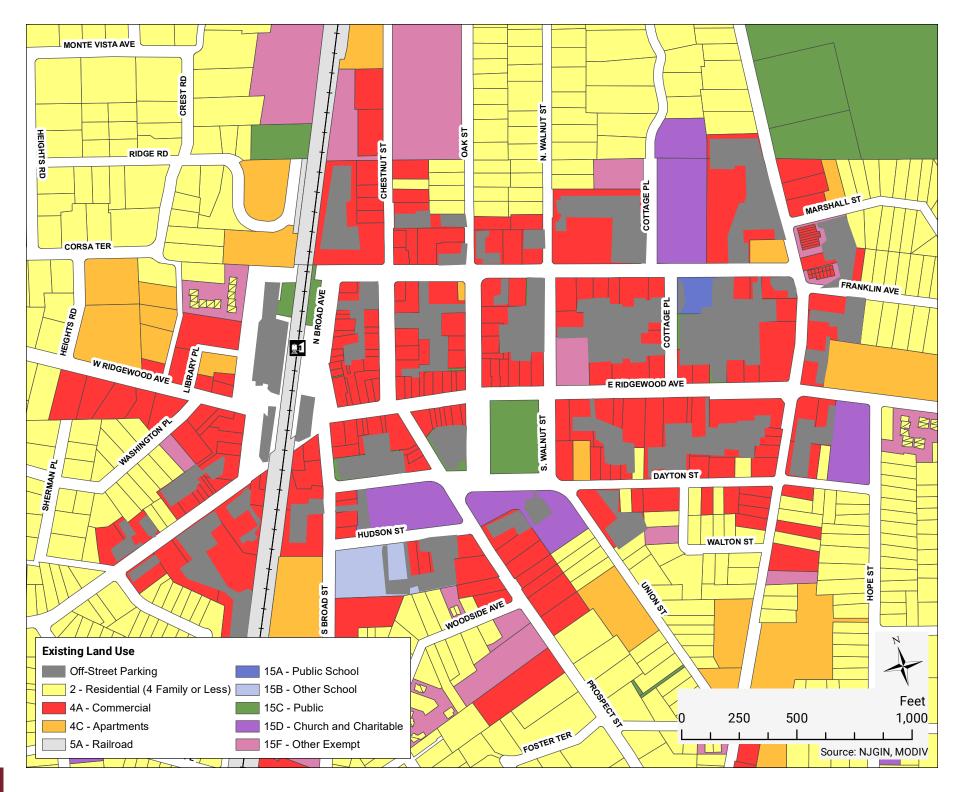
The B-2 Zone is along most of the Franklin Avenue corridor, along North Maple Street, along South Broad Street, and on the east side of Godwin Avenue (Whole Foods area).

The P and P-2 Zones are along the southern edge of the B-1 Zone along Dayton Street, Prospect Street, and South Maple Avenue and along West Ridgewood Avenue. These zones permit professional offices and residential uses around the fringe of the retail core.

Mixed-use and affordable housing zones were designated for the three new residential developments on South Broad Street, North Maple Avenue, and Franklin Avenue.

The C Commercial Zone extends north of Downtown along Chestnut Street, permitting







a similar mix of uses to the B-1 and B-2 zones with some additional commercial options that are not appropriate for the main retail core.

The North Walnut Street Redevelopment Area occupies most of the block bound by Oak Street, Franklin Avenue, and Walnut Street. The Redevelopment Plan is similar to the surrounding commercial zoning, but the statutory redevelopment process can give the Village a more "hands-on" role in the future of the properties.

The T Transition Zone is a hybrid of the commercial and residential zones that it borders and is similar to the mixed-use nature of the P Zones.

The existing land uses Downtown generally match the zoning. The main residential developments are in the locations where the zoning permits them, while there are some upper-floor units in mixed-use buildings. Both the B-1 and B-2 Zones are nearly entirely commercial uses, but the B-2 Zone tends to have larger lots and be more auto-oriented than the B-1 Zone. The P Zones are similar in their development pattern, with mostly residential-style buildings used for a mix of office and residential purposes.

Parking is a major land use Downtown, with approximately 26.4 acres occupied by surface parking lots, the Hudson Street parking garage, and on-site driveways, which is roughly 22% of the entire Downtown.

#### **FXISTING BUSINESSES**

There are approximately 300 storefronts Downtown between the west and east sides. The number of storefronts may be fungible based on the ability to consolidate and separate them within multi-tenant buildings. This number does not include buildings that are solely medical or professional offices.

In Fall 2021, site visits were conducted to catalog the existing businesses and vacancies in retail storefronts Downtown. At that time, there were roughly 30 vacant store fronts, some of which are in new buildings and have yet to be occupied while others had window signs and other evidence of new tenants "coming soon". It is not uncommon for new commercial spaces to take time to lease up, and there are typically periods of turnover between tenants that lead to short-term vacancies. Of the 30 observed vacancies, only a few appeared to fit the classification of "long-term" vacancies.

There is a wide variety of commercial uses in Downtown Ridgewood. The scale of these uses varies from full-service supermarkets (of which there are three) to 1,000 square foot or less retailers and food service establishments. General categories of businesses are shown on the following page.

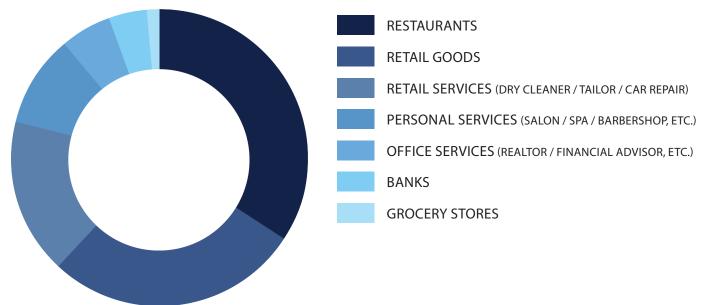
Restaurants and food and beverage service establishments are the single most common type of business in Ridgewood. Many of the restaurants offer lunch and dinner service, while others specialize in take-out, desserts, and other offerings. There are only seven restaurants in the Village with liquor licenses, so most restaurants are "bring your own" establishments. The general breakdown by type of cuisine or product served is depicted on the following page.

Other uses Downtown fall under the service categories. Salons, spas, barbershops, etc. are personal service establishments that are common Downtown. Banks are another of the most common use Downtown. Since most banks prefer (or require) drive-through windows, banks and their associated circulation areas tend to take up a significant amount of space, despite having relatively small footprints and relatively low foot-traffic.

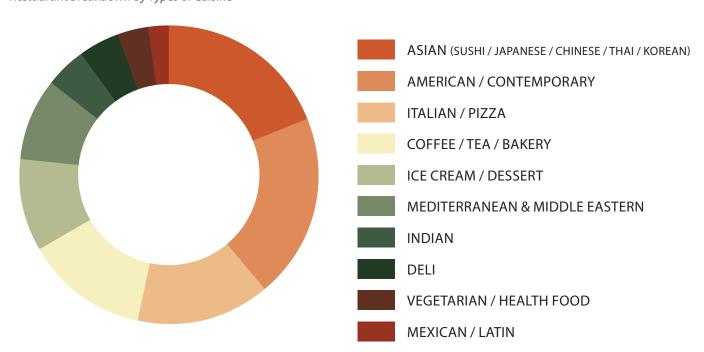








#### Restaurant Breakdown by Types of Cuisine





# **ECONOMIC DEMOGRAPHICS**

## **EMPLOYMENT**

According to the American Community Survey (ACS) there are 18,706 people aged 16 years and over in Ridgewood. Of those people, 65 percent are in the labor force, with an unemployment rate of 2 percent. These numbers are similar to the percentages seen throughout the State and in Bergen County, although Ridgewood's unemployment rate is lower than elsewhere.

These figures pre-date the COVID-19 pandemic. During the pandemic, there was an initial shock to the labor market with widespread unemployment accompanying short-term business closures. After the early spike in unemployment, there has been a steady return to the pre-pandemic job numbers. The most recent estimates available from the New Jersey Department of Labor and Workforce Development (DLWD) are consistent with the ACS numbers. The DLWD estimates that in 2022 there are 11,800 people in the Ridgewood labor force and the unemployment rate is 2.7 percent.

The US Census Bureau publishes a tool called "On the Map", which provides information about the inflow of workers into a place and the outflow of workers from a place. The most up-to-date version of that data is from 2019, so it does not reflect the changes to commuting trends associated with the COVID-19 pandemic.

In 2019, about 20 percent of workers living in Ridgewood worked in New York City. The second most common destination was within Ridgewood. Other significant destinations include nearby municipalities such as Paramus, Hackensack, Jersey City, Newark, Paterson, Fair Lawn, Clifton, and Secaucus.

# **INCOME**

Ridgewood is an affluent municipality with a median household income of \$178,958 according to the ACS, which is more than double the State median. Nearly half of the households in Ridgewood (47.2%) have incomes over \$200,000 per year and over three-quarters (76.8%) have incomes over \$100,000 per year.

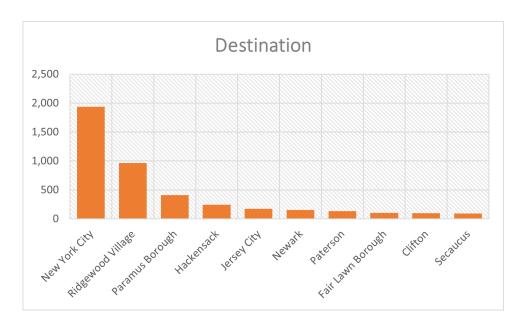
EMPLOYMENT STATUS			
LABEL	RIDGEWOOD		
	#	%	
POPULATION 16 YEARS AND OVER	18,706		
IN LABOR FORCE	12,164	65.0%	
CIVILIAN LABOR FORCE	12,149	64.9%	
EMPLOYED	11,774	62.9%	
UNEMPLOYED	375	2.0%	
ARMED FORCES	15	0.1%	
NOT IN LABOR FORCE	6,542	35.0%	
CIVILIAN LABOR FORCE	12,149		
UNEMPLOYMENT RATE	(X)	3.1%	

ACS Table DP03 - 2016-2020 5-Year Estimates

INCOME AND BENEFITS (IN 2020 INFLATION-ADJUSTED DOLLARS)		
LABEL	RIDGEWOOD	
	#	%
TOTAL HOUSEHOLDS	8,417	
LESS THAN \$10,000	230	2.7%
\$10,000 TO \$14,999	70	0.8%
\$15,000 TO \$24,999	53	0.6%
\$25,000 TO \$34,999	233	2.8%
\$35,000 TO \$49,999	328	3.9%
\$50,000 TO \$74,999	513	6.1%
\$75,000 TO \$99,999	530	6.3%
\$100,000 TO \$149,999	1,411	16.8%
\$150,000 TO \$199,999	1,077	12.8%
\$200,000 OR MORE	3,972	47.2%
MEDIAN HOUSEHOLD INCOME (DOLLARS)	178,958	(X)
MEAN HOUSEHOLD INCOME (DOLLARS)	249,016	(X)

ACS Table DP03 - 2016-2020 5-Year Estimates





<b>EDUCATIONAL</b>	ATTAINMENT
--------------------	------------

Ridgewood's residents are well-educated.
Nearly 76 percent of the population 25 or older has a bachelor's degree or higher graduate or professional degree. Of those with at least a bachelor's degree, over 35 percent have a graduate or professional degree. In Bergen County, about 51 percent of the population has at least a bachelor's degree, while statewide just over 40 percent of the population does. Considering the median income levels and types of jobs most common among residents, it stands to reason that Ridgewood has a well-educated population.

# JOBS IN RIDGEWOOD

In Ridgewood, the health care industry is a major employer largely because of The Valley Hospital. Local government and education are the next most prominent jobs in the Village. Retail and service industries are also well represented, as are various professional fields including finance and real estate. Nearly half of the jobs located in Ridgewood are in the "health / social" field, so the hospital's repositioning will likely have a significant impact on local employment.

## OCCUPATION AND INDUSTRY

The ACS estimates provide a general breakdown of occupations and industries for employed residents of Ridgewood. Over 85 percent of residents are employed in "white

EDUCATIONAL ATTAINMENT		
LADEL	RIDGEWOOD	
LABEL	#	%
POPULATION 18 TO 24 YEARS	1,626	100.0%
LESS THAN HIGH SCHOOL GRADUATE	289	17.8%
HIGH SCHOOL GRADUATE (INCLUDES	250	15.4%
EQUIVALENCY)	250	15.4%
SOME COLLEGE OR ASSOCIATE DEGREE	590	36.3%
BACHELOR'S DEGREE OR HIGHER	497	30.6%
POPULATION 25 YEARS AND OVER	16,119	100.0%
LESS THAN 9TH GRADE	321	2.0%
9TH TO 12TH GRADE, NO DIPLOMA	172	1.1%
HIGH SCHOOL GRADUATE (INCLUDES	1 505	0.00/
EQUIVALENCY)	1,585	9.8%
SOME COLLEGE, NO DEGREE	1,120	6.9%
ASSOCIATE DEGREE	693	4.3%
BACHELOR'S DEGREE	6,557	40.7%
GRADUATE OR PROFESSIONAL DEGREE	5,671	35.2%
ACC T     C1501 2016 2020 5 V		·

ACS Table \$1501 - 2016-2020 5-Year Estimates

collar" occupations like management, business, science, arts, sales, and office occupations. The remaining 15 percent are split between service, production, transportation, construction, and maintenance occupations.

There is a broad range of industries represented in the data. The three most common industries are "Educational services, and health care and social assistance", "Finance and insurance, and real estate and rental leasing", "Professional, scientific, and management, and administrative and waste management services" each with around 20 percent of the workforce.



JOB TYPE (NAICS CLASSIFICATION)	ANNUAL AVERAGE
LOCAL GOVT EDUCATION	781
CONSTRUCTION	139
MANUFACTURING	65
RETAIL TRADE	638
TRANSPORTATION / WAREHOUSING	13
FINANCE / INSURANCE	327
REAL ESTATE	250
PROFESSIONAL / TECHNICAL	460
EDUCATION	299
HEALTH / SOCIAL	4,907
ARTS / ENTERTAINMENT	116
ACCOMMODATIONS / FOOD	712
OTHER SERVICES	550
UNCLASSIFIED	55
TOTAL EMPLOYMENT	10,521

2020 Department of Labor and Workforce Development

## Conclusion

Ridgewood's residents are generally well-educated, affluent white-collar workers. Prior to the COVID-19 pandemic, about 20 percent of the Village's working residents commuted to New York City, while about 10 percent of employed residents live and work in Ridgewood. If remote work trends persist and there is a long-term reduction in daily commuting, it could mean far fewer people taking transit on a regular basis and more people remaining in Ridgewood throughout the workday.

Within Ridgewood, Valley Health Systems is a major employer as the health care industry provides nearly half the jobs located in the Village. Local government jobs, including teachers and school administrators comprise more than 20% of jobs in Ridgewood.

OCCUPATION AND INDUSTRY		
LABEL	RIDGEWOOD	
	#	%
OCCUPATION		
CIVILIAN EMPLOYED POPULATION 16 YEARS AND OVER	11,774	-
MANAGEMENT, BUSINESS, SCIENCE, AND ARTS	7.020	67.20/
OCCUPATIONS	7,928	67.3%
SERVICE OCCUPATIONS	1,079	9.2%
SALES AND OFFICE OCCUPATIONS	2,118	18.0%
NATURAL RESOURCES, CONSTRUCTION, AND	150	1.4%
MAINTENANCE OCCUPATIONS	159	1.4%
PRODUCTION, TRANSPORTATION, AND MATERIAL	490	4.2%
MOVING OCCUPATIONS	490	
INDUSTRY	1	
AGRICULTURE, FORESTRY, FISHING AND HUNTING,	0	0.0%
AND MINING		
CONSTRUCTION	277	2.4%
MANUFACTURING	871	7.4%
WHOLESALE TRADE	363	3.1%
RETAIL TRADE	817	6.9%
TRANSPORTATION AND WAREHOUSING, AND UTILITIES	401	3.4%
INFORMATION	661	5.6%
FINANCE AND INSURANCE, AND REAL ESTATE AND	2,079	17.7%
RENTAL AND LEASING	2,075	17.770
PROFESSIONAL, SCIENTIFIC, AND MANAGEMENT,		17.6%
AND ADMINISTRATIVE AND WASTE MANAGEMENT	2,067	
SERVICES		
EDUCATIONAL SERVICES, AND HEALTH CARE AND	2 700	23.0%
SOCIAL ASSISTANCE	2,708	
ARTS, ENTERTAINMENT, AND RECREATION, AND	668	5.7%
ACCOMMODATION AND FOOD SERVICES		
OTHER SERVICES, EXCEPT PUBLIC ADMINISTRATION	540	4.6%
PUBLIC ADMINISTRATION	322	2.7%

ACS Table DP03 - 2016-2020 5-Year Estimates



# **POLLS AND SURVEYS**

# PHASE I VISION PLAN -

# "OUR VILLAGE, OUR FUTURE"

The Vision Plan process received over 2,000 responses to a survey distributed via postcards, email, and social media. The following outcomes and responses from the survey process are an important driver for the Downtown Economic Development Plan Element:

- Residents highly value and appreciate the small-town/village feel of Ridgewood.
- The Village's Downtown is respondents' favorite place in the municipality.
- Residents enjoy Downtown's architecture, compact walkable nature, and local shops and restaurants.
- respondents expressed different opinions about how to accomplish this goal, the middle-ground principle is to: "allow aspects of the Village to evolve, adapt, or change if necessary and beneficial to the Village, but ensure that it does so in ways that maintain or complement the 'small-town/village feel".

- How the Village should adapt:
  - o A more pedestrian- and bike-friendly Downtown.
  - o Support/help small businesses.
  - Make streets safer.
  - o Increase affordability of housing.
  - o More playgrounds.

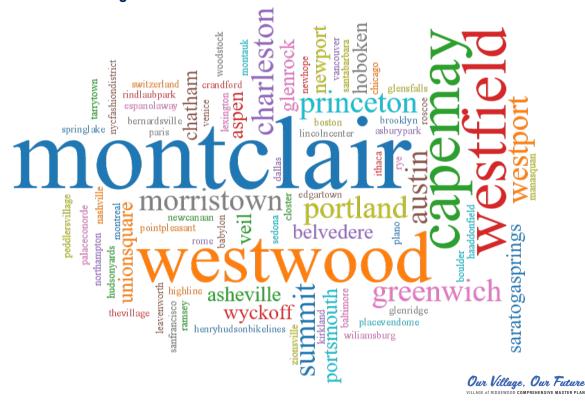
## Phase 2 - Weekly Poll Questions

**Weekly Poll Question #1** – Ridgewood can be inspired by other great places. What are your other favorite places besides the Village?

The poll results show a mix of locations near and far. Some respondents prefer more dense, urban areas, others highlighted vacation destinations that tend to be vibrant, walkable places with unique activities and shopping, others highlighted nearby towns

Weekly Poll Question #1: 85 Responses

Ridgewood can be inspired by other great places. What are your other favorite places besides the Village?





with similar qualities to Ridgewood. In nearly every case, the types of places identified have mixed-use, walkable areas with a variety of shopping, activities, and eating and drinking establishments.

**Weekly Poll Question #4** – What is a business or activity you would like to see Downtown?

Answers included a mix of uses that had previously been in Ridgewood, such as a hardware store, and others that are more aspirational such as a performing arts center, brewery, or hotel. Many of the listed uses are currently permitted Downtown. Others are identified as potential uses that could be permitted moving forward.

**Weekly Poll Question #5** – What is your favorite event hosted by either the Village or one of its many active community groups?

Downtown activities around holidays and special events were popular responses to the poll. The popularity of these events shows a desire for special activities, flexible use of space, and safe activities for people of all ages.

#### **Weekly Poll Question #4:** 61 Responses

What is a business or activity you would like to see downtown?



#### Most Common Specific Answer: Hardware Store

Other common categories:

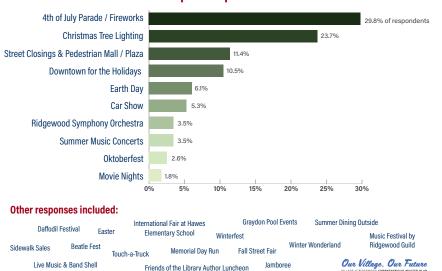
- Art and Performance uses
- · Food and Drink Uses
- Children and Family Uses
- · Hospitality and Services
- · Office Supply and Stationary Stores
- · Specialty Retail Uses
- Active Uses
- Bicycle Park and Safe Routes
- Open Space

Our Village, Our Future

#### Weekly Poll Question #5: 114 Responses

What is your favorite event hosted by either the Village or one of its many active community groups?

#### **Top 10 Responses**





# **TRENDS**

# COVID-19

The COVID-19 pandemic has been impacting the globe for over two years. The initial phases of the pandemic, beginning in March 2020, resulted in widespread lockdowns, closure of businesses, schools, and offices, and created dramatic short- and long-term changes to how the world operates.

Retail businesses and restaurants were immediately impacted because they were unable to operate. Over the course of several months, measures such as a shift to curbside pick-up and delivery models enabled many businesses to tread water. During the late spring of 2020, new outdoor dining accommodations became a popular way to

provide restaurants with the ability to serve clientele in an open-air environment with less health risks. By the end of 2020 and leading into 2021 with the widespread availability of vaccines for adults, many of the retail and dining restrictions were relaxed or removed.

# SHIFT IN WORK AND COMMUTING PATTERNS

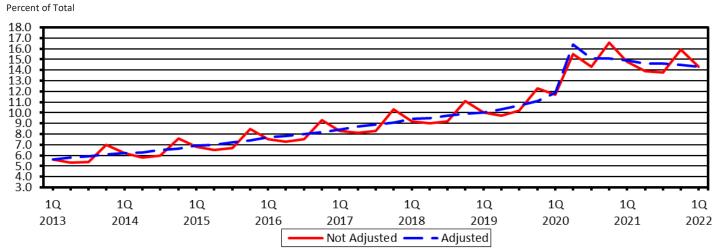
Remote work became a requirement during the early stages of the pandemic for office-based professions that were able to conduct business virtually. Over the last two years there has been a dramatic shift in the nature of remote work, with it becoming more common place and, in some industries, the new normal. There have been impacts on commuting patterns, commercial real estate, and downtowns that rely on daytime foot

traffic associated with large concentrations of office workers.

# E-Commerce

E-commerce is not a new development associated with the pandemic, but the percentage of sales associated with e-commerce spiked dramatically in the 2020s. The trend has stabilized, but the long-term trajectory appears to be steadily increasing. More people ordering their retail goods online for home delivery impacts local businesses, and shifts real estate demand toward warehousing, distribution, and logistics facilities. There are also traffic impacts associated with the fleets of delivery vehicles bringing the goods to the end user.

# Estimated Quarterly U.S. Retail E-commerce Sales as a Percent of Total Quarterly Retail Sales: 1<sup>st</sup> Quarter 2013 – 1<sup>ST</sup> Quarter 2022



Source: US Census Bureau



# **NEW USES FOR PUBLIC SPACES**

The COVID-19 pandemic created a new awareness about the importance of having highquality outdoor public spaces to gather. The Village utilized several strategies, including closing streets to vehicles and opening them to pedestrians during certain times, and providing additional space for outdoor dining. These were temporary measures meant to help weather the pandemic, but longer-term actions may result from the lessons learned during these times. The enhancement of public open spaces is an important factor in creating an attractive and vibrant downtown area that promotes a high quality of life.

#### FLEXIBILTY AND EXPERIMENTATION

It is cliché to say that necessity is the mother of invention, but the COVID-19 experience has shown it to be true. The Village of Ridgewood adopted several strategies, particularly downtown, to create new spaces for businesses and customers. Mixed feelings have been expressed about the long-term benefits of some of these interventions, but the opportunity to try them is valuable in and of itself. The Village should continue to embrace the spirit of flexibility and creativity in managing its public spaces.



Pedestrian Oak Street

# **RECOMMENDATIONS**

## DT-1. Land Use Change

To stay vibrant, downtowns need to carve out a unique space that cannot be replicated online. Ridgewood's strong restaurant scene and base of local shops (with a handful of national brands thrown in) forms a great foundation. Filling space on the margins and attracting new talent, interest, and activity should be the goal to supplement what exists and prevent stagnation and decline. Experiential uses that offer activities and social outlets, often combined with a retail and/or food and beverage service component are often referenced as a space in which downtowns can carve out their niche.

1. Recommended Potential Uses





Uses listed below may provide opportunities for new uses that can attract businesses to Downtown and take advantage of spaces with unusual sizes or configurations.

a. Brewery / Distillery / Winery Tasting Room - Wineries, breweries, and distilleries have developed throughout the State over the last decade. In many municipalities, these uses have been drivers for economic development, tourism, and general activity. Land use definitions tailored to the State





Yestercades - Westfield, NJ

- licensing requirements for smaller scale operations are appropriate in Ridgewood.
- Arcades Examples in New Jersey of modern, downtown arcade models include Yestercades and Barcade.
- c. Recreational / Experiential Venue - A category of uses generally involving games or activities played by individuals or groups. Food and beverage service, retail sales, lessons, and instruction are all typical ancillary uses that may be associated with a social activity use. Gatherings for parties and events are also a typical component of the use. Current examples include escape rooms, hatchet throwing, arcades, laser tag, bowling alleys, mini golf, venues for children's parties, and similar uses. Use shall not include motion picture theaters, performing arts theaters,

- dance halls, night clubs, private clubs, or private lodges.
- d. Flex office / Co-Working Space / Incubator / Maker Space Uncertainty about future demand for office space in a post-COVID-19 world means that flexible, small-scale, flexible or co-working spaces may be more in demand. Explicitly permitting co-working as a standalone use, or in conjunction with a retail, physical fitness, or food service use may encourage creative new businesses and adaptations by existing businesses.
- Bed & Breakfast The use may be appropriate as a conditional use in the P Zones, T Zones, and some residential zones.
- f. Hotel Small scale, boutique hotels could be an attractive use Downtown.
- g. Co-op and micro retailer models
  - Work with landlords to create themed mini co-ops within oversized, hard to lease spaces. These temporary uses could be short-term solution to long-term vacancies. If "micro" vendors are successful they can graduate to their own storefronts.

- Create permitting and review carveouts if needed to facilitate a "nontraditional" model.
- h. Pop-Ups Short-term, temporary, rotating spaces. Facilitate these by defining the use and providing an expedited review to prevent lag. Allow administrative approval for any "temporary" use for a designated period of time such as 3 or 6 months. May allow rotating and seasonal experiences to easily fill in spaces.
  - There may be a shift in retail and restaurant trends to closing for extended times, taking several weeks or month-long breaks. Old "Mom and Pop" stores would take vacation and be closed for a fixed period of time. There is a trend to seeking work-life balance, and during slow seasons, it may not be profitable to remain open. Acknowledging that some businesses may adopt a seasonal or "nomadic" existence, plus businesses that are just starting out, may allow for flexibility in permitting short-term uses.

#### i. Live-work model

 Artist studios are permitted, and home-offices are permitted.
 Permitting carefully defined live-



work spaces may provide additional flexibility and opportunity to blend small-scale living and commercial enterprises on the edges of Downtown. This model may be appropriate in the PO, B-2, and T zones.

- j. Live music / performance venues
- k. Cannabis Monitor the trends and evaluate options in the future. If the issue is divisive, consider a local referendum on whether to allow different license classes in the Village. With the built environment, available land, and other factors, the Class 5 Retail and Class 6 delivery licenses are likely the only ones that make sense. Other classes may be feasible as microbusinesses, but that limits the economic upside if tax revenue is the goal.

# DT-2. SMALL-SCALE RESIDENTIAL INFILL

The Downtown is an important driver of non-residential activity in the Village. However, a well-designed balance of residential units scattered within Downtown and around its fringes can provide a built-in customer base within walking distance of shops and restaurants that will be less likely to contribute to parking and traffic concerns. The Village should continue to evaluate options and plan

for small-scale residential additions in and around the Downtown.



- 1. Small-scale residential infill on upper floors and in mixed-use buildings can help create activity Downtown. The intention is not to urbanize or shift large populations Downtown, but to balance the Village by providing population within walking distance of transit and businesses.
- 2. Residential units Downtown create activity, provide a consumer base, and give current and future residents housing options.
- 3. Downtown has been placed into an affordable housing overlay, which allows for some infill and mixed-use developments.
- 4. There are recommendations in the Land Use Element about exploring different residential models. Some of these small-scale multi-family types of residences may be most appropriate in the zones in or adjacent to Downtown.

# DT-3. Design and Aesthetics

Attractive, well-designed spaces can bring people to the Downtown. If the spaces are comfortable and welcoming, they may encourage people to remain longer and return more frequently. Parking tends to be a

frequently cited concern, but after people are out of their cars, the pedestrian experience is critical. Adding landscaping, including improving the tree canopy can provide cooling shade on hot days, improve air quality, and create soft, attractive spaces. Improving information and wayfinding can help people feel confident and comfortable. Implementing public art as a tool to fill vacant spaces can reduce the impact of storefronts undergoing transitions and make blank walls more welcoming and exciting.

- Implement greening techniques where feasible along major thoroughfares to include curb bump outs, landscaped islands, bioswales, tree trenches, and other landscaping improvements, which also have ancillary stormwater management benefits.
  - P P S\$\$ (9)
- 2. Enhance the tree canopy through infill planting and the potential installation of new open space or pocket parks.
- Use technology such as Bigbelly Trash / Recycling Bins, Digital Kiosks, public Wifi, and apps to create a connected, informed, comfortable visitor experience.
  - **PPP\$\$\$**



4. Vacant Storefronts – Adopt an ordinance to require art installations or other decorative displays in vacant storefront windows. The Village could coordinate a program in collaboration with local artists, the Ridgewood Arts Foundation, the Ridgewood Arts Council, the Ridgewood Art Institute, and schools to provide installations on a temporary and rotating basis.



5. Install rotating artwork or murals on blank walls, under the train tracks, and in other places that have drab and uninviting appearances.





Previous conditions under the train tracks crossing over Franklin Avenue





Examples of alternative under track treatments Top Image: Ascan Avenue, Queens, NY Bottom Image: "Beyond Walls," Warron Jagger Photography



# DT-4. OPPORTUNITY AREAS

There are several key opportunity areas
Downtown that could create centers of activity
and attractive amenities. Potentially flexible
use of space currently dedicated to parking
should be considered as parking needs
are evaluated following the construction
of the Hudson Street garage. Beyond that
the following sites may provide significant
opportunities:

1. Van Neste Square / Memorial Park is an amenity in the heart of Downtown. The topography along Ridgewood Avenue separates the park from the streetscape. The west (Van Neste Sq.) and north (Dayton St.) sides of the square are at grade while the Ridgewood Avenue and South Walnut Street sides are disconnected from the park by the topography. However, the portions of the square that are most accessible to pedestrians are nearly entirely devoted to parking.



a. Consider ways to re-allocate the parking and bus terminal space along the west side of Van Neste Square to develop a more pedestrian-friendly and active area, potentially with new development next to the bus terminal that feeds into the square. The Hudson Street garage is less than a block away.



Bus Terminal and Van Neste Square Right-of-Way



Aerial Image of Van Neste Square, Adjacent Right-of-Way and Surrounding Streets







Source: Regional Partnership of Somerset County



Source: The Union Square Partnership

Examples of potential improvements and designs to be considered for Van Neste Square / Memorial Park



2. North Walnut Street Redevelopment Area - Consider options for potential open space within the North Walnut Street Redevelopment Area along Franklin Avenue and within the existing parking lot. The Village is currently in the eminent domain process to acquire the Town Garage property. A pocket park could provide a flexible venue for events and help beautify the corridor. This recommendation cross-references with the Open 





North Walnut Street Redevelopment Aerial North Walnut Street Redevelopment Area - Town Garage Property



Source: Marlborough Express



Park Concept Design Pocket Park - Allentown, PA

# DT-5. FLEXIBLE STREETS AND CURBSIDE PICK-UP

Allocation of curbside space is critical to a vibrant Downtown. Parking is one function, but loading, quick pick-up and delivery, sidewalk extensions, landscaped areas, and potential activity space are all other possible functions. The Village should consistently monitor and consider how to allocate this important public resource.

- 1. Communicate with restaurants and businesses about their volume of pick-up / delivery orders and ensure that ample short-term parking space is provided in the proper location. (P) (P) \$ (8)
- 2. Develop an identifiable signage / curb painting / striping convention that clearly identifies the location and purpose of the short-term spaces.
  - (P) (P) \$\$ (

- 3. Encourage businesses to inform their customers and delivery drivers about the location and use of short-term spaces. (P) \$ @
- 4. Update the Village parking website if needed to identify additional short-term parking spaces. (L) S 🤅
- 5. The Village should continue to explore how to use its streets in a flexible manner. (P) (P) (S (0)
- 6. A review of curb space allocation should be conducted to understand a balance between parking and other activities. (P(P(P) \$ 00)
- 7. Options for temporary and seasonal pedestrian streets, or partial streets, should be considered. Improvements to pedestrian-oriented space can make the Downtown more comfortable and attractive.

# DT-6. COMMUTING TRENDS AND PATTERNS

In response to the clear trend of increased remote work and less commuting that has emerged during the COVID-19 Pandemic, there may be an increased demand for both traditional and new flexible models of office space in Ridgewood. Having more residents in town that would have commuted elsewhere in the past could be beneficial for businesses that are able to cater to this new flexibility.

- 1. Ensure that flexible office space models, including those within other facilities are permitted in downtown commercial districts.
  - (P) \$ (A)
- Review the Downtown and transitional commercial zoning to permit flexible office space on ground floors either as a standalone use, or as part of a multi-faceted commercial establishment.

Source: NACTO



**FOOD TRUCK PARKLET LOADING ZONE PARATRANSIT BUS STOP** BIKE SHARE **METERED PASSENGER STATION** & ACCESSIBLE **PARKING SPOT DROP-OFF ZONE** 

LOADING



- 3. Work with the Ridgewood Chamber of Commerce to market the availability of traditional and flexible office space as a work from home alternative.
  - (b) (c) \$
- Encourage local merchants to create and promote weekday specials and events that may coincide with remote work break times.
  - **P P** \$
- 5. Identify areas where additional office space Downtown may be appropriate and amend the zoning if necessary.
  - (b) (c) \$ (a)

# DT-7. Parking Recommendations

Parking is a consistent issue raised by residents and merchants. However, there are ample parking resources Downtown including Village owned surface lots, the Hudson Street garage, churches, and other institutional uses that have parking available during evenings. The Village should monitor and study parking usage and pricing to understand when, how, and by whom parking is being used, and whether there is a supply problem or a perception and information problem.

1. Review Downtown parking standards, monitor usage trends for on-street and garage parking and implement programmatic responses to manage parking.

- 2. Consider variable pricing to make the Hudson Street parking garage a less expensive option than on-street parking along key Downtown streets.
- 3. Review Downtown parking standards to allow flexibility for uses moving into existing buildings or undertaking small expansions. Parking generally cannot be provided on-site, so variance applications are required, which cost potential businesses significant time and money.
- 4. Reducing parking requirements and eliminating a small number of on-street spaces will allow for more green space, a safer and more enjoyable pedestrian experience, reduce barriers to entry for new businesses, and promote alternatives to car use.

D D \$\$ (0)

# DT-8. Branding, Advertising,

# AWARENESS, AND EVENTS

Successful Downtowns are well branded and marketed. Ridgewood has a well regarded Downtown and all the ingredients to continue to improve it but may need to take additional steps to attract new businesses and sell residents on the idea of shopping and dining in the Village rather than elsewhere.

Some potential steps may include:

 Evaluate whether the creation of a Special Improvement District (SID) would be beneficial. SIDs have been successful in some places, and less successful in others. Evaluating the pros and cons of forming a SID may help the Village and its business community understand the potential costs and benefits.

**PP\$\$** 

- Improvement Districts "BID") are run by a District Management Corporation and provide a variety of services. By statute, they provide a way for businesses and property owners to organize and raise funds to undertake activities that "enhance or expand upon municipal services."
- The NJ Department of Community
   Affairs (DCA) website includes a
   "frequently asked questions" section



Examples of interactive branding and kiosks



that offers the following reason why a community may consider creating an improvement district: "A community may be experiencing a growing awareness that commerce in its downtown does not function as well as it could: that it does not draw the number or variety of shoppers that it should; and that the quality of the shopping, dining, and other commercial experience there is not as appealing as it could be for residents, visitors, and others. A community may see this as a mechanism to improve the economic, physical, social, and civic value of the commercial district in question. Downtown Management is a tool that enables private and public stakeholders to meet the needs, goals and vision of the district, its properties, businesses and communities. In enables a collective, organized response to problems as well as opportunities, leveraging the district's assets to mitigate its issues."

- c. Examples of Towns with Special Improvement Districts / Business Improvement Districts
  - Maplewood
  - Millburn
  - Montclair

- Morristown
- Summit
- Westfield
- 2. Improve public awareness of Downtown businesses, offerings, and events.



- a. Provide regular updates about new businesses, events, etc.
- b. Create a program to highlight a business of the week.
- c. Continue to build on popular special events and develop regular weekly activities or events.
- 3. Develop a greater digital presence with information Downtown. Kiosks can provide central sources of wayfinding and information, or an app can serve as a mobile resource.



**•** 

Digital materials integrated into an app or provided at kiosks may include:

- a. Parking locations and payment information.
- b. Business directory and locations.
- c. Wayfinding and pedestrian circulation maps and guidance.

d. A QR Code or similar scannable system could be used throughout Downtown by businesses and other destinations. Data could be collected to inform programming and investment decisions for Downtown improvements. It could also be used to distribute feedback surveys and coupons / information about specials.

# DT-9. Process

The Village should review all of its
processes to determine if there are ways to
streamline the steps that new businesses
need to take to get approval. A businessfriendly environment with a clear and easy
process may reduce barriers to entry for
new and relocating businesses.







#### INTRODUCTION

The Green Buildings and Environmental Sustainability Plan Element (the "Sustainability Element") is defined by the Municipal Land Use Law as:

"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, encourage and promote the development of public electric vehicle charging infrastructure in locations appropriate for their development, including but not limited to, commercial districts, areas proximate to public transportation and transit facilities and transportation corridors, and public rest stops; 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 climatic conditions through site orientation and design."

Sustainable systems require planning for the needs of the present without sacrificing resources and well-being of future generations. Principles of environmental sustainability include conserving energy and shifting to clean, renewable energy generation, conserving water and enhancing water quality, reducing flood risks through enhanced stormwater management, protecting natural

areas and sensitive environmental systems, promoting public health, and implementing tools to make buildings more efficient and sustainable.

## STATE ENERGY MASTER PLAN - 2019

In 2019, the State drafted an Energy Master Plan that calls for the use of 100 percent clean energy by 2050. To achieve that goal, the State is continuing to support new solar energy installations and providing new opportunities for large-scale offshore wind power generation.

In order to achieve a de-carbonized energy sector, transportation and buildings need to shift to electrical systems in place of fossil fuels. Ridgewood has adopted the State model ordinance to mandate the installation of new electric vehicle charging infrastructure. More models of electric vehicles are entering the market, and the build-out of the charging network will help support wider adoption. For buildings to de-carbonize, heating and cooking fuel will need to shift from fossil fuels such as natural gas to electric systems fueled by renewable generation.

The Energy Master Plan includes seven strategies, some of which translate to Ridgewood's ongoing efforts to make the Village as sustainable as possible. **Strategy 1:** Reducing Energy Consumption and Emissions from the Transportation Sector

**Strategy 2:** Accelerating Deployment of Renewable Energy and Distributed Energy Resources

**Strategy 3:** Maximizing Energy Efficiency and Conservation, and Reducing Peak Demand

**Strategy 4:** Reducing Energy Consumption and Emissions from the Building Sector

**Strategy 5:** Decarbonizing and Modernizing New Jersey's Energy System

**Strategy 6:** Supporting Community Energy Planning and Action in Underserved Communities

**Strategy 7:** Expand the Clean Energy Innovation Economy

The Sustainability Element will include strategies related to de-carbonization and making buildings more efficient, which will enable Ridgewood to do its part to advance the State's Energy Master Plan goals.

## SUSTAINABILITY EFFORTS IN RIDGEWOOD

#### SUSTAINABLE JERSEY

The Village has undertaken several sustainability efforts in recent years, including certification by Sustainable Jersey at the silver level, which is the highest level of certification.

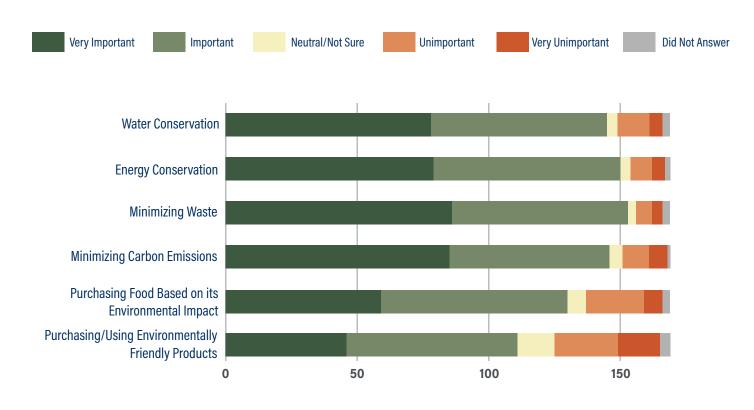


The sustainability actions implemented as part of the certification process include:

- Animals in the Community Education
- Companion Animal Management Plan and Pledge
- Community Education and Outreach
- Creating a Green Team

- Holding a Green Fair
- Municipal On-Site Solar Systems at the main fire house at 201 East Glen Avenue, Village Hall, the Water Pollution Control Facility at 561 Prospect Street, Glen Rock, and the Ridgewood Emergency Medical Services building at 33 Douglas Place.
- Community Gardens
- Farmers Markets
- Anti-Idling Education and Enforcement
- Smoke-Free and Tobacco-Free Public Places
- Shade Tree Commission Sapling Program

# Weekly Poll Question #2: 169 Responses How important are the following sustainability issues as they relate to your day-to-day life?



RV

- Bee City USA Designation
- Installing Raingardens
- Green Business Recognition Program
- Establishing an Environmental Commission
- Water Conservation Education and Ordinance
- Community Forestry Management Plan
- Tree Planting Programs
- Improving Public Engagement
- Prescription Drug Safety and Disposal
- Recycling and Waste Reduction Education and Compliance
- Community Paper Shredding Day
- Household Hazardous Waste Disposal
- Non-Mandated Recycling including textiles, tires, and concrete
- Backyard Composting
- Reusable Bag Education

In addition to the Village's silver certification, five of the Ridgewood School District schools (Ridgewood High School, Benjamin Franklin Middle School, and Ridge, Somerville, and Travell Elementary Schools) were certified in 2021 at the bronze level under the Sustainable Jersey for Schools program.

#### **GOALS**

#### GOAL #1 – DEVELOP GREEN BUILDING STANDARDS TO ENSURE THAT NEW CONSTRUCTION AND SUBSTANTIAL RENOVATIONS AND ADDITIONS EXCEED MINIMUM CODE REQUIREMENTS.

Green Building Standards incorporated into the Land Use and Development Ordinance can provide a voluntary or mandatory set of guidelines for development. The standards can borrow from well-established systems of building design and evaluation including, but not limited to, LEED, Net Zero, and Passive House.

# GOAL #2 – CONSIDER PRINCIPLES OF SUSTAINABILITY IN ALL PUBLICSECTOR INVESTMENTS AND PROJECTS UNDERTAKEN BY THE VILLAGE.

The Village has taken significant steps to-date but should continue to view all public sector investments through a lens of sustainability. Life-cycle costs and long-term environmental impacts should be considered.

# GOAL #3 – EXPAND PUBLIC-SECTOR RENEWABLE ENERGY FACILITIES AND ELIMINATE BARRIERS TO PRIVATE-SECTOR RENEWABLE ENERGY.

The Village already has solar energy facilities at four of its buildings, and the Ridgewood School District has facilities at eight schools. The Village should continue to promote

installation of solar panels at public buildings and as canopies over parking lots.

The Village Land Use and Development Ordinance does not include definitions for solar panels and does not explicitly permit them. Some interpretations may permit them as an accessory use "customarily incidental and subordinate to the principal use." It is recommended that clarity be added to the ordinance to explicitly permit solar panels throughout the Village.

### GOAL #4 – PURSUE ELECTRIFICATION OF THE VILLAGE'S VEHICLE FLEET.

The Village should begin the process of procuring electric vehicles as its fleet turns over. While current EVs are likely limited to passenger vehicles and light duty trucks, the Village should consistently explore options to replace all vehicles with EVs as appropriate versions come to market. In addition, DPW equipment, such as landscape equipment, should be replaced with electric versions where feasible.

## GOAL #5 – ENHANCE LOCAL AIR QUALITY THROUGHOUT THE VILLAGE AND WITHIN BUILDINGS.

The Village has already adopted anti-idling education and enforcement, and smoke- and tobacco-free policies. It should continue its efforts to educate the public on the importance of these programs. Efforts should



be made to improve indoor air quality as part of building maintenance and updates. Improvements to natural ventilation, filtration, and monitoring should be included in scopes of work for building rehabilitation.

#### GOAL #6 – CONTINUE TO INCORPORATE GREEN INFRASTRUCTURE AND ENHANCED STORMWATER MANAGEMENT MEASURES THROUGHOUT THE VILLAGE.

The Village has adopted the new NJDEP Model Ordinance standards for stormwater management. These standards establish the minimum threshold for new major developments as the disturbance of one or more acres of land since February 2004, the creation of ¼ acre or more of "regulated impervious surface" since February 2004, or the creation of ¼ acre or more of regulated motor vehicle surface since March 2, 2021. Additional measures can be undertaken moving forward to reduce stormwater run-off from public and private projects.

## GOAL #7 – REDUCE SOLID WASTE AND DIVERT AS MUCH AS POSSIBLE AWAY FROM LANDFILLS.

This goal cross-references with the Recycling Plan Element. The Village has had success with a wide range of recycling measures and piloted a food scrap recycling program. These efforts, and others can continue to reduce the amount of solid waste that is directed toward landfills.

## GOAL #8 – PROMOTE WATER CONSERVATION IN BUILDING AND SITE DESIGN AND OPERATION.

The Village has Ordinances on the books restricting water use during certain drought levels. Continued enforcement of those provisions can help reduce water consumption in landscape maintenance. Additional standards relating to building and site design can promote the installation of efficient fixtures and appliances and encourage landscaping that requires limited watering and maintenance.

### GOAL #9 – PROTECT AND ENHANCE THE VILLAGE'S NATURAL RESOURCES.

The Environmental Resource Inventory, prepared by The Land Conservancy and included as an appendix to the Master Plan, includes an in-depth catalog of the Village's natural resources. Since nearly all the buildable land in the Village has been developed, most of the remaining natural areas are in parks and other preserved land. The Village should continue to protect sensitive environmental features including wetlands, riparian areas, and steep slopes, and limit encroachments into flood hazard areas.

GOAL #10 – CREATE A HEALTHY
COMMUNITY WITH SAFE, ACTIVE SPACES
AND A RANGE OF STIMULATING ACTIVITIES
FOR PEOPLE OF ALL AGES AND ABILITIES.

One of the goals of the Sustainability Element is to help promote safe indoor and outdoor public spaces accessible to children, teenagers, adults, seniors, and those with special needs. Public gathering spaces offer social, educational, and recreational outlets, and can benefit the public health and wellbeing. The Open Space and Recreation Plan Element includes additional information about recreational activities.

## TOPICS AND RECOMMENDATIONS

Each of the following topics includes an overview of its importance to a sustainable future in Ridgewood, along with recommendations for future actions. Some of the actions may require formal implementation through adopted ordinances. Other recommendations may promote public education and changes to the decision-making process to alter behavior and encourage sustainable outcomes.

The Village has a strong base of sustainability actions that have already been undertaken, and active groups like the Environmental Advisory Committee, Green Ridgewood / Green Team, Open Space Committee, Shade Tree Commission, and others that have made different aspects of sustainability their priorities.



#### GBS-1. GREEN BUILDING STANDARDS

Green Building is a set of design, construction, and operation principles that reduces or eliminates the negative environmental and climatic impacts of buildings. In general, green building focuses on efficient use of energy, water, and other resources, creating healthy indoor and outdoor environments, generating renewable energy, reducing waste, locating developments to limit disturbance and environmental degradation, and encouraging an understanding of life-cycle costs. In the context of the Sustainability Element, green building standards can be an educational resource to help property owners, developers, and Village officials make decisions about new construction, renovations, and capital investments. Some standards may be adopted by ordinance as part of the Land Use and Development code as optional or required standards along with a checklist of required information.

1. Public Education



Educate the public, Village
 professionals, the Village Planning
 and Zoning Boards, the Historic
 Preservation Commission, and the
 Board of Education about the value
 and importance of green building
 standards.

 Provide information about different rating systems that provide guidance during the design, construction, and operation of buildings.

### GREEN BUILDING CHECKLIST AND ORDINANCE STANDARDS

 Create a green building standards section in the Land Use and Development Ordinance to require a baseline of sustainability and efficiency in new construction projects. Higher standards, including those based on LEED Gold or Platinum, Passive House, and Zero Energy Ready could be incentivized through zoning relief or other bonuses.



 A green building checklist can be incorporated into the ordinance that includes but may not be limited to the following topics. Some existing submission requirements, such as environmental impact statements, may include some of this information already.



- a. Location and Transportation
  - Prohibit or limit development within a floodplain.
  - Require that environmentally sensitive features be protected.
  - Prioritize infill development and redevelopment.

#### **LEED**

(Leadership in Energy and

**ENVIRONMENTAL DESIGN)** 

LEED is a well-known, widely used green building rating system. The LEED rating system includes four tiers based on a points system. Projects can be certified under BD+C (Building Design and Construction), ID+C (Interior Design and Construction), O+M (Operations and Maintenance), ND (Neighborhood Development), Homes (for single-family homes and small-scale multifamily), Cities and Communities, and LEED Zero (projects with net zero goals in carbon or resources).

**Economic Benefits** – energy, water, maintenance, and waste disposal savings and enhanced marketability.

**Health Benefits** – reduced pollution, higher indoor air quality, greater occupant comfort.

**Environmental Benefits** – reduced energy use and carbon emissions, water conservation, waste reduction, vehicle miles traveled reduction, use of green materials.

Source: https://www.usgbc. org/leed/why-leed





- Create connections to a walkable and bikeable street network, with on-site bicycle storage.
- Provide access to transit.

#### b. Sustainable Sites

- Prohibit planting invasive plant species.
- Reduce heat island effects through shade and use of non-absorptive materials.
- Manage rainwater through lowimpact development.

#### c. Water Efficiency

- Water metering and sub-metering to improve understanding of building water usage and promote quantifiable reductions.
- Reduce total water use through efficient indoor fixtures and minimal outdoor use for irrigation.

#### d. Energy and Atmosphere

- Use efficient hot water heaters and distribution systems (i.e. solar direct hot water.)
- Incorporate a photo-voltaic solar system.

- Orient the building for passive solar, which requires having more glazing on south facing buildings and providing strategic shading with awnings, overhangs, and plantings, to maximize shading in summer months and solar gain in winter months.
- Specify higher levels of envelope insulation and high-efficiency windows.
- Install efficient heating and cooling systems.
- Implement lighting controls including efficient fixtures with occupancy sensors, timers, etc.
- Use high efficiency appliances.

#### e. Materials and Resources

- Use certified materials including wood that is non-tropical, reused or reclaimed, or certified by the Forest Stewardship Council.
- Specify locally produced and environmentally preferable products to reduce negative externalities, transportation impacts, and minimize overall lifecycle environmental costs.

#### Passive House

A set of building and design principles that focuses on energy efficiency and interior comfort. A certification system, similar to LEED, known as PHIUS+, verifies the design and includes a post-construction quality control review to ensure that the building meets the required standards. The standard focuses on five key principles:

- Employs continuous insulation throughout its entire envelope without any thermal bridging.
- The building envelope is extremely airtight, preventing infiltration of outside air and loss of conditioned air.
- Employs high-performance windows
   (2x or 3x-paned windows depending
   on climate and building type) and
   doors solar gain is managed to exploit
   the sun's energy for heating purposes
   in the heating season and to minimize
   overheating during the cooling season.
- Uses some form of balanced heat- and moisture-recovery ventilation.
- Uses a minimal space conditioning system.

Passive house design coupled with renewable energy can create net zero buildings that produce as much, or more energy than they consume.

Source: https://www.phius.org/home-page



- Plan for construction waste management and deconstruction to recycle and reuse building materials to the extent feasible.
- f. Indoor Environmental Quality
  - Enhance ventilation and combustion venting.
  - Balance heating and cooling distribution systems with multiple zones, room-by-room controls, and pressure balancing.

- Prohibit installation of fireplaces or wood stoves.
- Protect occupants from garage pollutants by installing an exhaust fan in the garage or having only a detached garage.

### GBS-2. Renewable Energy Generation and Conservation

As indicated in the State Energy Master Plan, there is a statewide focus on de-carbonizing

electrical generation by 2050. The Village is unable to exert direct control over the source of energy that powers the broader electric grid. However, local-scale renewable energy can reduce the need for energy from the grid generated by the burning of fossil fuels and other non-renewable energy. In addition, the Village could evaluate options for the development of a microgrid to help keep critical facilities online in the event of emergencies and power outages.

- Continue to pursue opportunities to install solar panels and other potential renewable energy systems on public property and facilities.
  - **(b) (c) \$\$\$**
- 2. As battery technology continues to mature, the Village should monitor ways to incorporate battery systems with renewable energy to provide back-up and emergency power.
- 3. Encourage the use of ground source heat pumps (aka geothermal heat pump) in conjunction with renewable energy systems, and as a greater percentage of electric power is generated from renewable energy sources in the coming years.

**(b)** \$

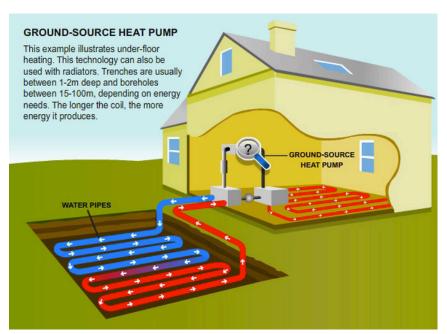
#### ZERO ENERGY READY

A US Department of Energy (DOE) program certifies high performance, energy efficient homes as "Zero Energy Ready" if the addition of a renewable energy system can offset all or most of its annual energy consumption. Components of Zero Energy Ready (or Net Zero Ready) homes, according to the DOE include:

- Optimized Thermal Protection meets and exceeds the next generation code making each home Future Ready;
- Whole-House Water Protection effectively manages potential leak and mold problems making each home Moisture Ready;
- High-Performance Heating and Cooling ensure both energy efficient equipment and professional installation making each home Comfort Ready;
- High-Efficiency Components typically come with improved performance, quality, and durability making each home Tech Ready;
- Comprehensive Indoor Air Quality includes all the requirements of the U.S. Environmental Protection Agency Indoor airPLUS program making each home Health Ready; and
- Solar Ready Construction minimizes the cost and disruption of adding solar in the future making each home Zero Ready.

Source: https://www.energy.gov/eere/buildings/zero-energy-ready-homes



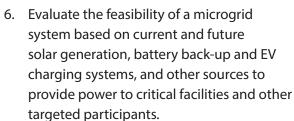


Source: AboutCivil.org

4. Add solar panels as a permitted accessory use in all zones in the Land Development Ordinance.



5. Promote energy efficiency and use reduction through green building standards and public education. (L) S





#### GBS-3. AIR QUALITY

Air quality impacts are associated with the burning of fossil fuels, operation of vehicles, and a variety of industrial processes. In Ridgewood, the direct impacts include burning fossil fuels for heating and cooking, and the operation of motor vehicles and other equipment with internal combustion engines. In terms of pollution reduction, transition to a larger share of electric

vehicles will reduce tail-pipe emissions and generally improve local air quality. Where feasible, removing natural gas connections from buildings and replacing heating, cooling, and cooking systems with electrified units powered by renewable energy will have local

and global environmental benefits. Finally, planting trees and continuing to maintain and nurture the Village's tree canopy will have air quality benefits.

1. Create a timeline to phase in electric vehicles in the municipal fleet. Where possible, ensure that there is solar capacity to supply charging stations.



2. Discourage and eventually prohibit natural gas connections in new construction. There is precedent for this action – New York City recently banned gas connections for new construction to improve indoor air quality and public health, and work to reduce reliance on fossil fuels.



3. Continue to enforce anti-idling regulations throughout the Village including posting signage in delivery areas.



#### Microgrid

A microgrid is a local energy grid with control capability that can disconnect from the traditional grid and operate autonomously. Microgrids rely on "distributed generation" of electricity (on-site generation of electricity for direct use rather than transmitted over the grid) and batteries to provide energy that can be separated from the broader grid and utilized by a set of end-users.

Why Microgrids? Microgrids can provide backup power when the main grid is disabled, which can be useful in places with vulnerable electricity distribution infrastructure.

Source: https://www.energy.gov/articles/how-microgrids-work

RV

- 4. Work to enhance the Village's tree canopy with new tree plantings on public and private property and within rights-of-way.
- 5. Institute a full or partial municipal ban on the use of gas-powered lawn maintenance equipment. Princeton recently prohibited the use of gas-powered lawn equipment outside of a peak Spring and peak Fall period. In addition, two bills have been introduced in the state Legislature that would prohibit the sale of new gas-powered leaf blowers and create a rebate system for the purchase of new electric ones.



### GBS-4. STORMWATER MANAGEMENT AND

#### FLOODING

Stormwater management and flood reduction is an important aspect of sustainability in Ridgewood. The most flood prone portions of the Village have suffered serious damage on more than one occasion in the last decade. The Village should continue to evaluate and pursue higher regulatory standards to the extent feasible.

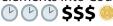
 The new NJDEP Stormwater Management rules require the use of green infrastructure best management practices as part of stormwater management designs.
 Continue to monitor best practices and opportunities to institute higher standards where applicable.



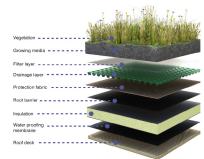
2. Educate property owners about how to integrate small-scale green infrastructure elements into buildings and yards including:



- a. Cisterns
- b. Rain Barrels
- c. Rain Gardens
- 3. Pursue green streets designs that include bioretention systems and other stormwater management improvements when upgrading municipal roads. Work with Bergen County to incorporate those design elements into County projects.



4. Review the Land Use and Development Ordinance to determine if impervious coverage standards should be reduced.



Green Roof Diagram



Cisterns



Vegetated Curb Bump-Out



Blue Roof

Source for four photos: NJ Future, Developers Green Infrastructure Guide

- 5. Include enhanced standards, such as lower impervious coverage thresholds, or greater on-site retention requirements for properties near flood hazard areas.
- 6. Work with NJDEP, Bergen County, municipalities in the watershed to develop modeling for the purpose of identifying

the set of best practices that can reduce

impacts from flood hazards.

(b) (b) (c) \$\$\$

7. When the forthcoming NJPACT (New Jersey Protecting Against Climate Threats) REAL (Resilient Environments and Landscapes) draft statewide land use rules are released, review and evaluate their potential impact on the Village and offer comments if appropriate.

**P\$** 

8. If opportunities to acquire flood prone properties occur, consider the available options and potential impacts on the Village.

(b) (b) (c) \$\$\$ (6)

#### GBS-5. Waste Management

Reducing solid waste in public and private operations in the Village has environmental benefits. Reducing the stream of refuse that goes to land fills is beneficial from a broader land use and environmental perspective. Continued efforts to maximize recycling have waste diversion benefits and can potentially

generate revenue through the sale of recycled products. Food waste reduction through recycling and composting can have waste diversion benefits and provide fertilizer and other benefits.

- 1. Physical improvements to waste management infrastructure.
  - (b) (c) \$\$\$ (0)
  - a. Big Belly receptacles can hold waste and recyclables, integrate a solar powered compactor, and include public wi-fi hotspots. The containers reduce the frequency of collections and provide a contained, attractive place for public refuse.

- Recycling, Composting, and food scrap recycling See Recycling Element.
- General Waste Reduction
  - **P\$00**
  - As part of a green building checklist or other program review how construction and demolition waste can be salvaged, re-purposed, recycled, or otherwise diverted from landfills.
  - b. Include review of material salvage and disposal as part of Historic Preservation Commission review.

Big Belly Recycling and Waste receptacles



Source: re-cities.org



#### GBS-6. WATER CONSERVATION

Water conservation has environmental and economic benefits. The Utilities Element includes information about the Village's water supply and distribution system. Using water more efficiently will ensure that the Village's water system is sustainable.

1. Incorporate water efficiency standards for indoor and outdoor water use in green building standards.



2. Encourage the use of rainwater and graywater capture and reuse systems in new private construction and retrofits, and in public projects.



3. Continue to enforce, and if necessary, expand limitations on lawn watering during periods of drought.



4. Encourage low maintenance native landscaping that is drought tolerant as part of new developments and within municipal projects to minimize the need for irrigation systems.



#### GBS-7. Natural Resources

Protection of critical environmental and natural resources is an important component of environmental sustainability. The **Environmental Resource Inventory and Open** 

Space and Recreation Plan include details about the Village's environmental resources including wetlands, steep slopes, critical habitats, riparian areas, and floodplains. The Sustainability Element aligns with and supports the preservation and protection recommendations in the other Plan Elements.

1. See the ERI and Open Space and Recreation Plan Elements for details about specific natural resources and preservation targets.



2. Promote tree planting, maintenance, and expansion of the tree canopy. Additional information is included in the Land Use Element.



### GBS-8. Public Health, Safety, and

#### WFI FARE

Public health, safety, and welfare are an important aspect of sustainable communities and places with high standards of living. There is significant overlap with the Land Use Element, Circulation Element, Housing Element and Fair Share Plan, and Open Space and Recreation Elements. Transportation systems, housing, the availability of recreational and healthy indoor and outdoor spaces all contribute to positive public health outcomes. Promoting the public health, safety, and welfare should be part of all aspects of the

Village's investment and decision-making process.

1. Provide adequate parks, recreation and open space, education, and wellness facilities with a balance catering to residents of all ages and abilities.



2. Ensure that the Village's special needs community is considered in planning and investment decisions.



- a. Provide adequate housing opportunities for adults in need of supportive services and living arrangements.
- b. Ensure there are recreational facilities and programs available for the special needs community.
- 3. Explore options for developing a food rescue / donation program in collaboration with local grocery stores and restaurants to divert potential food waste to food pantries, soup kitchens, and other charitable groups that support those in need.



4. Understand and prepare for future infectious diseases and potential pandemics like COVID-19.











#### INTRODUCTION

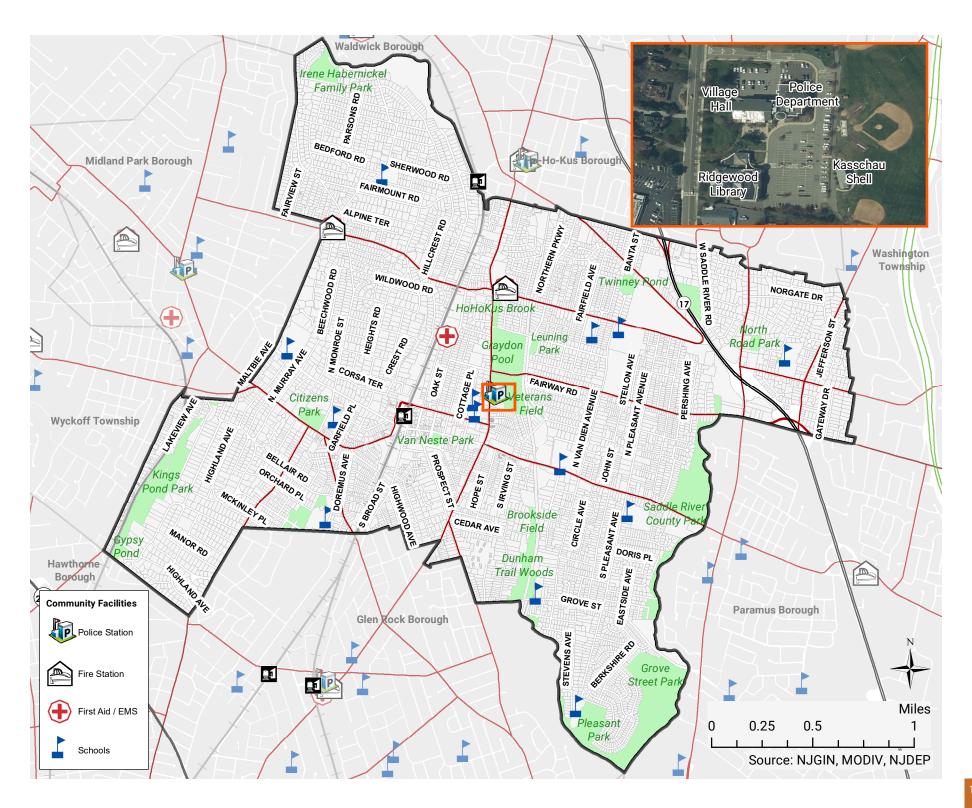
Community facilities play a key role in maintaining the Village's quality of life for residents and contribute to making the community a desirable place to live. The Community Facilities Element provides an inventory and analysis of facilities within Ridgewood, including educational, cultural, historic, emergency, infrastructure, and municipal facilities. The Element identifies potential deficiencies as well as future facility and service needs for the community.

Community facilities along with parks and other recreational opportunities are amenities that both serve a community by way of safety, support, and education, but they also provide civic gathering places where residents and visitors can gather and come together. The Parks and Recreation Element accompanied by a Natural Resource Inventory, is being prepared as part of this Master Plan process and will provide information and details on the Village's parks, green spaces, and plazas. The Community Facilities Element cross-references the Parks and Recreation Element but will not directly address those amenities.

The Village of Ridgewood is served by a variety of facilities and services, including public and private educational institutions, libraries, police and fire, emergency services, and community programming.



Former Beech Street School; now houses the Ridgewood Board of Education





## VILLAGE OF RIDGEWOOD SCHOOL DISTRICT

The first school in what is now Ridgewood was established in 1780 by the First Paramus Reformed Church. Like many communities in New Jersey, the early foundations of Ridgewood's educational system were rooted in religious establishments. Since that time, the schools have grown and flourished. During the Master Plan Visioning Process, Ridgewood's public schools were the top response to the question, "What do you most like about living in the Village?" The high-quality education provided by the school district is a major draw for potential future residents.

In the 2020-2021 school year, there were 5,555 students enrolled in Ridgewood School District across 10 schools consisting of nearly 1,000,000 square feet: one (1) public preschool, six (6) elementary schools, two (2), middle schools, and one (1) high school. The District employs 441 teachers and 31 administrators. The District's 2021 amendment to its Long-Range Facilities Plan noted that there is surplus capacity for Pre-K through twelfth grade.

In 2012, the Ridgewood Public School
District entered into a 15-year Solar Purchase
agreement with PSE&G and installed
photovoltaic solar systems on the rooftops
of nine school buildings. In 2021, five of the
District's schools achieved the Sustainable
Jersey for Schools bronze-level certification.
These schools are Ridge Elementary School,

Somerville Elementary School, Travell Elementary School, Benjamin Franklin Middle School, and Ridgewood High School.

After an energy audit and Energy Savings Plan was completed in 2016, the District Administration approved several measures for District's schools to promote energy efficiency, including boiler replacements, lighting upgrades, and the installation of a CHP system at the High School (Combined Heat and Power).

#### STRATEGIC PLANNING INITIATIVE

In 2019, the Ridgewood Public Schools began their 2019-2024 Strategic Planning Initiative with the purpose of identifying current strengths, challenges, and opportunities, determining a future vision for the District, and formulating goals and action steps to realize the community vision. Through several outreach sessions and the development of a 64-member Strategic Planning Council, a framework was established along with four "Habits of Learning" designed to cultivate the District's goal of lifelong learning for its students.

#### **COVID-19 PRECAUTIONS**

At the onset of the COVID-19 pandemic in the spring 2020, the Ridgewood Public Schools were faced with the same challenges as millions of others across the country and remote learning went into effect. As the schools began to come back to person in the later months and years, Ridgewood implemented a number of safety precautions throughout the District, including the installation of touchless flushometers and faucets in the bathrooms, regular communications on policies and procedures, a COVID medical app, and a COVID dashboard on the District's website that is equipped with information regarding cases, testing centers, and safety precautions.



Beech Street School Historic Marker



#### **ENROLLMENT TRENDS**

The New Jersey Department of Education offers historic enrollment data going back to the 1999-2000 school year. As can be seen in the table below, the School District has overall seen slow growth over the last 20 years. The 2020-2021 school year enrollment represents a 9.2% growth over the 20-year period. However, when compared to the 2019-2020 school year, the enrollment dropped by 2.7%. This decrease can be seen almost entirely within the elementary schools: the high school saw an increase of two students, the middle schools saw a net decrease of 3 students and the elementary schools plus the out of district students experienced a net decrease of 148 students.

It is not a coincidence that this drop occurred during the school year immediately following the onset of the COVID-19 pandemic, and Ridgewood is not the only school district affected by such change. Nationwide, public school enrollment for the 2020-2021 school year dropped by 3% compared to the 2019-2020 school year. New Jersey saw an average decline of 2.0 to 2.99%.1 In accordance with the National Center for Education Statistics, the majority of the decrease can be attributed to the non-compulsory grades of Pre-K and Kindergarten. The reason for the drop in these early year grades has not yet been quantified, but anecdotally, it appears some parents are choosing to delay enrolling their children in public school while COVID-19 continues

VILLAGE OF RIDGEWOOD 20-YEAR ENROLLMENT TRENDS					
SCHOOL YEAR	ENROLLMENT	CHANGE IN NUMBER	CHANGE IN %		
1999-2000	5,085	-	-		
2000-2001	5,155	70	1.4%		
2001-2002	5,225	70	1.4%		
2002-2003	5,392	167	3.2%		
2003-2004	5,462	70	1.3%		
2004-2005	5,491	29	0.5%		
2005-2006	5,553	62	1.1%		
2006-2007	5,626	73	1.3%		
2007-2008	5,588	-38	-0.7%		
2008-2009	5,644	56	1.0%		
2009-2010	5,675	31	0.5%		
2010-2011	5,731	56	1.0%		
2011-2012	5,742	11	0.2%		
2012-2013	5,758	16	0.3%		
2013-2014	5,723	-35	-0.6%		
2014-2015	5,376	-347	-6.1%		
2015-2016	5,640	264	4.9%		
2016-2017	5,643	3	0.1%		
2017-2018	5,653	10	0.2%		
2018-2019	5,676	23	0.4%		
2019-2020	5,710	34	0.6%		
2020-2021	5,555	-155	-2.7%		

<sup>1. &</sup>quot;Nation's Public School Enrollment Dropped 3 Percent in 2020-21," National Center for Education Statistics, June 28, 2021



to cause uncertainties in the day-to-day operations as guidelines change and the pandemic continues to cause temporary shut downs of districts and schools.

### POPULATION GROWTH COMPARED TO SCHOOL ENROLLMENT GROWTH

Over the last 20 years, the Village of Ridgewood has seen a population growth of approximately 4.2% with very little growth between 2000 and 2010 (0.1%) and a slight increase between 2010 and 2020 of 4.1%. School enrollment trends, however, experienced the opposite with an 11.6% growth between 2000 and 2010 and an overall 0.6% growth rate between 2010 and 2020.

There are a variety of social factors that play into this trend. Generally speaking, birth rates have been declining across the country for the last decade.<sup>2</sup> The Millennial generation is having fewer children than the generations before them. It is also the case that multigenerational housing is becoming a more

common occurrence, a trend that began with the Great Recession and saw a further progression with the onset of the COVID-19 pandemic. Additionally, the only major residential construction that has occurred in the Village over the last decade has been apartment buildings, which will generate additional population with minimal additions to the public school system.<sup>3</sup>

### RIDGEWOOD PUBLIC SCHOOLS PUBLIC PRESCHOOL

There is one public preschool in Ridgewood.

#### Glen School

The Glen School opened in 1959 on East Glen Avenue at Eastbrook Road and is a public preschool serving infants and preschool-aged children. In accordance with the New Jersey Department of Education, in the 2020-2021 school year, the Glen School had an enrollment of 60 children. Of those 60 children, 42 were enrolled in full-day Pre-K.

#### **ELEMENTARY SCHOOLS**

There are six elementary schools in Ridgewood that combined teach a total of 2,356 students.

#### **Hawes Elementary School**

The Hawes School opened in 1966 on Stevens Avenue and originally served children in Kindergarten through 3rd grade. The school was named after Henrietta Hawes, who was the first woman to serve on the Ridgewood Board of Education. The Hawes School now serves grades K through 5 and in the 2020-2021 school year had a total enrollment of 393 students.

#### **Orchard Elementary School**

The Orchard Elementary School originally opened in 1966 on Orchard Place and Doremus Avenue. The school serves Kindergarten through 5th grade, and in the 2020-2021 school year had a total enrollment of 299 students.

Prior to the site becoming a school, the land on which Orchard Elementary School sits was

POPULATION GROWTH COMPARED WITH SCHOOL ENROLLMENT GROWTH							
YEAR	POPULATION	POPULATION CHANGE	POPULATION CHANGE %	SCHOOL ENROLLMENT	ENROLLMENT CHANGE	ENROLLMENT CHANGE %	
2000	24,936	-	-	5,085 (1999-2000)	-	-	
2010	24,958	22	0.1%	5,675 (2009-2010)	590	11.6%	
2020	25,979	1,021	4.1%	5,710 (2019-2020)	35	0.6%	

- 2. "Will Births in the US Rebound? Probably Not," Brookings, May 24, 2021
- "Who Lives in New Jersey Housing? The profile of Occupants of Residential Development,"
   Rutgers University, 2018



part of the Ridgewood Ash Landfill, which was originally used to dispose of municipal ash waste from domestic boilers. The landfill was used between 1910 and 1950. Between 1950 and 1960, the ash fill was covered with local soil materials to make way for the new elementary school. The soil was ultimately found to contain various contaminants, including lead, at concentrations above the New Jersey Department of Environmental Protection Residential Soil Remediation Standards. The Ridgewood Board of Education is in the process of removing and replacing the surface soil or burying the existing soil with clean soil.

#### Ridge Elementary School

The Ridge School opened in 1959 on West Ridgewood Avenue. The school serves Kindergarten through 5th grade, and in the 2020-2021 school year had a total enrollment of 443 students.

Solar panels were placed on the school after the 2012 agreement was executed with PES&G, and in 2021 school achieved the Sustainable Jersey for Schools bronze-level certification.

#### Somerville Elementary School

The Somerville School opened in 1951 on South Pleasant Avenue replacing the Kenilworth School, which was one of the first four-room schools that opened in 1905. The Somerville School was named for Irwin B. Somerville, the high school principal from 1915 to 1931 and Supervising Principal (now called a Superintendent) from 1931 to 1944. The school serves Kindergarten through 5th grade, and in the 2020-2021 school year had a total enrollment of 383 students.

Solar panels were placed on the school after the 2012 agreement was executed with PES&G, and in 2021 school achieved the Sustainable Jersey for Schools bronze-level certification.

#### **Travell Elementary School**

The Travell School opened in 1951 on Fairfield and East Glen Avenues. The school was named for Ira W. Travell, Supervising Principal (Superintendent) from 1912 to 1931. The school serves Kindergarten through 5th grade, and in the 2020-2021 school year had a total enrollment of 377 students.

Solar panels were placed on the school after the 2012 agreement was executed with PES&G, and in 2021 school achieved the Sustainable Jersey for Schools bronze-level certification.

#### Willard Elementary School

The current Willard School opened in 1927 after being destroyed by a fire in 1926. The school is located on Morningside Road and was named for Dr. Harry S. Willard, the Board President from 1913 to 1930. Willard serves Kindergarten through 5th grade, and in the 2020-2021 school year had a total enrollment of 461 students.

RIDGEWOOD ELEMENTARY SCHOOL ENROLLMENTS FOR THE 2020-2021 SCHOOL YEAR									
SCHOOL	KINDERGARTEN (FULL DAY)	FIRST GRADE	SECOND GRADE	THIRD GRADE	FOURTH GRADE	FIFTH GRADE	UNGRADED	TOTAL	
HAWES	58	51	69	61	67	65	22	393	
ORCHARD	39	54	46	51	41	68	0	299	
RIDGE	67	80	66	83	68	71	8	443	
SOMERVILLE	42	58	67	67	78	68	3	383	
TRAVELL	59	58	69	65	60	66	0	377	
WILLARD	62	76	74	75	82	81	11	461	
TOTAL	327	377	391	402	396	419	44	2,356	



#### MIDDLE SCHOOLS

The Village consists of 2 middle schools with a total enrollment of 1,364 students.

#### Benjamin Franklin Middle School

The original Benjamin Franklin School opened in 1929 in what had been the Beech Street School, which opened in 1895. The 1895 building, located at the corner of Franklin Avenue and Cottage Place, is now the Education Center. The Benjamin Franklin School moved in 1931 and is now located on North Van Dien Avenue. In the Ridgewood School District's most recent budget, \$300,000 has been budgeted to resurface the track at Benjamin Franklin.

The school serves sixth through eighth grade, and in the 2020-2021 school year had a total enrollment of 698 students.

In 2016, a solar carport was installed at the school, and during five to six months out of the year, the solar generation exceeds the building's monthly requirements for electricity.

#### George Washington Middle School

The George Washington School opened in 1927 on the corner of South Monroe Street and Washington Place. The school replaced the Monroe School, which was one of the original four-room schools built in 1905 and was destroyed in a fire in 1926. The school serves sixth through eighth grade, and in the 2020-2021 school year had a total enrollment of 666 students.

### HIGH SCHOOL

#### Ridgewood High School

The Ridgewood High School opened in 1919 on East Ridgewood Avenue. Given its age, the high school has gone through several renovations over the decades. Recently, one of the gym floors, which was originally built with a rubberized floor installation, was replaced with wood flooring. Pursuant to information distributed by the Ridgewood Public Schools in 2020, this renovation was due to the presence of mercury in the flooring, which

appears in rubber-like synthetic flooring that was manufactured between the 1960s and 1990s. While the mercury level in the gym's floor was tested and showed to be below the NJ Department of Health's standard for removal, the District determined it was in the best interest of the school to replace the floors.

The most recent budget for the Ridgewood School District includes \$700,000 towards electrical upgrades for the High School.

The school serves ninth through 12th grade, and in the 2020-2021 school year had a total enrollment of 1,775 students.

The High School was the first of nine school buildings to receive photovoltaic solar systems installed on its roof in 2012. The school achieved the Sustainable Jersey for Schools

RIDGEWOOD MIDDLE SCHOOL ENTROLLMENTS FOR THE 2020-2021 SCHOOL YEAR						
SCHOOL	SIXTH GRADE	SEVENTH GRADE	EIGTH GRADE	UNGRADED	TOTAL	
BENJAMIN FRANKLIN	241	218	217	22	698	
GEORGE WASHINGTON	207	207	242	10	666	
TOTAL	448	425	459	32	1,364	

RIDGEWOOD HIGH SCHOOL ENROLLMENT FOR THE 2020-2021 SCHOOL YEAR							
SCHOOL	NINTH GRADE	TENTH GRADE	ELEVENTH	TWELFTH	UNGRADED	TOTAL	
Jenool	MINTITIGRADE	TENTII GRADE	GRADE	GRADE	ONGNADED	TOTAL	
RIDGEWOOD	44.0	42.0	470	424	45	4 775	
HIGH SCHOOL	418	438	473	431	15	1,775	



bronze-level certification in 2021. Also in 2021, the school was awarded a Lemelson-MIT InvenTeam grant for \$8,500 to create a "Solar Aqua Tech" portable reusable water bottle – a reusable self-sanitizing water bottle. The Ridgewood High School team is one of 13 teams nationwide to be awarded the Lemelson-MIT InvenTeam grant.

#### **MUNICIPAL SERVICES**

#### RIDGEWOOD VILLAGE HALL

The Ridgewood Village Hall, located at 131
North Maple Avenue, houses many of the
Villages municipal services, including the
Tax Assessor, Tax Collector, Village Clerk,
Ridgewood Water, the Police Station, the
Health Department, Engineering, the Building
Department, and the Office of Emergency
Management. The Village Council, as well
as the Municipal Court, the Village Planning
Board, and the Village Board of Adjustment are
held in the Sydney V. Stoldt Jr. Courtroom on
the fourth floor.

#### POLICE DEPARTMENT

The Mission of the Ridgewood Police
Department is "to ensure the safety, security
and the highest quality of life for all members
of our community, along with those who
work within and/or visit Ridgewood. It is also
our mission to provide the highest level of
police services based upon best practices,
high ethical and professional standards in
partnership with our community."



Village Hall, which houses several community facilities, including the Police Department, OEM, and Community Center

The Department consists of 45 sworn officers, 3 administrative personnel, and 2 parking enforcement officers. In 2021, officers responded to 22,410 emergency calls, with the most common responses being for traffic crashes, alarms/assistance calls, and preventative patrol.

#### CHALLENGES FACING THE DEPARTMENT

The Village's Police Department is located within Village Hall, where portions of its lower lying areas have historically been the subject of flooding due to its location near the Ho-Ho-

Kus Brook. The Department, like many within the Village, often face issues of minimum staffing levels and inefficient storage and office spaces. While there are 24 patrol vehicles in the Department's fleet, there is a need to replace vehicles on an annual basis to prevent vehicles from being out of service and resulting in a higher upkeep and repair expense.

#### FIRE DEPARTMENT

The Ridgewood Fire Department was first established in 1897 with its first station, Protection Hook and Ladder Company No.



1 on Hudson Street, serving the Village until 1910. The current department headquarters is located at 201 East Glen Avenue and was constructed in 1992. The building houses the administrative offices, the Fire Prevention Bureau, the auxiliary apparatus, and serves as the quarters for officers of the Engine Company No. 35, Ladder Company No. 36, and Rescue Company No. 42.

The west side of the Village is served by Engine Company No. 31, which was established in 1947 and located at 311 West Glen Avenue. The structure is a renovated barn and contains an apparatus room, office, and living quarters for firefighters.

The Village's Fire Department has come a long way since 1897 and its services now extend beyond fire emergency calls to include ice and water rescues. The Department employs

44 professional firefighters and six volunteers and has 13 vehicles in its fleet, including four engines, six cars, one truck, one rescue vehicle, and one ambulance.

The Department works in tandem with the Ridgewood Emergency Medical Services. All Ridgewood firefighters are trained Emergency Medical Technicians (EMT). Monday through Saturday from 6:00 am until 7:00 pm, the Fire Department responds along with the EMS to all emergency medical calls. Additional response support is provided 24/7 for advanced life support calls. Engine Companies 31 and 35 are equipped with medical equipment, automatic exterior defibrillators, and medication to treat diabetic emergencies or overdoses.

The Ridgewood Dive Team is prepared to respond to all ice and water rescues and is staffed with 16 Certified Scuba Divers. The Dive Team is dispatched to Graydon Pool when a

lifeguard receives a call of a missing person or a potential drowning.

The Fire Department also deploys a Swift Water Rescue Team during and after extreme rain events. This team of specially trained firefighters are ready to perform land-based or water-based contact rescues in the event a victim is trapped in a waterway.

The "Adopt-A-Hydrant" program was initiated in 2013 as a way to encourage residents to keep the fire hydrants in their neighborhood free and clear of snow and debris. During an emergency, it's crucial for responders to be able to locate the nearest hydrant quickly and easily and removing snow or other blockages could take several crucial minutes.

The Fire Department also does a considerable amount of outreach, including the Touch-a truck events, school visitations, Sunday School fire drills, firehouse tours and education at the headquarters for youth groups such as scouts, general open houses at the headquarters, Junior Police Academy, and impromptu fire education during fire calls when the time allows.

#### RECENT AND PLANNED FOR UPGRADES.

In recent years, the Department has seen various upgrades including a new kitchen in 2021, installation of a commercial gear washer and dryer in 2021, new bathroom/locker room for female firefighters in 2018, and a repaired and repainted training tower



Fire Department Headquarters, 201 E. Glen Avenue (Photo Source: 2020 Ridgewood Fire Department Annual Report)



FIRE DEPARTMENT FIRE-RELATED CALLS, 2020				
CALL TYPE	NUMBER			
STRUCTURE FIRE	30			
VEHICLE FIRE	6			
TREE, BRUSH, GRASS FIRE	14			
REFUSE FIRE	4			
OUTSIDE FIRE	2			
TOTAL	56			

FIRE DEPARTMENT OTHER CALLS, 2020					
CALL TYPE	NUMBER				
OVERPRESSURE,	1				
RAPTURE, EXPLOSION	I				
RESCUE & EMERGENCY	976				
MEDICAL SERVICES	976				
HAZARDOUS	200				
CONDITIONS	398				
SERVICE CALLS	288				
GOOD INTENT CALLS	115				
ALARM ACTIVATION	425				
SEVERE WEATHER/	21				
NATURAL DISASTER	21				
SPECIAL INCIDENT	0				
TOTAL NON-FIRE-	2 224				
RELATED CALLS	2,224				

in 2021. Additionally, there is currently a new ambulance planned for in the capital budget to replace a 20-year-old vehicle. The Department is also preparing for new radio consoles at headquarters and Engine 31 in 2023.

#### CHALLENGES FACING THE DEPARTMENT

There are various challenges facing the Ridgewood Fire Department, many of which are similar to that of the Police Department. The Fire Department's headquarters are in a flood zone, so expansion of those facilities is not possible, and the potential for flooding creates safety issues at the building. There is also a need for additional space for storage of gear as well as training props as the current situation is limited. The Department specifically would like to expand Engine 31, or relocate to a different facility, to provide for additional storage space. Room for training is also an issue, especially given the headquarters location within a flood zone. The Department is also currently trying to expand their OSHAapproved sleeping quarters to provide adequate space for each member.

The Department also faces issues when it comes to the needed technologies. Computer and/or tablets are not available in most of the fleet's vehicles, requiring officers to input information regarding calls into their personal cell phones. Additionally, fire inspections are still conducted on paper rather than through a digital means, causing inspectors to have to go back and forth to acquire all additional signatures. Tablets would expedite the inspection process, and therefore lead to increased efficiency.

As is the case with many Fire Departments, the Ridgewood Fire Department is always faced with the issue of adequate personnel to safely handle the various responsibilities of the Department. The Department also no longer has a full-time Deputy Chief. Additional administrative staff would be helpful to ensure many of the day-to-day operations continue smoothly.

Finally, the Department would like to pursue the option for a second ladder truck to provide better access to the various new buildings in town that are larger that are larger than the historic development pattern.

#### RIDGEWOOD EMERGENCY SERVICES

In 2021, the daytime emergency responsibilities transitioned from per diem EMTs who worked for the Emergency Services Department to full-time firefighters employed by the Fire Department. Emergency Services maintains a part time salaried Chief position and 63 active volunteers, including both



Ambulance "10" Photo Source: Ridgewood Emergency Services webpage



EMS CALLS 2017-2021						
YEAR	EMS CALLS (TOTAL)	EMS CALLS	SPECIAL			
TEAN	EMS CALLS (TOTAL)	(VOLUNTEER)	OPERATIONS			
2017	1631	779	219			
2018	1642	697	374			
2019	1596	681	208			
2020	1333	625	404			
2021	1467	730	374			

EMTs and Special Operations members. Its headquarters are located at 33 Douglas Place with additional garage space on Chestnut Street.

Ridgewood's Emergency Services comprise three divisions: Emergency Medical Services (EMTs), Special Operations, and Teens in Emergency Services (TIES).

The Emergency Medical Services division consists of 50 members who are New Jersey State certified Emergency Medical Technicians,

and all are certified in cardiac defibrillation. and CPR. They respond to over 1,400 30-member Special Operations division, who assist in emergency situations where manpower is limited.

The table above identifies the total number of EMS calls, both in the Village and mutual aid requests for an ambulance.

Emergency Services respond to various types of calls, including residences, businesses,

ambulance calls per year. There is an additional

EMERGENCY SERVICE AMBULANCE TRANSPORTATION DESTINATION - 2021							
HOSPITAL	# PATIENTS	PERCENTAGE					
VALLEY HOSPITAL	929	89.67%					
NEW BRIDGE MEDICAL CENTER	50	4.83%					
HACKENSACK UNIVERSITY MEDICAL CENTER	41	3.96%					
ENGLEWOOD HOSPITAL & MEDICAL CENTER	5	0.48%					
HOLY NAME MEDICAL CENTER	4	0.39%					
ST. JOSEPH'S UNIVERSITY MEDICAL CENTER - PATERSON	4	0.39%					
ST. JOSEPH'S UNIVERSITY MEDICAL CENTER - WAYNE	1	0.10%					
NEWARK BETH ISRAEL MEDICAL CENTER	1	0.10%					
ROBERT WOOD JOHNSON UNIVERSITY HOSPITAL NEW BRUNSWICK	1	0.10%					

roadway incidents, etc., but they also respond to medical office buildings, same day surgery facilities, and doctor's offices. Emergency Services is also called to outpatient services for situations that require immediate treatment or transportation to a hospital.

Valley Hospital's emergency room is the number one location that Emergency Services will transport patients to, accounting for nearly 90% of patients in recent years. Special circumstances, including patient, family, physician, or law enforcement choice or specialty care such as trauma or psychiatric care, will require a patient be transported elsewhere. The table below provides a breakdown of where patients have been recently transported.

#### RECENT AND PLANNED FOR UPGRADES

In 2019, funds were approved for the replacement of the Department's 1996 John Deere Gator, used for treatment and transport of patients that are not accessible to ambulances. As of this Plan, however, the vehicle has not been approved for purchase. The Department is currently undergoing a kitchen renovation and replacement of three HVAC units. To date, one of the three units has been replaced and the others are being scheduled. In 2020 a recommendation was made to replace the garage doors for the ambulance bay. There remains interest in the project but it has not yet moved forward.



#### CHALLENGES FACING THE DEPARTMENT

Just as with the Police Department and Fire Department, Emergency Services is also in need of additional space. Existing space is limited and access to equipment is difficult due to full shelves and overflow equipment being stacked in front of shelving units. Current protocol has volunteers responding from headquarters rather from their home. However, the space is limited to house the volunteers as they wait to receive orders. Members share bedrooms, sleep on couches, and sometimes pull cots into hallways or even sleep in vehicles.

The garage on Chestnut Street is in need of repair or replacement. There are two bays that have become full and are often blocked by equipment. The building is old and falling into disrepair.

As has already been discussed, there is a general and nationwide problem associated with staffing needs. The Department is not seeing as many volunteers as they used to, and there is additional need for an administrative assistant. Emergency Services is currently sharing an administrative assistant with the Fire Department, but more help is needed to maintain day-to-day operations.

#### OFFICE OF EMERGENCY MANAGEMENT

Emergency Management protects communities by coordinating and integrating all activities necessary to build, sustain, and improve the capability to mitigate against, prepare for, respond to, and recover from threatened or actual natural disasters, acts of terrorism, or other man-made disasters.

Ridgewood's Office of Emergency Management (OEM) is located within the Village Hall at 131 North Maple Avenue. The OEM provides vital information to residents and business owners regarding preparedness and emergency protocol. Ridgewood has various facilities that have been identified as appropriate locations for shelters, should an evacuation of portions of the Village be necessary. The OEM acknowledges that those shelters are not listed ahead of time as the type, size, severity of a specific disaster will determine which shelters will open. When a determination is made, Ridgewood's OEM will announce the locations through traditional media, as well as the OEM's website and the Emergency Alert System.

In 2021, the OEM issued an updated Emergency Planning Guide, compiled with the support of Age Friendly Ridgewood. The Emergency Planning Guide, as well as OEM's website, strongly encourages residents to register for the emergency alert system, called Smart911 so that everyone can stay informed during emergencies.

#### RIDGEWOOD PUBLIC LIBRARY

During the Master Plan Visioning Process, the Village's Public Library was ranked second in the question "What are your favorite places



Ridgewood Village Public Library

in the Village?" with only slightly fewer votes than the Village's Downtown. Over the last 120 years, the Village's library system has continued to grow and offer visitors a plethora of resources, services, and programming.

The Village's first "lending library" was established by a volunteer group known as the Village Improvement Association in 1898, who stocked the shelves with donated books. Twenty-five years later, in 1923, the first municipally supported library called the George L. Pease Memorial Library opened on Garber Square. The Pease Memorial Library functioned as the Village's main library until 1962 when the new library opened in its current location at 125 North Maple Avenue. The Pease Library continued to serve as a branch to the main library, and then acted as the central reference library while the main library underwent a major renovation in 1998. The Pease Library is now under the control of



the Village Public Library and is rented to nonlibrary uses for revenue.

In the past few decades, libraries across the country have had to evolve with the onset of the digital age to better serve their patrons and remain relevant. The Village's Public Library, located adjacent to Village Hall, responded with gusto to this challenge, now offering 250% more programs than in 1998. As of 2018 (pre-COVID-19 pandemic), the library was welcoming 875 daily visitors and offering more than 4,000 programs.

Funding for library programs comes from various sources, including a group called Friends of the Public Library ("Friends"), whose mission is to "raise funds outside the library's operating budget in order to provide cultural and educational programming and enhance its comprehensive collections." Their 2021 campaign raised \$41,030 for the library to help purchase books and other materials, pay for library programs, and finance the Library Townwide Newsletter.

Another valuable partner in funding is the Ridgewood Public Library Foundation, a nonprofit dedicated to continuing the viability of the library for the future. When the COVID-19 pandemic forced the library to close in mid-2020, the demand for the Library's e-books increased by 200%. The Ridgewood Public Library Foundation therefore donated \$10,000 to allow the library to gain access to nearly 1,000 new e-books.

The Public Library Foundation recently approved \$26,000 for new equipment for meeting rooms, \$5,000 for e-books, updates to the makerspace collection, and the addition of a book scanner.

The Ridgewood Water Department recently renovated and moved to 111 North Maple Avenue, immediately adjacent to the library (see Utilities Element for further discussion). Because of their close proximity to each other, the Library and the Water Department have agreed to share a commercial grade generator. The Water Department will fund the cost of the generator and its installation, and the Library will be responsible for the purchase and installation of necessary wiring and transfer switches. The operational costs will be shared. It is anticipated the generator will be functional by late fall 2022.

In recent years, the Library has undertaken or planned various building improvements, including completed repairs to its HVAC system, the installation of new security cameras at the patio area, and the current plan to replace the 1996 roof as well as restore the 1962 slate roof and cupola. In 2021, the





Library won a \$14,000 New Jersey State Library Grant for the professional development of a new ADA-accessible website. The planning and organization for that project is currently underway.

In 2019, the Library began a campaign to renovate and update library facilities to meet the growing demands of current and future patrons. The comprehensive upgrade, dubbed "Reimagine," will work to renovate the 34,000-square-foot building and will include redesigned space to support reading and studying, more natural light and transparent connections between floors, a new teen room, additional meeting spaces, five study/ collaboration rooms, a quiet reading room, and a newsroom with easy access to information. Additional technological upgrades will include a tech center to support digital learning, more easily accessible power outlets, improved lighting and energy efficiency, and a Makers Studio for families to explore technology.

#### **COMMUNITY SERVICES**

#### COMMUNITY CENTER

The Ridgewood Community Center consists of the Patrick A. Mancuso Senior Center and the Anne Zusy Youth Center, both located on the first floor of Village Hall.

The Community Center offers health, wellness, recreation, cultural, and community activities for residents of all ages.

#### LESTER STABLE

Lester Stable is the headquarters for the Village Department of Parks and Recreation. The Stable is located at 259 North Maple Avenue and provides another venue for community group meetings and activities.

#### ZABRISKIE-SCHEDLER HOUSE

The Zabriskie-Schedler House, located at 426 West Saddle River Road is in the process of being repaired and restored. When completed, it will provide an additional location for community activities.

#### SENIOR SERVICES

There are a variety of groups and services offered throughout Ridgewood that are geared toward the Village's over 55 population.

#### HIGHLIGHTS IN LEISURE TIME

Highlights in Leisure Time is a senior's club

sponsored by Ridgewood Parks and Recreation. The club is geared toward residents ages 55 and older, and offers social events and meetings, including picnics, trips to museums and theaters, as well as informational presentations and sightseeing tours. There is a \$15 annual membership fee to join.

#### AGE FRIENDLY RIDGEWOOD

Age Friendly Ridgewood comprises parttime and volunteer individuals, who are dedicated to supporting the needs of the over 55 community in Ridgewood. The initiative started in 2015 when a needs assessment survey was conducted, soliciting input from Ridgewood residents ages 55 and over. A supplemental survey followed in 2019. According to Age Friendly Ridgewood's website, over 600 participants responded to the surveys. The website offers various resources and contact information for Village services as well as regional amenities.

#### THE RIDGEWOOD SENIOR BUS

The Ridgewood Senior Bus runs Tuesdays, Wednesdays, and Thursdays and completes trips within the Village, to the Wyckoff ShopRite, and to towns contiguous to Ridgewood. It is a free service with a suggested donation of \$1.00.



Village Hall, location of the Patrick A. Mancuso Senior Center and the Anne Zusy Youth Center

## RV

#### **OTHER COMMUNITY RESOURCES**

#### VALLEY HOSPITAL

Valley Hospital, located at 223 North Van Dien Avenue, is an acute-care, not-for-profit hospital, employing over 3,700 individuals and serving over 440,000 people throughout Bergen County. The hospital is part of the Valley Health System, including Valley Home Care and Valley Medical Group. In 2020, 41,345 individuals were admitted, 51,792 people were treated in the Emergency Department, and 3,528 babies were delivered.

## Graydon Pool (officially "Graydon Park")

The 2.8-acre Graydon Pool, situated in the larger 7-acre Graydon Park, was originally created in 1918 by damming the Ho-Ho-Kus Brook, and was further expanded in 1936. Graydon Pool is unique in that it is a natural, sandy-bottom spring-fed swimming pool. The pool offers open swim through the purchase of seasonal badges, as well as youth swimming instruction. Joint pool/pickleball badges are also for sale. Additional information on Graydon Park can be found in the Open Space and Recreation Element of the Master Plan.

#### Schoolhouse Museum

Ridgewood's Historical Society is housed in the original one-room schoolhouse that was built in 1872. They host a variety of events in the Schoolhouse Museum that are focused on



Van Neste Park

teaching and celebrating Ridgewood's past. The Historical Society offers museum tours and classroom outreach programs for schools as well as youth groups such as scouts or other afterschool programs. You can learn more about them at ridgewoodhistoricalsociety.org/

#### **PARKS**

Ridgewood is home to various parks and open spaces that serve as community gathering spaces, provide active recreation opportunities, passive recreation opportunities as well as



Historic Home, 23 North Pleasant Avenue Photo Courtesy of Dianne O'Brien

natural resource protection. The Open Space and Recreation Element provides a detailed inventory of all Village Parks as well as a needs analysis and a natural resource inventory.

#### HISTORIC ASSETS

The Village of Ridgewood is home to 11 locally-designated historic districts. These districts include sites, buildings, structures, streetscapes etc. in a variety of historic styles, many dating



to the mid-1800s. The Historic Preservation Element of this Master Plan includes a detailed discussion and inventory of the Village's historic assets.

#### **FUNDING SOURCES**

#### Bergen County Utilities Authority Environmental Awareness Challenge Grant

The Bergen County Utilities Authority
Environmental Awareness Challenge Grant
began in 2007 and is administered by the
Bergen County Utilities Authority. The program
is intended to encourage recycling and
environmental awareness in public schools and
offers small grants of up to \$1,000.

### Library Services and Technology Act (LSTA) Grants to States Program

The Library Services and Technology Act (LSTA) is the only federal program exclusively for libraries. The Grants to States Program uses a population-based formula to distribute funds among the State Library Agencies every year.

#### **Institute of Museum and Library Services**

The Institute of Museum and Library Services administers a competitive discretionary grant program for libraries. Their website maintains current opportunities and descriptions of the application process.

#### **National Endowment for the Humanities**

The National Endowment for the Humanities (NEH) has various program grants available

to libraries, such as the Sustaining Cultural Heritage Collections fund and the Infrastructure Capacity Building Challenge Grant. The NEH Funding Opportunities website keeps an active list of current grant fundings.

#### **Per Capita State Aid**

The Per Capita State Aid program is administered by the New Jersey State Library and provides direct financial support for public libraries throughout the State.

#### **Other New Jersey State Agencies**

The Library Board should continue to check various state websites for grant opportunities open to libraries. Websites that should be checked regularly include the New Jersey Historical Commission, the New Jersey Department of Labor and Workforce Development, and the New Jersey Council for the Humanities. All of these departments offer grants that are open to libraries, such as the General Operating Support Grant, administered through the New Jersey Historical Commission. The next cycle for the General Operating Support Grant has a spring 2023 application deadline.

#### **Older Americans Act (OAA)**

The Older Americans Act (OAA) authorized the distribution of grant money to states to provide community services for older persons. The Act was reauthorized in 2020 (the "Supporting Older Americans Act of 2020") for FY 2020 through FY 2024. Funding from the OAA is administered by the New Jersey

Department of Human Services Division of Aging Services.

#### **FEMA Assistance to Firefighters Grant**

The Assistance to Firefighters Grant (AFG) helps firefights and other first responders obtain equipment, protective gear, emergency vehicles, training, and other critical resources. Since its inception in 2001, \$319.5 million has been awarded through this program.

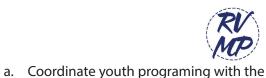
### Sustainable Jersey for Schools Grants & Technical Assistance Programs

Sustainable Jersey for Schools offers grant funding for participating communities to support actions designed to reach a more sustainable future. As the available grants change annually, it's important to continue to review their website at <a href="sustainablejersey.com/grants/">sustainablejersey.com/grants/</a> for current opportunities. As of this Plan, there are two opportunities available: the 2022 Environmental Defense Fund's Climate Corps Program, and the Sustainable Communities Grant Program.

#### RECOMMENDATIONS

 Prepare an architectural and engineering needs assessment of all building facilities for Fire, Police, and Emergency Services to understand the special needs of each facility and determine appropriate steps to either undertake upgrades or coordinate relocations to new buildings.





- Study the need for upgraded or new facilities to meet the storage needs of all Departments.
  - Police, Fire, and Emergency Services have all indicated additional storage space is needed.
- b. Consider locations for either a potential relocation for the Fire Department Headquarters or a separate annex building to support the growing needs of the Department. The current building is within the floodplain and therefore unable to expand. Additionally, personnel have had to evacuate Headquarters during multiple flooding events, making the building unusable during those times.
- Emergency Services is in need of additional sleeping quarters as members often sleep on couches or cots in the hallways due to lack of space.
- d. The municipal garage on Chestnut
  Street is used by several Village
  departments as storage. The
  Emergency Service equipment
  becomes blocked and difficult to reach
  quickly in times of need.
- e. When considering new locations for expanded emergency services, encourage strategic locations that

- will provide easy maneuverability and access to all parts of the Village. Locations out of the floodplain should be the top priority when considering expansions.
- 2. Pursue funding opportunities through available grants to improve existing facilities/services and facilitate new opportunities.
  - **(b) (b) \$\$\$**
- 3. Plan for upgrades to equipment for the Village's emergency personnel.
  - a. As more development comes online in the Village, the Fire Department will be in need of a second ladder truck to reach upper floors.
  - b. The Fire Department still uses pen and paper for fire inspections, leading to inefficiencies in recording inspections.
     Upgrades to technology including tablets would expedite the process and lead to increased efficiency within the Department.
- 4. Continue expanding the programs at the Patrick A. Mancuso Senior Center, the Anne Zusy Youth Center, and the Community Center at large and actively advertise events and opportunities on the Community Center's webpage.

Board of Education, Public Library, and the Parks and Recreation Department.

- b. Coordinate with Age Friendly
   Ridgewood and Highlights in Leisure
   Time to ensure cross referencing
   of resources throughout the three
   platforms.
  - Offer programming for seniors to provide guidance on effective changes that can be made to their homes to allow them to more easily age in place e.g. instructions on modifications to flooring, doorways, bathrooms, ramps etc. There are sweeping changes that can be made, such as widening doorways, but also smaller, incremental changes such as special hinges that move the edge of the door out of the passageway.
- c. Coordinate between the Senior and Youth Centers to leverage the Village's older population by finding or creating opportunities to engage with seniors through volunteering and mentorship programs.
- d. General coordination between the Library and the Community Center enhances the awareness of programs offered through both groups.

- e. Update the website and online calendar frequently so that residents can access the most up-to-date information about Center programs, functions, enrollment windows, education opportunities etc. The calendar feature of the website does not appear to be active. This is a prime location to view all the opportunities available and should be kept updated.
- f. Broaden the opportunities and events offered at the Community Center to entice and serve a wider range of residents. The Community Center could act as the central hub for all the volunteer committees and groups in the Village and provide a "one stop shop" for information about the various groups and their functions.
- g. Utilize the Community Center and its webpage as a way to advertise Village initiatives, such as the Fire Department's "Adopt-A-Hydrant" program.
- h. Consider the need for additional indoor recreation. Even in the age of COVID-19, there are ways in which indoor functions can occur safely in addition to planning for a future, post-pandemic.

- 5. Continue to advance and advertise the Public Library as a communication center.
- Monitor the solar panels that are located on various municipal buildings and consider opportunities to expand the solar initiatives to other buildings.
  - 🕑 🕑 \$\$\$ 🧐
  - a. Post data reports for active solar panels so that residents can see in real time how the solar panels are supporting the Village and its sustainability goals. Utilize the solar panels as a way to spread information to the community about renewable energy resources.
- 7. Work with the Board of Education to continue pursuing sustainability measures throughout the various school buildings and grounds as well as education opportunities for students.
- 8. Monitor the enrollment trends in the public schools and plan for future growth.
  - a. Determine if the COVID-19 pandemic had any long-term effects on the school population.
  - The current school facilities are not overcrowded and continue to provide adequate space for their

- pupils. However, in planning for future development and a post-COVID world, the Village should coordinate with the Board of Education to plan for expansions as needed.
- 9. Coordinate where appropriate with the Village Historic Preservation Commission and Ridgewood Historical Society.
  - PPP\$
- 10. Continue to pursue funding opportunities through both state and federal grants, including but not limited to:



- a. Library Services and Technology Act (LSTA) Grants to States Program
- b. Institute of Museum and Library Services
- c. National Endowment for the Humanities
- d. Per Capita State Aid
- e. New Jersey Historical Commission
- f. Older Americans Act (OAA)
- g. FEMA Assistance to Firefighters Grant
- h. Sustainability Jersey for Schools Grant & Technical Assistance Programs







#### INTRODUCTION

New Jersey was the first state to institute a statewide recycling mandate, manifesting as the New Jersey Statewide Mandatory Source Separation and Recycling Act of 1987 ("Act"). The Act requires municipal master plans to include a Recycling Element that incorporates State Recycling Plan goals, designates the provisions for the municipal recycling ordinance, and develops recycling standards for developments over 50 units of single-family residential or 25 or more units of multi-family housing and any commercial or industrial development on 1,000 square feet or more of land.

The Village amended its Master Plan in 1988 to include the required provisions for a Recycling Element and recycling program. Subsequently, the Village's recycling ordinance was adopted in 1990 requiring the separation of approved recyclable material from other trash and garbage products. Compliance with

the Village's recycling program is enforced by the Recycling Coordinator, the Sanitation Enforcement Officer, and any other officer duly appointed by the Village Manager.

### EXISTING CONDITIONS IN RIDGEWOOD

The Village offers curbside pick-up for bottles, cans, newsprint, corrugated cardboard, mixed papers, etc. and offers separate pick-up dates for appliances, automobile batteries, metal objects, and tires. Ridgewood Recycling also provides curbside pick-up for vegetative waste, including grass clippings and brush. The Village is broken down into eight recycling zones. A map and schedule for pick-up dates for each zone can be found on the Village's recycling page of its website.

Ridgewood operates on a dual stream recycling system. The Village provides residents with a recycling barrel, which can be filled with plastic jugs/bottles/jars/lids, as well as

**Recyclable Material:** means materials which would otherwise become nonhazardous solid waste which can be separated, collected, and processed and returned to economic mainstream in the form of raw materials or products.

**Single Stream Recycling:** a system in which all recyclable materials are placed in a single container.

**Dual Stream Recycling:** a system in which the consumer separates their recycled goods into two categories before the material is picked up by the recycling facility. Category 1 includes paper/cardboard and Category 2 includes metal/glass/plastic.

cartons, glass bottles and jars, and metal cans/ food trays/lids and aluminum foil. Items that are not accepted include foam from egg crates, trays or packing material, plastic from bakery, produce, deli foot trays, cups or utensils, or insulation from produce or grocery delivery boxes. Residents are directed to tie or stack their carboard and place paper in a village recycling crate, paper bag or cardboard box next to the large recycling barrel.

Residents are welcomed to bring recyclable materials to the Ridgewood Recycling Center, located at 203 East Glen Avenue behind the Fire Department's headquarters building. The Ridgewood Recycling Center also accepts clothing, textiles, and books that are suitable for donation and runs a Confidential Document Shred Day, free to all Ridgewood residents.

Other items that do not qualify for curbside pick-up but are accepted at the Recycling Center include concrete, electric-waste (TVs, computers, etc.), fluorescent bulbs, books that cannot be donated, household batteries, and inkjet and laser cartridges. Motor oil and antifreeze can be brought to the Bergen County Utility Authority household hazardous waste collection days, which happen a few times a year.

In 2018 the Village recycled 15,500 tons representing 49% of its municipal solid waste stream.



**Municipal Solid Waste:** means residential, commercial, and institutional solid waste generated within a community.

Municipal solid waste ("MSW") accounts for typical household or commercial/industrial waste such as papers, cardboard, bottles, etc. but does not include construction/demolition waste, vegetative waste, or bulk waste such as furniture or appliances. When accounting for these "add-ons," the Village recycled 61% (37,381 tons) of its total waste stream. The Village exceeded the County's MSW recycling rate of 43% and its total recycling rate of 53%. Ridgewood also exceeded the State's MSW recycling rate of 39% and its total recycling rate of 58%.

The 1987 Mandatory Source Separation and Recycling Act set goals of recycling 50% of the MSW stream, and 60% of the overall waste stream. The Village has met and exceeded the State goal of total waste stream recycling and is one percent away from meeting the MSW recycling rate goal.

The COVID-19 pandemic created an economic boom for the e-commerce economy, dramatically increasing the amount of home deliveries, with one report indicating a 25% rise in consumer e-commerce deliveries in 2020. The same report theorizes a permanent change in the way people shop and estimates that 10% to 20% of the increase in deliveries will continue after the pandemic. With

increased deliveries comes increased packages and packing material, some of which qualifies for recycling. Because the 2018 MSW and recycling data is the most recent data available, it has yet to be seen how this e-commerce boom has impacted the Village in terms of recycling measures.

It is expected that the amount of MSW collected will have increased, and the hope is that the recycling efforts have as well. Given the likely permanent increase in at-home deliveries, the Village will need to continue to promote its recycling measures and educate its residents and business owners.

#### FOOD WASTE

The Food and Agriculture Organization of the United Nations (FAO) estimates that one third of the food produced in the world for human consumption, representing approximately 1.3 billion tons, is discarded or wasted each year. This food loss equates to approximately \$680 billion annually. For the United States, it's estimated that 40% of the country's food goes uneaten, representing a national annal loss of \$165 billion. In 2015, the U.S. Department of Agriculture (USDA) and the Environmental Protection Agency (EPA) set a goal of reducing food waste by 50 percent by the 2030, and in

Food Recovery Hierarchy

Source Reduction
Reduce the volume of surplus food generated

Feed Hungry People
Donate extra food to food banks, soup kitchens and shelters

Feed Animals
Divert food scraps to animal food

Industrial Uses
Provide waste oils for rendering and fuel conversion and food scraps for digestion to recover energy

Composting
Create a nutrient-rich soil amendment

Landfill/
Incineration
Last resort to disposal

July 2017, the State of New Jersey passed a law establishing the same goal for the State.

In April 2020, the State passed the Food Waste Recycling and Food Waste-to-Energy Production Law requiring establishments located within 25 miles of an authorized food waste recycling facility that generate 52 tons of food waste or more per year to separate and recycle their food waste. This category of establishments will include commercial food wholesalers, distributors, industrial food processors, supermarkets, resorts, conference centers, banquet halls, restaurants, educational or religious institutions, military installations, prisons, hospitals, medical facilities, or casinos. At this time, there are no facilities within Ridgewood's borders that are within 25 miles of an authorized food waste recycling facility.



The closest food waste facility is in Elizabeth, roughly 30 miles from any point within the Village.

Ridgewood's recycling program continues to evolve to meet the needs of a changing society. In early 2021, the Village initiated a Food Scrap Recycling Pilot Program funded through the Recycling Enhancement Grant Program Fund from the Bergen County Utilities Authority to collect food waste for recycling. Participating households placed their food scraps in a Village-issued container and delivered the container to the Recycling Center each week for nine months. The food waste then made its way to Trenton Renewables, a New Jersey company that turns food waste into compost and organic fertilizer for local farms as well as renewable biogas.

#### Composting

The yard waste that is collected from residents goes to the Lakeview Compost Facility, located at the southern end of Lakeview Drive. In fall 2021, the Village sold the 9,000 cubic yards the facility had produced that year for \$3.00 per cubic yard to DTS Trucking. The Village also actively encourages residents to establish their own backyard composting by distributing tips and flyers through the Village website.

#### STYROFOAM WASTE

Beginning in late 2021, Ridgewood also initiated a Styrofoam recycling program, accepting clean "block" type number 6 foam

material, such a foam packaging used for televisions, appliances, computers, etc.

#### PLASTIC BAG BAN

On January 1, 2020, the Village of Ridgewood's ban on single-use plastic bags went into effect, prohibiting retail establishments and stores from providing a single-use plastic carryout bag to customers and encouraging the distribution (for free or for a fee) of a reusable or recyclable paper carry-out bag.

Ridgewood was ahead of the curve as later that year, on November 4, 2020, the New Jersey State law P.L.2020, c.117 went into effect. The State law bans single-use carryout bags and polystyrene foam food service products, which will go into full effect on May 4, 2022. Plastic straws will additionally only be provided upon request, a provision of the law that went into effect in November 2021. The New Jersey law also establishes a Plastic Advisory Council under the Department of Environmental Protection to monitor the implementation of the new law and evaluate its effectiveness in reducing single-use plastics and plastic waste. Effective May 4, 2022, all local plastic bag ordinances, including Ridgewood's, will be superseded by the State regulations.

Funds generated through fees or penalties shall be given to the New Jersey Clean Communities Program, which provides funding for the State program for litter pickup and removal as well as enforcement of litter-



related laws and ordinances in State-owned areas. Funds will be distributed as State aid to eligible municipalities with 200 or more housing units for programs involving litter pickup and removal, establishing "Adopt-A-Highway" program, and public education and information programs.

#### COMMUNICATION, EDUCATION, AND

#### TECHNOLOGY

The Recycling Division of the Village's DPW runs an active and up-to-date website with information for Village residents. A "Green Guide" is issued each year with information regarding scheduling and the types of materials that can be recycled. A flyer is mailed out to every household identifying which zone the address is located in and conforming dates of scheduled pick-ups. These flyers are also available on the Recycling Division's website.

The website offers additional educational resources such as a Frequently Asked Questions page, information on food waste



reduction, a flyer on how to start a backyard compost, and various links and resources regarding recycling education. The Village also uses the Recycle Coach mobile app. Recycle Coach is designed to centralize recycling information for communities. The app offers various levels (Stages) of resources regarding personalized collection and pick-up calendar reminders, a search for where materials go, drop off locations, and local recycling news. Ridgewood is a Recycle Coach Stage 3 municipality, which is the penultimate stage and means that the Village is taking proactive steps to reduce contamination and waste in the community. Stage 4 involves an increased level of raising recycling awareness and provides additional learning opportunities.

#### Funding Sources

#### **New Jersey Recycling Tonnage Grants**

The money from this grant fund is awarded to municipalities through the State's Recycling Enhancement Act, which was passed in 2008 and awards local governments based on their recycling performance. A tax of \$3 per ton is placed on trash disposed of at solid waste facilities. Sixty percent (60%) of the tax collected is then reallocated back to municipalities to enhance their recycling programs. Ridgewood most recently received \$45,416, based on their 2018 recycling efforts.

For additional information, see <a href="https://www.nj.gov/dep/dshw/resource/Tonnage/index.htm">www.nj.gov/dep/dshw/resource/Tonnage/index.htm</a>

#### **New Jersey Clean Communities**

The New Jersey Clean Communities program is the statewide litter-abatement program run by the New Jersey Clean Communities Council, Inc., a nonprofit that works closely with the New Jersey Department of Environmental Protection and the New Jersey Department of Treasury. In addition to running the litter abatement program, the Clean Communities Council provides information and education sessions and maintains a database of information on local programs. The Council also administers New Jersey's Adopt-a-Beach and Adopt-a-Highway programs.

For additional information, see <u>njclean.org/</u>

## **Keep America Beautiful Unify & Beautify Community Grant Program**

Keep America Beautiful is a national nonprofit organization that focuses on preventing litter, promoting recycling, and building clean, green, and beautiful neighborhoods. The organization offers community grants each year for public space recycling programs, cigarette litter prevention programs, community recovery and tree planting programs, removing litter from waterways, and several others that address community improvement needs.

For additional information, see <a href="kab.org/grants/">kab.org/grants/</a>

#### RECOMMENDATIONS

 Continue and expand outreach initiatives to support and encourage recycling throughout the Village and reduce the amount of solid waste that goes to the landfill.



- a. The Village is one percentage point away from meeting the State's municipal solid waste recycling goal in 2018 (most recently available data) the Village recycled 49 percent (15,500 tons) of its municipal solid waste stream. The 1987 Mandatory Source Separation and Recycling Act set goals of recycling 50 percent of the municipal solid waste stream.
- b. People are much more likely to recycle if they can see the impact of their actions. Introducing outreach campaigns that identify the amount recycled in the Village, and where it goes/what it can turn into provide a quantifiable output for residents to relate to and understand the beneficial effects of their recycling efforts.
- c. Implement smart recycling measures such as the Bigbelly smart containers that offer increased capacity over standard containers and provide a "smart," connected system for the Village to analyze and monitor the container's status. The Bigbelly smart containers can be solar powered and equipped with public wi-fi hotspots with a signal radius of up to 200 feet.



- 2. Partner with the Public Library to provide another outlet for information dissemination.
  - **P\$90**

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- a. As the Library continues to grow as a communication center, it offers a valuable opportunity to spread information regarding food waste, composting, and other recycling information for not just the adults of the community but also for children and teens.
- 3. Place recycling containers adjacent to every waste container within the Village rights-of-way.
  - a. As noted by residents and site visits, the Downtown has an abundance of waste containers, but recycling containers are harder to find. Most people will choose the path of least resistance and not seek out a recycling container if one isn't in sight. It is recommended that the Village work to ensure that for every waste container there is also a nearby recycling
- 4. Review the feasibility of increasing recycling pick-up to once a week rather than twice a month.
  - **(b)** \$ **(9)**

container.

- a. Providing residents and business owners with additional opportunities to have their recycling picked up will keep recycling from piling up and provide more incentive for consumers to put something in recycling rather than the trash bin.
- 5. Further the Village's current initiatives of environmentally friendly lawn care by promoting the "Cut It and Leave It" grass clippings initiative.

**(b) S** 

Maintaining an attractive and neatly trimmed lawn does not necessarily require mowing a lawn to the bare bones and collecting the clippings to bring to the curbside. The New Jersey Department of Environmental Protection recommends that lawns be mowed between 2.5 and 3.5 inches high to shade the soil, cool the roots, and block weed growth. This is especially true in hotter summer months. This length also allows the grass clippings to drop down to the soil after mowing and will reduce the need to add fertilizer, as grass clippings add natural nutrients to the soil. Less fertilizer in the ground will reduce contaminated run-off. Not only will leaving the grass clippings lead to less use of fertilizer, but the practice will also reduce the amount of solid

- waste that needs to be collected, thereby reducing costs.
- b. It is recommended the Village provide educational materials regarding the benefits of the "Cut It and Leave It" initiative as well as the "Mow High and Mow Less Often" mindset to further contribute to sustainable lawn care.
- 6. Increase the composting efforts within the Village through public education, flyers, Q&A's, outreach, the public school system, etc.



- a. Partner with the Public Library and the Community Center to offer class instructions on how to begin and manage a backyard compost pile.
   A hurtle to residents embarking on backyard composting is the task of getting started. Such a class could be partnered with a gardening course.
- 7. Coordinate with the Board of Education to bring composting education and initiatives to school activities and clubs such as the Ridgewood Youth Environmental Council.
- 8. Analyze outcomes of the Food Scrap Recycling Pilot Program and determine the best next steps to promote food scrap recycling. Data should show how effective



the program was and where any shortfalls occurred. Based on this analysis, the program should be adapted and expanded as appropriate.



- a. If the data indicates the Program is effective, it is recommended that the Food Scrap Recycling Program be expanded to the Village's many restaurants and non-residential uses that produce large quantities of refuse and food waste. Such an extended non-residential program could be phased in so as to not overburden the resources.
- Continue to pursue funding opportunities through both state and federal grants, including but not limited to:
  - 0003
  - a. New Jersey Recycling Tonnage Grants
  - b. New Jersey Clean Communities
  - c. Keep America Beautiful: Unify and Beautify Community Grant Program







#### INTRODUCTION

In accordance with the Municipal Land Use Law, a Utility Service Plan Element may be prepared that analyzes the need for, and depicts the general location of, water supply and distribution facilities, drainage and flood control facilities, sewage and waste treatment, solid waste disposal and provisions for other related utilities, including any stormwater management plans. This Element also considers utilities such as phone and internet connectivity.

This Element inventories and evaluates the current operating conditions of utilities with an aim to identify issues or challenges and provide recommendations for future improvements.

The following utilities provide service to the Village:

- Potable Water: Ridgewood Water
- Wastewater Treatment: Village of Ridgewood's own treatment plant, called the Water Pollution Control Facility
- Gas and Electric: PSE&G
- Wireless Telecommunications: Various private companies

In 2021, the Village adopted a Stormwater Management Plan, which serves as the Stormwater Element of this Master Plan. This Utility Service Element complements the 2021 Stormwater Management Plan.

#### WATER SUPPLY

The Village of Ridgewood governs and manages Ridgewood Water, a public water supply utility that serves not only the Village of Ridgewood, but also the Borough of Glen Rock, the Borough of Midland Park, and the Township of Wyckoff, representing over 60,000 residents. Ridgewood Water employs 30 fulltime employees, seven of whom work in the municipal offices and 23 work in the treatment and distribution division. Ridgewood Water's primary water source is well water. The utility owns and operates 52 deep wells throughout its four municipalities. Ridgewood Water oversees over 295 miles of watermains, 110 of which are within the Village's borders. In recent years, Ridgewood Water has replaced over 2,000 feet of watermain, and has successfully put a replacement well into service that adds 320 gallons per minute of new capacity into the system.

When water demand increases, especially during the warmer summer months, supplemental water has historically been purchased from Suez Water as well as the Hawthorne Water Department. Ridgewood Water recently entered into an agreement with the Passaic Valley Water Commission (PVWC) for additional water supply for a period of 15 years.

The former Elks Lodge at 111 North Maple Avenue has been renovated to become the new headquarters of Ridgewood Water. It is anticipated Ridgewood Water will be fully moved into this new facility during 2022. The building is adjacent to the Village Library and the two services will share a commercial grade generator, which is expected to be installed in March 2022 and running by fall 2022.

Ridgewood Water is in the process of completing 12 Per and Polyflouralkyl Substances (PFAS) treatment plants. PFAS are a group of man-made chemicals that have been manufactured and used in various industries and products, including firefighting foams, in the U.S. since the 1940s. The U.S. Environmental Protection Agency (EPA) has identified PFAS as "contaminants of concern" linked to potential health effects. Regulation of PFAS compounds has increased in recent years as technology to detect such compounds has also enhanced.

In 2018 and 2019, Ridgewood Water detected two PFAS compounds in many of the well supplies and subsequently prepared a master plan outlining the steps for efficient treatment and NJDEP compliance. Ridgewood Water is now in the process of developing 12 new PFAS treatment plants, located throughout the service area. It is anticipated that all plants will be fully operational by 2026. As of the writing of this Plan, one treatment plant is in operation, another is under construction, and two more plants will by publicly bid by July 2022.

In March 2022, the Village was approved for



a direct grant from the EPA's Drinking Water State Revolving Fund for \$2.8 million. These funds will be used to offset the planned capital expenses for \$3.5 million for the Ravine Treatment Plant. The Ravine Treatment Plant, which is scheduled to be complete in 2023, is one of the several new treatment plants designed to treat the drinking water for PFAS.

#### WATER RESTRICTIONS

Article IV under Chapter 269 of Ridgewood's General Legislation has historically identified the various stages of water emergencies: Stage I required alternate day lawn watering; Stage II reduced that to two days a week; Stage III allowed for only handheld watering on specific days; and Stage IV allowed for no irrigation at all.

In April 2017 the Council amended the ordinance and made the Stage II standards permanent, applying year-round. The amendment was the result of a two-year collaborative process with Council members, the Village's Green Team, and representatives from Ridgewood Water as well as the other three communities within the service area. Odd-numbered addresses may irrigate on Tuesdays and Saturdays, whereas evennumbered addresses may irrigate on Wednesdays and Sundays. Irrigation is not allowed anywhere on Mondays, Thursdays, or Fridays, and all irrigation shall occur between 6 pm and 10 am to limit evaporation. Additionally, automatic rain sensors are

required, and exemptions are granted for the implementation of SMART controllers, which acts like a thermostat for the landscape, identifying when to be turned on or off. The controller tailors the irrigation system to the specific conditions of the landscape it is watering.

While the original intent of implementing water use restrictions was to combat the effects of drought, the Council recognized that limitless use of potable water for irrigation purposes was unsustainable and wasteful. Water conservation is critical to the overall system, as sufficient water pressure is imperative for fire safety. The decision and effort to make the Stage II restrictions permanent supports previous Master Plan goals and recommendations regarding sustainability and water conservation. Ridgewood's water conservation ordinance earned the Village 20 points towards its Sustainable Jersey Certification.

#### Wastewater Treatment

The Village of Ridgewood owns and operates its own sewage treatment plant, known as the Water Pollution Control Facility, located at 561 Prospect Street in Glen Rock, where wastewater is treated onsite. Ridgewood has a combined sewer collection system, with the exception of 33 homes who, pursuant to the Village's 2020 Municipal Stormwater Management Plan (MSWMP) are served by septic due to topographical reasons.

The Village's sanitary sewer system pipes are over 80 years old and are close to the end of their life expectancy. The majority are clay pipes, and the Village has noted issues with inflow and infiltration (I&I), meaning that groundwater is seeping through the pipes through cracks or leaky joints (infiltration) and stormwater is entering the system through deteriorated manholes, connections from basement sump pumps, foundation drains or rain leaders (inflow). The result creates a burden on the collection system, which is transporting more flow than it was designed to handle, leading to serious problems.

The Village's collection plant is rated for 5 million gallons per day (mgd), and the average flow measures at 3 mgd. However, during big storms the meter caps out at 10 mgd, indicating the flow is actually exceeding 10 mgd. When a collection system exceeds its capacity, it can result in a discharge of untreated water and can also lead to pipe failures.

#### SOLID WASTE

Ridgewood provides household refuse collection from the rear or side yard of residences. The service is provided twice weekly: Monday and Thursday for properties west of Maple Avenue and homes on Prospect Street and Maple Avenue; and Tuesday and Friday for homes east of Maple Avenue and both sides of Route 17. The Village additionally offers bulk refuse collection at curbsides on alternative Wednesdays.



In 2018, which represents the most recent data available, the Village collected 15,949 tons of municipal solid waste (residential, commercial, and institutional solid waste generated within a community), and an additional 7,757.27 tons of non-municipal solid waste, meaning waste generated by industries, including construction and demolition waste, for a total of 23,706.26 tons of solid waste. Conversely, as discussed in the Recycling Element, in 2018 the Village recycled 37,381.13 tons of solid waste.

As discussed further in the Recycling Element, the Village has taken great strides in reducing the amount of solid waste that goes into a landfill. Ridgewood initiated a Food Scrap Recycling Pilot Program to collect food waste for recycling and collects residential yard waste that is taken to the Lakeview Compost Facility. Additionally, in recent years Ridgewood initiated a Styrofoam recycling program and a ban on single-use plastic bags, the latter being implemented more than a year in advance of the state-wide ban.

#### GAS AND ELECTRIC

The Village's gas and electricity is served by PSE&G. PSE&G is the largest utility company in New Jersey, currently serving 2.1 million electric customers, 1.7 million gas customers, and covering a service area of 2,600 square miles. In the spring of 2021, PSE&G began replacing aging cast iron gas pipes with durable plastic and/or coated steel pipes. The new pipes are designed to ensure safety and

continued reliability of the Village's gas system. PSE&G indicates the gas main replacement work will continue through the summer of 2022.

PSE&G is currently in the process of replacing and/or supplementing its 50-year-old lines to 69,000-volt lines to more of New Jersey. This upgrade will increase service reliability and system redundancy. They predict that by the end of 2023, 570 miles of lines will be upgraded.

### Utilities Supported by Renewable Energy Sources

Ridgewood has historically recognized the importance of solar power's role in reducing their carbon footprint as well as lowering the Village's electricity costs. In addition to the solar installations on nine public school buildings that supports the electricity needs of the schools, photovoltaic solar systems are implemented on four Village owned properties and buildings. The four locations include the main fire house at 201 East Glen Drive, supporting 324 roof-mounted modules, Village Hall, which has roof-mounted 294 modules, the Water Pollution Control Facility, which has 210 ground-mounted modules, and the Ridgewood Emergency Medical Services building, which supports 42 roof-mounted modules.

#### TELECOMMUNICATIONS/BROADBAND

In the Village of Ridgewood, licensed franchised operators provide telephone, cable television, and internet service. Tariffs and conditions of service are established and regulated by the State of New Jersey through the Board of Public Utilities. Landline telephone connections in the home are becoming less common as smartphones are now ubiquitous in our day-to-day lives. Recent studies have noted that only 36.7 percent of U.S. adults have a landline phone, whereas 62.5 percent of adults have only a cell phone. With the significant increase in cell phone usage over the last decade and a half, the provision of cellular service and Wi-Fi connections has become an important consideration for individuals as well as local governments.

Wireless communication has become integral to the way society functions. So much so that New Jersey law recognizes that the federal law, specifically the Telecommunications Act of 1996, has determined that the provision of wireless telecommunications is a public purpose that promotes the general welfare.

Many municipalities and residents are presented with the struggle of needing wireless cellular coverage but not wanting the tall, and at times visually obtrusive, cellular towers that can stand upwards of 140 feet in height. Municipalities, including Ridgewood, often prefer, and pass policy to support, colocation of telecommunication antennas on



existing structures rather than new towers. As an example, there is a telecommunication antenna on the water tank located on Glen Avenue. When a telecommunications provider leases space for an antenna on a municipallyowned structure, the Village gains an added benefit of revenue from the lease contract.

The 5th generation of wireless cellular systems ("5G") is the next generation of wireless technology, succeeding 4G. Wireless providers will begin seeking to place small cell equipment within rights-of-way to provided expanded wireless coverage for municipalities. 5G small cells are significantly smaller than the traditional macro towers and can therefore be installed more discreetly.

In 2021, the Village adopted an ordinance entitled "Telecommunications Facilities in Public Right-Of-Way" (Chapter 251 of the Village Code). The chapter regulates the placement of telecommunications equipment, including poles, towers, antennas, cabinets, and other infrastructure located within Village rights-of-way.

#### WI-FI

Over recent years, the Village has rolled out Wi-Fi hotspots throughout various public locations within the Village, including Graydon Pool, outside the Public Library and Village Hall, and various parks, including Van Neste Square Memorial Park centrally within the Downtown.

#### **BROADBAND**

Broadband refers to high-speed Internet access that is always on and has become the minimum standard for most modern applications. It includes multiple technologies such as Digital Subscriber Line (DSL), cable, fiberoptic, wireless, and satellite, all of which have their own infrastructure. Different technology types can provide different Internet speeds and have varying reliability. The COVID-19 pandemic reinforced the importance of fast, high-quality, reliable Internet access.

Per the Federal Communications Commission (FCC), broadband internet is "a connection with a download speed of at least 25 Mbps (megabits per second) and an upload speed of at least 3 Mbps." This speed tends to be the minimum required for reliable video streaming on multiple devices and for business communications in a small office. However, the requirements for large offices or other non-residential uses can be many times higher with 1,000 Mbps (or 1 Gbps "gigabit per second") being the minimum needed for efficient operation in offices with 30 or more employees.

According to the FCC, there are six residential broadband providers operating in Ridgewood, three of which offer speeds above 25 Mbps and one of which reaches 1,000 Mbps.

Coverage of all six providers, however, is not consistent throughout the Village and the entire downtown is not serviced by 1,000 Mbps.

The benefits of improving high-speed Internet infrastructure are not limited to living in times of social distancing. The availability of high-speed and reliable broadband is also an important component of attracting business to the Village, improving public services, and ensuring that residents and visitors are able to remain connected.

Bergen County is in the process of undertaking a county-wide fiber optic installation, linking all County facilities through broadband.

Through the implementation of this project, fiber branches will extend to all municipalities within the County, reaching community facilities including libraries, schools, community centers, and senior centers. This project will ensure infrastructure redundancy and will provide broadband access at a lower cost than private service provider.

#### **UTILITY WIRES**

The Village has implemented two ordinances associated with utility wires. Ordinance Section 190-93 requires applications for development to arrange with the serving utility for the underground installation of the utility's distribution supply lines, appurtenant equipment, and service connections. The second ordinance, Ordinance Section 260-8 is designed to protect trees from overhead wires along public roadways.



#### Funding Sources

#### **Clean Water State Revolving Fund (CWSRF)**

The Clean Water State Revolving Fund, administered by the US Environmental Protection Agency, is a federal-state partnership program that provides communities with low-cost financing for water quality infrastructure projects. Eligible projects include assistance for the construction of publicly owned treatment works, implementation of a conservation and management plan, decentralized wastewater treatment projects, stormwater projects, and more. A full list of eligible projects and further information can be found at <a href="https://www.epa.gov/cwsrf">www.epa.gov/cwsrf</a>

## **Drinking Water State Revolving Fund** (DWSRF)

The Drinking Water State Revolving Fund, administered by the US Environmental Protection Agency, is a financial assistance program designed to help water systems and states to achieve the health projections of the Safe Drinking Water Act. Eligible projects include rehabilitation of wells or development of eligible sources to replace contaminated sources, rehabilitation of wells or development of eligible sources to replace contaminated sources, and more. A full list of eligible projects and further information can be found at www. epa.gov/dwsrf

### Water Infrastructure Finance and Innovation Act (WIFIA)

The Water Infrastructure Finance and Innovation Act, administered by the US Environmental Protection Agency, is a federal credit program for eligible water and water infrastructure projects, providing long-term supplemental loans. Eligible projects include enhanced energy efficiency projects at drinking water and wastewater facilities, water recycling projects, drought prevention, reduction, or mitigation projects, and more. A full list of eligible projects and further information can be found at <a href="https://www.epa.gov/wifia">www.epa.gov/wifia</a>

#### American Public Power Association's Demonstration of Energy & Efficiency Developments (DEEDS)

American Public Power Association's
Demonstration of Energy & Efficiency
Developments program provides grants to
fund projects that improve efficiency, reduce
costs, support adoption of new technologies,
launch new products and services, and
institute best practices. Further information
can be found at <a href="https://www.publicpower.org/deed-rd-funding">www.publicpower.org/deed-rd-funding</a>

#### RECOMMENDATIONS

1. Continue to foster communications with consumers and promote and distribute information as available.



2. Coordinate future infrastructure upgrades and improvements across all sectors to ensure efficiency in the efforts.



 Continue to monitor the water supply issues in the Village, adjusting the water restriction stages as necessary.



4. Monitor the sanitary sewer collection system as most of the pipes are at or past their life expectancy and are experiencing Inflow and Infiltration (I&I) issues.



- a. Create an I&I reduction plan establishing an action plan to monitor and identify the problems and source areas in order to determine the most appropriate and efficient ways to reduce I&I.
- b. Consider where pipe replacements would be appropriate versus less expensive or disruptive measures such as replacing or sealing leaky manhole covers, point repair to seal out infiltration, or relining of the pipes.
- 5. Work with Ridgewood Water to identify water supply demand for future build-outs of anticipated development.





- 6. Encourage green infrastructure where feasible, for both new development and when upgrading or replacing existing infrastructure utilities.
  - **₾७\$\$\$**
  - a. See the Sustainability and Green Building Element
- 7. Support the implementation of Wi-Fi hot spots in public places to provide internet access to residents and visitors.
  - **PP\$\$**
- 8. Coordinate tree species for new plantings so that they do not conflict with existing overhead wire.
  - **PPP\$\$**
- Continue to monitor the solar installations and review other potential locations to implement additional systems on municipal properties and facilities.
   P\$\$\$\mathbb{S}\$\$
- 10. Ensure emergency and other municipal services are equipped with adequate emergency and back-up generators.
- 11. Create a map that identifies all available public Wi-Fi hot spots so that residents, business owners, and visitors can clearly identify and find their locations.

- 12. Develop a separate application form and checklist for wireless telecommunication applicants so that applications can be reviewed in accordance with FCC regulations that differ from a standard development application. Such regulations and specifics include the FCC time frames, which are different from those set forth in the MLUL, as well as the determination of an "eligible facility," or what constitutes a "substantial change."
  - (P) \$ (G)
- 13. Continue to monitor the advancements in wireless technologies and prepare amendments to ordinances as needed.
  - PPP\$6
- 14. Continue to pursue funding opportunities through both state and federal grants, including but not limited to:
  - **PPP\$\$**
  - a. Clean Water State Revolving Fund
  - b. Drinking Water State Revolving Fund
  - c. Water Infrastructure Finance and Innovation Act
  - d. American Public Power Association's

    Demonstration of Energy & Emergency

    Developments







#### INTRODUCTION

The New Jersey Municipal Land Use Law (MLUL) permits municipalities to identify, evaluate, designate and regulate historic resources. The MLUL requires that all historic sites and districts designated in local zoning ordinance be based on identifications from the Historic Preservation Plan Element of a municipality's Master Plan. As the Village of Ridgewood contains a variety of sites and districts with significant historical and architectural value, a Historic Preservation Plan Element was developed as part of the 1991 Master Plan, and subsequently reexamined and amended in 1994 and 2012.

The purpose of this revised Historic Preservation Plan Element is to detail the standards used to assess worthiness for historic sites and districts in the Village; document recent surveys of the Village's historic resources; update the Village's plan to preserve identified historic assets; and provide recommendations to further protect the Village's historic resources. As illustrated and detailed below, there are 11 historic districts and 146 individual landmarks that have been identified in the Village of Ridgewood. This Historic Preservation Plan Element describes the significance of these historic sites and districts, and analyzes the impact of each component of the Master Plan on the preservation of historic resources in the Village.

#### **PUBLIC PARTICIPATION**

During the multi-year visioning process of the Master Plan, members of the community identified historic preservation as a "medium" priority level in the Village. As detailed further in Section 1 of the Master Plan, the following recommendations were proposed as part of the visioning process:

- Revisit all recommendations of the Historic Preservation Element during the 2021 Master Plan process to determine whether they need to be revised or carried forward.
- 2. Use historic preservation tools, in conjunction with other tools, to maintain the character of the Village.
- 3. Consider expanding the Village Center Historic District.
  - a. Perform a study to determine if the Village Center Historic District should be enlarged to include the entire B-1 Zone District.
  - Perform a study to determine if both sides of Franklin Avenue should be added to the Village Center Historic District.
- 4. Consider broadening historic protections beyond Downtown to preserve character of the remainder of the Village.
  - a. Perform a study to determine if the Prospect Street/Woodside Avenue

- Historic District should be designated in the zoning ordinance.
- b. Institute design reviews in residential neighborhoods.
- Include additional protections within certain locally-designated historic districts that contain houses at high risk for being torn down.

#### **GOALS AND OBJECTIVES**

To protect the unique qualities of Ridgewood's historically and architecturally significant sites, the Village implemented a historic preservation ordinance, established a Historic Preservation Commission, and designated districts and historic sites as a result of its original Historic Preservation Plan Element and subsequent amendments. The goals and objectives of this revised Historic Preservation Plan are as follows:

- Promote the long-standing policies of preserving the Village's historic assets.
- Preserve and reinforce the historic features that make Ridgewood special and unique.
- Help direct change so that modifications enhance the distinct character of the Village.
- Encourage the repair rather than the replacement of historic fabric.

- Discourage demolitions of historic properties in the Village.
- Promote education about the heritage of Ridgewood.

#### HISTORIC CONTEXT

The Leni Lenape inhabited the majority of New Jersey and surrounding environs before the arrival of the Europeans in the 17th century. During this time, the area that now forms Ridgewood was heavily wooded, and it is not believed that any permanent Leni Lenape settlements were located in the Village. However, some Native American trails existed in the area, including what are now the major roads of East Glen Avenue, East Saddle River Road, West Saddle River Road, and Paramus Road. The Leni Lenape referred to the general area as Paramus, meaning the place abounding in wild turkey, and called the Ho-Ho-Kus Brook the Hochoas, meaning the place with red cedars.

The area that now forms the Village of Ridgewood was included in the establishment of New Barbadoes Township by the British in the late-17th century, and several years later, 250 acres of this land was purchased by European immigrants Johannes Van Emburgh and David Provoast. The original Dutch settlers of the area were self-sufficient farmers living in small, sturdy, stone houses that typically faced south. By 1725, there were enough families living in the area to form the congregation

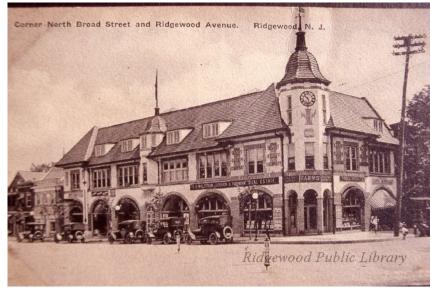
of the Paramus Reformed Church at the intersection of East Glen Avenue and East Saddle River Road. This stone church was the center of activity in the community for 150 years and was a strategic military point in the Revolutionary War, used as a headquarters for George Washington with troops encamped in the surrounding area.

During the first half of the 19th century, the area that is now Ridgewood remained very rural, with small grist and saw mills along the streams and farmers growing crops and raising livestock to trade both locally and in New York City. Roadways in the agricultural community were limited and generally in poor condition. Paramus Road was the most renowned thoroughfare in the region, known as the Goshen and Hoboken stage route, which

formed a part of the post road between Hoboken and Albany. The community was named Godwinville in 1829 after the Revolutionary War soldier Abraham Godwin.

In 1848, the Paterson and Ramapo Railroad was extended through the area with a stop in Ho-Ho-Kus, providing easy access to New York City and thereby attracting wealthy businessmen seeking to escape the crowded city.

Samuel Dayton was one of the first settlers to relocate to the area from the city, purchasing a portion of the old Van Emburgh property for himself and his sons-in-law Franklin Robinson and Samuel Gravdon. All three men established estates with large houses surrounded by farms and orchards in what now forms the central portion of the Village. Other businessmen followed, and along with the owners of the Wortendyke Mill (in what is now Midland Park), petitioned for a railroad station between Glen Rock and Ho-Ho-Kus. The Godwinville train station was subsequently established at Ridgewood Avenue in the 1850s, moving the focal point of the community from the Paramus Reformed Church to the intersection of Ridgewood Avenue and the railroad tracks.



North Broad Street and Ridgewood Avenue Photo Source: Ridgewood Village Public Library



After the Civil War, residents lobbied to change the name of the area to Ridgewood; in 1865, the Ridgewood Post Office was established, and in 1866, the railroad changed the name of the station to Ridgewood. Streets were laid out around the tracks in 1865, and the development of commercial storefronts to the east of the train station followed shortly thereafter. By the 1890s, 30 businesses, largely merchants, were located along East Ridgewood Avenue, resulting in a pedestrian-oriented commercial center.

Electricity to the burgeoning suburb was established in 1893, followed by public water and gas by 1900 and sewers in 1903. Commutes to New York City were rapidly improving with 30 trains a day, and in 1894, the Village of Ridgewood was incorporated and the preeminent Beech Street School was erected. These improvements attracted more



Historic Ridgewood Avenue Photo Source: Ridgewood Village Public Library

residents; the population of the Village more than doubled between 1890 and 1900, and then increased by over 70 percent between 1905 and 1915. An average of 100 homes were constructed annually between 1907 and 1911. The majority of these were two- to three-story, detached, single-family dwellings surrounded by yards. Many of these homes were designed and constructed by local architects and builders, including Charles Sydney Keyser, who designed homes and civic buildings in the Village as well as buildings in New York City, and Joseph H. Christopher, who erected numerous houses, commercial structures, and civic buildings in Ridgewood, including the Beech Street School. These late-19th and early-20th century residences featured a number of popular architectural styles of the period, often combining elements of several styles in one structure, such as Queen Anne, Second Empire, Gothic Revival, Italianate, American Foursquare, Colonial Revival, Tudor Revival, Arts and Crafts, and Vernacular, among others.

In 1916, the Mission-style railroad station was constructed and traffic was diverted from dangerous grade crossings on Ridgewood Avenue to an underpass on Franklin Avenue. As the commercial center of town and the surrounding residential development continued to expand outward from the station, municipal buildings, religious structures, and entertainment venues were erected to accommodate the rapidly growing community. The first lending library was established in

1898, and the George L. Pease Memorial Library opened in 1923. A new high school was erected on East Ridgewood Avenue in 1916-1919, and Van Neste Square was laid out in the 1920s. At this time, the Village boasted an Opera House, Playhouse, and the Warner Movie Theater, numerous religious institutions, and Graydon Park, which included a recreation area and swimming pool.

Concurrently, the sparsely settled area west of the railroad tracks was speculatively planned and developed. Prominent local developers included Daniel A. Garber and Walter W. Wilsey, both of whom became mayors of the Village in the early-20th century. Tudor-style, single-family, detached homes were favored in these new developments, although like previous construction in the Village, many of these residences featured elements from multiple styles popular for residential construction during this time. By 1930, the central business district was largely built out, and the population of Ridgewood had increased to approximately 12,000 residents.

In the 1940s and 1950s, the area to the south of Grove Street was speculatively developed with Cape Cod-style residences aiming to provide affordable housing for soldiers returning home from World War II. During this time, the Village acquired the Federal-style, former Elks Clubhouse and converted it into Village Hall; laid out Veterans Memorial Field; constructed the Ridgewood Public Library; and established



the Parks and Recreation department in the former Lester Stables. Ridgewood's residential areas were fully developed by 1970, including the construction of apartment and condominium buildings largely within and adjacent to the central commercial district, and the development of mid-century style housing, predominantly split-level homes, on the remaining open land. At this time, the population of the Village had increased to 25,000 residents, a number which has remained relatively stable for the past 50 years.

In the first decades of the 21st century, the remaining vacant parcels in the Downtown commercial district were redeveloped with mid-rise apartment buildings and a public parking garage. Additionally, due to the lack of available land for additional residential development in the Village, many tear-downs of older residential structures also occurred, often resulting in the subdivision of larger lots to accommodate the construction of more homes. As detailed below, many of these recent demolitions have occurred to previously contributing historic structures within locally designated historic districts.

# HISTORIC PRESERVATION COMMISSION

The MLUL authorizes municipal governing bodies to establish a Historic Preservation Commission. In 1994, the Village of Ridgewood established by ordinance a Historic Preservation Commission (VoR Code, Chapter 29) with the following duties and responsibilities:

- 1. To identify, record and maintain a system for survey and inventory of all buildings, sites, places, landmarks and structures of historical or architectural significance based on the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation and to aid the public in understanding their worth, methods of preservation, techniques of gathering documentation and related matters.
- To advise the Planning Board on the relationship of the Historic Preservation Plan Element of the Master Plan to other Master Plan elements.
- To advise the Planning Board on the inclusion of historic sites and landmarks in the recommended Capital Improvement Program.



131 West End Avenue; Individually Designated Historic Site Photo Courtesy of Dianne O'Brien

- 4. To advise the Planning Board and Zoning Board of Adjustment on applications for development.
- 5. To provide written reports on the application of the Zoning Ordinance provisions concerning historic preservation.
- 6. To carry out such other advisory, educational and informational functions to promote historic preservation in the municipality.

The mission of the Village's Historic Preservation Commission also notes that it shall have all of the responsibilities detailed in N.J.S.A. 40:55D-109 and as the same may hereafter be amended and supplemented.



#### HISTORIC PRESERVATION COMMISSION

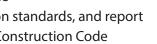
#### REVIEW

There are two different types of review of development applications in the Village of Ridgewood which involve designated historic sites and districts:

- 1. Review of all sites and districts designated by this Historic Preservation Plan. Adoption of the Historic Preservation Plan Element provides legal authorization for the Planning Board and the Board of Adjustment to make available to the Historic Preservation Commission an informal copy of every development application involving a historic site or historic district, as designated by this Historic Preservation Plan. The Historic Preservation Commission may then review the application, and may provide a report and/or testimony at the public hearing for the application, which is advisory in nature.
- 2. Review of all sites and districts designated by ordinance. The Village may adopt an ordinance designating historic districts and sites, and establishing historic preservation development standards for the district. For such districts and sites, an enhanced review process is provided to ensure compliance with the development standards. Under this process, the Planning Board and Board of Adjustment are to send the Historic Preservation Commission a copy of every development

application located in such districts or on such sites. The Historic Preservation Commission is then to testify and/or submit reports to the **Board concerning** the application's compliance with the historic preservation standards. In addition, for historic sites or properties located within a historic district, the Historic Preservation Commission is also authorized to review applications for compliance with the





# report.

In 2006, the Historic Preservation Commission published Design Guidelines for the Village Center Historic District in order to provide property and store owners with guidance on appropriate methods for the maintenance, rehabilitation, and construction of buildings and streetscape features in the District. The Guidelines are also intended to provide guidance for the Historic Preservation Commission and other Village agencies

or other permit or license requires approval

from the Historic Preservation Commission in

the form of a historic preservation permit or



460 West Saddle River Road; Individually Designated Historic Site Photo Courtesy of Dianne O'Brien

#### VILLAGE CENTER HISTORIC DISTRICT

#### Design Guidelines

In 1994, the Village of Ridgewood established the Village Center Historic District (Chapter 190, Section 98, and Zoning Map Section 99) in addition to other zoning designations and regulations. As a result, any exterior work conducted within the District requiring a building, sign, sidewalk cafe, fence, demolition,



when reviewing and making decisions on applications within the District.

As stated in the Guidelines, the historic preservation design review purpose is to help direct change so that modifications enhance the unique character of the Village Center Historic District and preserve those features that make the Downtown special. The Historic Preservation Commission regulates changes within the District so that changes comply with the Secretary of the Interior's Standards for the Rehabilitation of Historic Buildings.

# BENEFITS OF HISTORIC PRESERVATION

Historic preservation is the identification, evaluation, protection, and enhancement of buildings, places, and objects of historical and cultural significance so that they continue to play integral and vibrant roles in communities. The preservation of historic resources results in economic, social, and aesthetic benefits, ensuring that those resources remain intact for the enjoyment of future generations.



570 West Saddle River Road; Individually Designated Historic Site Photo Courtesy of Dianne O'Brien

#### **ECONOMIC BENEFITS**

Regulations imposed through local designations usually incorporate a few standard features, such as restrictions on alterations, demolitions, and new construction as well as requirements of external building maintenance. As a result, these regulations create a unique physical environment where changes to buildings are controlled, providing a sense of stability in the real estate market of the historic community. Other economic benefits of historic preservation include heritage tourism, where unique historic areas, such as Ridgewood's central business district, attract visitors looking to experience the places, artifacts, and activities of the past.

Moreover, preliminary findings from the Rutgers University Center for Urban Policy Research reveal that every one million dollars invested in rehabilitating historic residential properties in New Jersey generates nearly 75 jobs and \$2.5 million in economic activity on the national level, and 25 jobs and \$1.1 million in economic activity in New Jersey alone.

#### SOCIAL BENEFITS

Historic resources provide a sense of shared community and history, boosting civic pride and local identity. Local landmarks are the physical records of the events and people that shaped Ridgewood's history, and created the physical environment that Village residents experience on a daily basis. The preservation and interpretation of historic resources



The Ridgewood Art Institute, 12 East Glen Avenue; Individually Designated Historic Site Photo Courtesy of Dianne O'Brien

provides educational opportunities for local schools, community members, and visitors.

Additionally, historic preservation is considered an important part of smart, sustainable growth. The preservation of historic buildings promotes investment in the existing built environment and infrastructure, minimizing landfill waste from demolitions and avoiding the use of land and non-renewable resources to construct new structures and communities.

#### **AESTHETIC BENEFITS**

Historic resources are irreplaceable assets that contribute to the quality of life enjoyed by the residents of the Village of Ridgewood. The preservation of these historic properties adds to the architectural and visual richness and diversity of the community. Local designations preserve and promote traditional development patterns of the area, including the pedestrian-oriented nature of the Village's central business district, creating a unique and strong sense of place that cannot be replicated or replaced.

# LOCAL, STATE, AND NATIONAL DESIGNATIONS & COUNTY CONSIDERATIONS

There are three distinct types of designations for historic resources in New Jersey: the National Register of Historic Places, the New Jersey Register of Historic Places, and local designation by municipalities. Designations can be undertaken by individuals, organizations, or governmental agencies.

#### National Register of Historic Places

The National Register of Historic Places is the official list of historic resources worthy of preservation in the United States. It is administered by the National Parks Service, and includes buildings, structures, sites, objects, and districts significant in local, state, or national history. The National Register does not place any restrictions on private property owners, but does provide eligibility for federal investment tax credits and triggers the review of plans involving historic resources owned by, or projects sponsored by, the federal government.

The National Register was established by the National Historic Preservation Act of 1966, which also authorizes the creation of historic preservation programs at the state level, administered by a state historic preservation officer (SHPO) appointed by the governor. New Jersey's SHPO is the Commissioner of the Department of Environmental Protection



(DEP), who is also a member of the State Planning Commission.

Specific criteria are used when evaluating resources for potential listing on the National Register of Historic Places. Districts, sites, buildings, structures, or objects must possess integrity of location, design, setting, materials, workmanship, feeling, and association, and have significance in American history, architecture, engineering, and/or culture. In order to be listed on the National Register, a property must:

- A. Be associated with events that have made a significant contribution to the broad patterns of our history; or
- B. Be associated with the lives of significant persons in the present or past; or
- C. Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. Have yielded or may be likely to yield, information important in history or prehistory.

### New Jersey Register of Historic

#### **PLACES**

The New Jersey Register of Historic Places is the official list of historic resources worthy of preservation in the state, administered by SHPO. It is modeled after the National Register of Historic Places, utilizing the same criteria for eligibility evaluations and the same forms for nominating properties. Like the National Register, the New Jersey Register does not place any restrictions on private property owners, but rather, provides eligibility for tax credits and triggers the review and approval of all public undertakings potentially affecting listed properties.

#### MUNICIPAL DESIGNATIONS

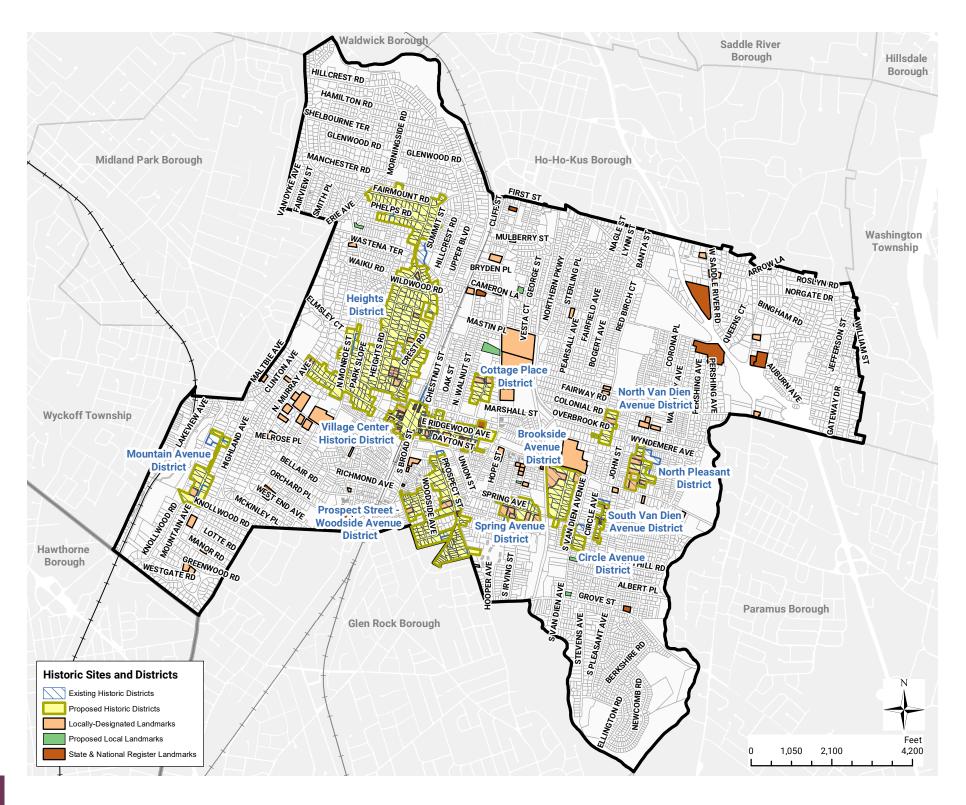
The New Jersey Municipal Land Use Law (MLUL) is the state's enabling legislation for historic preservation zoning, authorizing local governments to identify, evaluate, designate, and regulate historic resources in their municipalities. The MLUL requires that all historic resources designated in local zoning ordinances be based on the historic preservation plan element of the municipal master plan. Municipal designations and regulations are the most effective protection of historic resources.

BERGEN COUNTY HISTORIC PRESERVATION The Bergen County Division of Cultural & Historic Affairs (DCHA) offers programs, services, and resources supporting the arts,

history, and historic preservation in the county, promoting the area as a cultural destination. In conjunction with the Bergen County Historic Preservation Advisory Board, DCHA oversees and provides educational programming at nine county-owned historic sites. DCHA also serves as a resource center for historic and preservation research in Bergen County, maintaining the Bergen County Historic Sites Survey and Bergen County Archives and providing technical assistance for societies, organizations, and towns in the county. Every year, DCHA issues grant funding and awards highlighting exceptional local history and historic preservation programs, projects, organizations, leadership, and education in the county.

#### HISTORIC SITES AND DISTRICTS

This Historic Preservation Plan Element is based upon the Historic Preservation Commission's 2021-2022 survey of historic sites and districts. The identification and designation of historic sites is an ongoing process, as with the rest of the Master Plan. Additional sites and districts may be identified in the future, and sites previously identified may be removed from the survey. Therefore, this Plan Element should be regarded as a guide based upon the best information currently available. Its purpose is to identify the locations where historic resources exist in Ridgewood. This information should be one of the factors used in decision making by the





Planning Board, the Board of Adjustment, the Village Council and administration, other governmental agencies, and the general public.

The maps provided in the Appendix identify the historic sites and historic districts in the Village of Ridgewood. The historic resources are grouped into two types of designations:

1) Federal and/or State designated landmarks, and 2) Village designated landmarks. The following section provides descriptions of each historic district, and a complete listing of identified individual historic sites is provided in the Appendix.

#### Brookside Avenue Historic District

The Brookside Avenue Historic District includes 22 residential properties along Brookside Avenue, Spring Avenue, and East Ridgewood Avenue in the south-central part of Ridgewood. The buildings contributing to the historic district were constructed between 1880 and 1912, largely for businessmen commuting to New York City, representing the transitional era of rapid population growth in Ridgewood at the turn of the 20th century. The homes on the west side of Brookside Avenue were all individually designed, while most of the residences on the east side of the street were speculatively developed by a single company.

The majority of the contributing buildings in the Brookside Avenue Historic District are 2.5-story, single-family detached dwellings



18 Brookside Avenue; Brookside Avenue Historic District Photo Courtesy of Dianne O'Brien

with three bays, large one-over-one sash windows, and wrap-around porches. The most prominent architectural styles in the historic district are Colonial Revival and American Foursquare, although no two homes are alike in detail. Most buildings have hipped, pyramidal, or cross-gabled roofs, and the majority of homes are faced in shingles, clapboard, or a combination of the two materials, many with cobblestone foundations and porch piers.

There are two individually designated landmarks in the Brookside Avenue Historic District: the Hanks-Boyd House at 18 Brookside Avenue and the Hendrickson House at 640 East Ridgewood Avenue. Both homes were

originally located on large estates extending from East Ridgewood Avenue to what is now Hanks Street, separated by Brookside Avenue, Paterson-based architect Charles Edwards designed the Hanks-Boyd House for Dr. E.F. Hanks in the early 1890s in the Shingle style. Around the turn of the century, other members of the Hanks family commissioned the Queen Anne and Arts and Crafts style house at 120 Brookside Avenue to the south of the original estate. The Hendrickson House was constructed in the last decades of the 20th century for William H. Hendrickson, a cement dealer in New York City. It is predominately Queen Anne with features reflecting various architectural styles popular for residential buildings in the late-19th century.

# RV

#### CIRCLE AVENUE HISTORIC DISTRICT

The Circle Avenue Historic District includes 17 residential properties along both sides of Circle Avenue in the southern part of Ridgewood. The section of the street between East Ridgewood Avenue and Spring Avenue curves to avoid a nearby gully and pond, and was laid out in the last decades of the 19th century. The historic district contains vernacular, single-family, detached dwellings that were predominantly constructed for local tradesmen and artisans around the turn of the 20th century. Most contributing buildings are 1.5- to 2.5-stories-tall with two or three



221 Circle Avenue; Circle Avenue Historic District Photo Courtesy of Dianne O'Brien

bays, varied porches, gabled roofs, and modest ornament. Many of the original homeowners on Circle Avenue worked in the Village, including the builder Andrew Van Emberg, who may have constructed several of the houses on the street; the mechanic Charles M. Pearsall, who owned one of Ridgewood's earliest motorcycle and bicycle repair shops; and the real estate and insurance businessman Samuel D. Lynch, who had an office on West Ridgewood Avenue.

There are five individually designated residences located within the Circle Avenue Historic District: Nos. 113, 114, 147, 153, and 221 Circle Avenue. 113 Circle Avenue was constructed before 1904 for Garrett Brolsma, who was employed in a lumberyard. Garrett Z. Doremus, a fish dealer, built the home at 144 Circle Avenue in the 1890s. 147 Circle Avenue was constructed in the 1910s, and was occupied by Peter Faber, a milkman, and Ezra Pickup, a baker. Both 153 and 221 Circle Avenue were built between 1908 and 1912; the latter was the home of Isaac Faber, who worked in a laboratory.

#### COTTAGE PLACE HISTORIC DISTRICT

The Cottage Place Historic District includes 13 historic properties along both sides of Cottage Place in the central part of Ridgewood, immediately northeast of the Downtown area. Cottage Place still evokes its original function as a narrow, winding private entrance to the



159 Cottage Place; Cottage Place Historic District
Photo Courtesy of Dianne O'Brien

former Robinson estate, lined with trees, shrubs, and no sidewalks. Benjamin F. Robinson was one of Ridgewood's large landowners in the 19th century, settling in the area in 1853. In 1896, he donated land for the construction of the Unitarian Church and parsonage on the street, which were constructed in a simple vernacular style to complement the residential nature of the street.

The homes in the Cottage Place Historic
District were built between 1894 and the early
1900s for businessmen commuting to New
York City, representing the transitional era of
rapid population growth in Ridgewood during
this time. They illustrate a variety of residential
architectural styles prevalent at the turn of the
20th century, including Queen Anne, American
Foursquare, Colonial Revival, and Arts and
Crafts. Most of the single-family detached



dwellings in the district are two- to 2.5-storiestall, three- or four-bays-wide, and clad in shingles. The historic district contains a variety of roof styles, and most homes have front or wrap-around porches.

Two of the homes in the Cottage Place Historic District are designated individual landmarks: the Bungalow-Knothe House at 152 Cottage Place, and the Knothe Property at 159 Cottage Place. Prominent local builder Joseph H. Christopher designed both residences for Frank F. Knothe, who was the president of the Ridgewood Board of Education (which at the time was located in the S/NR-listed Beech Street School to the south of the Historic District at 49 Cottage Place).

#### HEIGHTS HISTORIC DISTRICT

The Heights Historic District includes over 220 contributing historic properties on over 20 streets in the northwestern part of Ridgewood, with Heights Road running in a north-south direction through the center of the district. The area is called the Heights due to its high elevation in the Village; it remained a heavily wooded area with minimal settlement until the late-19th century. Most buildings in the historic district are two- to 2.5-story, detached single-family residences, largely constructed for New York City businessmen and their families by developers along planned roads between 1890 and 1930. Prominent resident and Village Mayor Walter W. Wilsey was an active developer in the area, responsible for

the construction of a number of homes along Fairmount and Phelps Roads.

Although Tudor Revival is the dominant architectural style in the Heights Historic District, the variety of styles present in the district illustrates the eclecticism of residential architecture during this period, including Queen Anne, Colonial Revival, Arts and Crafts, Swiss Chalet, Dutch Colonial, Spanish Eclectic, Mediterranean Revival, French Renaissance, and Gothic Revival. As in many of the other historic districts in the Village, most of the homes in the Heights Historic District feature elements from multiple styles, and in particular, the Tudor Revival style, including multi-gabled, slate roofs over asymmetrical

facades, prominent chimneys, stone-framed entrances, casement windows, peaked gable ends with decorative half-timbering, and the mixture of stucco, brick, and stone creating colorful patterns and textures on facades and chimneys.

There are 15 individually designated properties in the Heights Historic District, including the Dutch Colonial Revival homes at 143 and 235 Sunset Avenue, the Tudor style residences at 355 and 378 Crest Road, and the American Foursquare/Mission style home at 64 Crest Road. The individually designated Joseph H. Chapman residences are located at 299 and 305 West Ridgewood Avenue; the George L. Pease House stands at 308 West Ridgewood



46 Park Slope; Heights Historic District Photo Courtesy of Dianne O'Brien



Avenue; and the Walter Wilsey House is located at 123 Phelps Road. The Oakcroft residences at 71-83 Ridge Road are also individually designated. Constructed in 1923 by Henrietta Hawes with architect T.C. Rogers and pioneer landscape architect Marjorie Sewell Cautley, Oakcroft contains six 2.5-story, stucco, English Tudor Cottage Style homes spread around an open, shared lawn. The houses are similar in design, but not identical, with three bays, some brick facing, half timbering, casement windows, and slate gabled roofs featuring uneven slopes.

#### MOUNTAIN AVENUE HISTORIC DISTRICT

The Mountain Avenue Historic District includes 15 historic properties along both sides of Mountain Avenue north of Knollwood Road in the southwestern part of Ridgewood, which was once known as Kathawood Park. Established by George Cantrell and expanded by his nephew, Mayor Walter W. Wilsey (through the Ridgewood Park Company), Kathawood Park was the first residential subdivision in the Village largely developed between 1912 and 1930. Mountain Avenue was laid out as a wide thoroughfare to accommodate large, single-family, detached dwellings intended for businessmen commuting to New York City and their families.

Most homes in the Mountain Avenue Historic District are two- to 2.5-stories tall, with gabled roofs, hipped roofs, or a combination of the two, and a variety of widths and bays. The



316 Mountain Avenue; Mountain Avenue Historic District Photo Courtesy of Dianne O'Brien

historic district contains examples of three of the popular architectural styles dominant in residential architecture during the early- to mid-20th century: Tudor Revival, Colonial Revival, and Mediterranean Revival. Similar to other areas of Ridgewood, the Tudor Revival style featuring multi-paned casement windows and slate roofs is the predominant architectural style in the Historic District. The Mediterranean Revival-style residence at 366 Mountain Avenue and the English Tudor-style home at 325 Gardner Road are also locally designated individual landmarks.

#### North Pleasant Avenue Historic

#### DISTRICT

The North Pleasant Avenue Historic District includes 16 properties along North Pleasant Avenue and East Ridgewood Avenue, two major early roads in the southeastern part of Ridgewood. North Pleasant Avenue was laid out between 1861 and 1876, and the properties contributing to the historic district were developed between 1860 and 1930, embodying suburban development during this period of considerable growth in Ridgewood. Contributing buildings range from primary residences of local tradesmen (plumbers, painters, masons, and carpenters) to summer homes and permanent residences of New York City businessmen.

Most of the contributing residences in the North Pleasant Avenue Historic District are



829 East Ridgewood Avenue; North Pleasant Avenue Historic District Photo Courtesy of Dianne O'Brien

two- and 2.5-story, single-family, detached dwellings with large attics under gabled, cross-gabled, or pyramidal roofs. Many have front or wrap-around porches, as well as substantial rear yard barns. The diversity of architectural styles in the historic district include Gothic Revival, Italianate, Queen Anne, American Foursquare, Colonial Revival, Arts and Crafts, and simple vernacular. There are six individually designated landmarks in the Historic District. 829 and 849 East Ridgewood Avenue are the earliest extant homes in the area, both constructed between 1861 and 1876 for prominent local families (the Ryersons and Van Diens, respectively). The Van Horn House at 68 North Pleasant Avenue was built between 1880 and 1897, and Nos. 23, 38, and 60 North Pleasant Avenue were constructed between 1897 and 1904.

#### North Van Dien Avenue Historic

#### DISTRICT

The North Van Dien Avenue Historic District includes nine historic properties along both sides of North Van Dien Avenue south of Linwood Avenue in the southeastern part of Ridgewood. North Van Dien Avenue was laid out in an area that was originally farmland, and the majority of properties in the historic district were developed between 1897 and 1920, illustrating the trend of somewhat uniform, stately suburban homes setback from the street on large lots, largely constructed for businessmen commuting to New York City.



113 North Van Dien Avenue; North Van Dien Avenue Historic District Photo Courtesy of Dianne O'Brien

The historic district mostly contains 2.5-story-tall, three-bay-wide, single-family detached dwellings faced with shingles, stucco, or a combination of the two materials. Four of the properties are designed in the American Foursquare style (#75, 83, 105, 141) and four homes in the Colonial Revival style (#113, 121, 131, 149).

Prominent Ridgewood architect Charles Sydney Keyser lived at 131 North Van Dien Avenue, a designated local landmark, and designed several of the homes on the street. 78 North Van Dien Avenue is the oldest building in the North Van Dien Historic District, originally constructed between 1850-1861 for Garret G. Van Dien, one of the earliest settlers of Ridgewood. Van Dien, for whom the street is named, was Postmaster of the Village from 1867-83. The locally designated landmark



is architecturally unique in both the historic district and Ridgewood, constructed in the vernacular style with a Classical Revival portico added to the front in the early-20th century.

#### PROSPECT STREET — WOODSIDE AVENUE

#### HISTORIC DISTRICT

The Prospect Street - Woodside Avenue Historic District includes over 100 contributing historic properties on 10 streets in the southcentral part of Ridgewood, predominantly located along Prospect Street, Woodside Avenue, and South Maple Avenue. Most buildings in the historic district were originally constructed as detached singlefamily dwellings between 1880 and 1930, although several in the northern part of the district along Prospect Street have since been converted to commercial uses. Original owners ranged from New York City businessmen to local architects, builders, and carpenters, including prominent local builder Joseph H. Christopher, who resided at 310 Prospect Street and built several homes in the historic district.

Most buildings in the Prospect Street - Woodside Avenue Historic District are two- to 2.5-stories tall with facades of three or four bays, and are faced with a variety of materials ranging from historic stone, clapboard, or shingles to stucco to newer synthetic siding echoing the historic materials. A plethora of architectural styles are displayed throughout the historic district, including Gothic Revival,



253 Woodside Avenue; Prospect - Woodside Avenue Historic District Photo Courtesy of Dianne O'Brien

Swiss Chalet, Second Empire, Queen Anne, Colonial Revival, Dutch Colonial, Arts and Crafts, Shingle Style, Vernacular, and Mediterranean Revival.

There are five individually designated homes in the Prospect Street - Woodside Avenue Historic District. The Gothic Revival-style Walton-Eichells House at 153 Prospect Street was constructed between 1861 and 1876; the Second Empire-style Thomas Watlington House was erected at 226 Prospect Street

between 1867 and 1876; the Colonial Revivalstyle Cowperthwait House at 241 Highwood Avenue was constructed between 1897 and 1904; and the renowned architect Henry Hudson Holly designed the Queen Annestyle Wheeler W. Phillips House at 256 lvy Place in 1876-78. Although heavily altered, the Vanderbeck House at 249 Prospect Street is one of the few remaining stone houses in Bergen County, constructed circa 1790, and is also listed on the New Jersey State and National Registers of Historic Places.

#### South Van Dien Avenue Historic

#### DISTRICT

The South Van Dien Avenue Historic District includes 10 properties along both sides of South Van Dien Avenue south of Spring Avenue in the southern part of Ridgewood. South Van Dien Avenue was laid out in an area that was originally farmland, and the properties contributing to the historic district were developed between the 1860s and early 1900s, revealing the nature of suburban development during this period of considerable growth in Ridgewood. Many of the original residents of this block were not businessmen who commuted to New York City, but rather, were families who supplied local services to the Village. Examples include Peter E. Pulis, Ridgewood's first Chief of Police (1897-1916), Jacob Kiefer, who ran a meat market on West Ridgewood Avenue, and prominent local



238 South Van Dien Avenue; South Van Dien Avenue Historic District Photo Courtesy of Dianne O'Brien

masons/builders James H. Vanderbeck and Thomas Vanderbeck.

The South Van Dien Historic District largely contains two- and 2.5-story, single-family detached dwellings with varied plans and massings, largely faced with clapboard or shingles. The diversity of architectural styles in the district illustrate the variety of styles popular during this period, ranging from Oueen Anne to Colonial Revival to Italianate. with several homes combining elements of these styles as well as features of the Gothic Revival, American Foursquare, Arts and Crafts, and Vernacular styles. 238 South Van Dien Avenue is the oldest home in the historic district and one of the earliest mid-19th century residences in Ridgewood, and is a designated local landmark. It was constructed between 1861-1867 for William J.D. Zabriskie. whose family was one of the prominent early landowners in the area.

#### Spring Avenue Historic District

The Spring Avenue Historic District includes 20 historic properties along Spring Avenue and South Irving Street in the south-central part of Ridgewood. This portion of Spring Avenue was laid out between 1861 and 1876. Prior to the development of the homes in the historic district, the northeast corner of Spring Avenue and South Irving Street contained J.H. Cornell's Nursery, and the area to the south of Spring Avenue was part of the extensive landholdings of Federick Kidder and Edward A.



224 South Irving Street; Spring Avenue Historic District Photo Courtesy of Dianne O'Brien

Walton. The majority of homes contributing to the historic district were developed between 1895 and 1910, revealing the nature of suburban development during this period of considerable growth in Ridgewood. Almost all of the original residents of the Spring Avenue Historic District were affluent businessmen who commuted to New York City, with jobs in a variety of fields including insurance, journalism/printing, sales, and fruit dealers. The importance of these residences in creating the image which the newly incorporated village was fostering is evidenced by the publication of several of them in the brochures Picturesque Ridgewood (1898) and Ridgewood, N.J. and Why (1906).



Most of the residences in the Spring Avenue Historic District were individually designed, illustrating the transitional phase of architectural styles at the turn of the 20th century, ranging from Queen Anne to Colonial Revival to American Foursquare, with several residences containing features of both styles. Nevertheless, these distinct homes exhibit considerable uniformity, with most being 2.5-stories-tall with three bays, clad in shingles, with large one-over-one sash windows and front or wrap-around porches. The majority of these detached dwellings have hipped or gabled roofs, or a combination of the two, and several also contain dormers and towers. 386 Spring Avenue was designed by Charles Sydney Keyser, a prominent local architect. Ridgewood's preeminent building contractors of the time, Joseph H. Christopher and James H. Vanderbeck, constructed the homes at 370, 386, and 448 Spring Avenue and 216 South Irving Street. All of these homes are locally designated landmarks, as well as 323 and 426 Spring Avenue.

VILLAGE CENTER HISTORIC DISTRICT

The Village Center Historic District includes 125 properties in the central business district of Downtown Ridgewood, largely dating from 1890 to 1950. Fundamental to the formation of the district was the establishment of the Ridgewood Railroad Station in the 19th century, redeveloped in 1916 with a vehicular underpass on Franklin Avenue. The historic

district is generally linear in form, with eastwest Ridgewood Avenue as a main axis intersected by north-sound cross-streets. The street grid is interrupted by several significant open spaces, including Van Neste Square, Station Plaza, Wilsey Square, and Garber Square.

Most of the buildings in the Village Center Historic District are attached or semi-attached, one- to three-story structures built out to the streetlines, creating a harmonious, pedestrian-oriented commercial district. The Downtown historic district features a variety of building materials and a diversity of architectural styles illustrating the popular trends in commercial development in the late-19th and early-20th centuries, including Renaissance

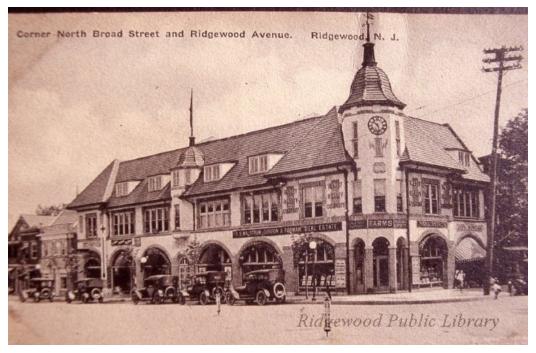
Revival, Romanesque Revival, Tudor Revival, Colonial Revival, Classic Revival, Mission and Mediterranean Revival, and Art Deco. Most buildings in the historic district have storefronts with columns, pilasters, and moldings as well as upper stories with projecting cornices and decorative parapets.

There are also a number of notable freestanding buildings in the Village Center Historic District, including three that are listed on the New Jersey State and National Registers of Historic Places. The oldest building in the historic district is the Archibald-Vroom House at 160 East Ridgewood Avenue, constructed circa 1789 and converted into a hospital in 1888. In 1894, the Romanesque Revival-style Beech Street School (Ridgewood Education Center) was designed by architect J. Warner Allen and built by prominent local architect Joseph H. Christopher at 49 Cottage Place. Lastly, the Mission Revival-style Ridgewood Railroad Station Complex at the intersection of Ridgewood Avenue and Broad Street was constructed in 1916.



37 W. Ridgewood Avenue; Village Center Historic District and Individually Landmarked - Photo Courtesy of Dianne O'Brien





North Broad Street and Ridgewood Avenue "Then and Now" Historic Photo Source: Ridgewood Village Public Library



#### CRITERIA FOR DESIGNATION

The criteria for identification in the Master Plan includes sites, buildings, structures, streetscapes and districts dating from the 18th century to the current time. The criteria used in the identification of historic sites and districts in this Historic Preservation Plan Element includes the following:

- A. Important to the general development of the area and the unique cultural heritage of the community.
- B. Significant examples of an architectural style or period.
- C. Representative examples of vernacular architecture of the area.
- Association with important persons or groups, with a social or political movement, or with a historical event.
- E. Significant example of structural or engineering techniques.
- F. Significant in their setting, such as landscaping, planning or other aspects of the environment, either natural or manmade.
- G. Constitute a cohesive grouping of sites which meet one or more of the above criteria, so as to justify a historic district, or thematic grouping of sites.

#### HISTORIC RESOURCE INVENTORY

#### **D**EMOLITIONS

One locally designated individual landmark has been demolished, and should therefore be removed from the Village's Historic Resource Inventory: the Young & Borstic Coal Yard at 9 Franklin Avenue (Block 2005, Lot 15). There have been numerous demolitions of buildings in local historic districts, as well as non-historic alterations to structures formerly contributing to historic districts, some of which have resulted in changes to the boundaries of historic districts (see Appendix charts and maps).

#### HISTORIC SITES

Charts and maps of historic sites are included as Appendices to this report.

# RELATIONSHIP OF THE HISTORIC PRESERVATION ELEMENT TO THE OTHER MASTER PLAN ELEMENTS

- Land Use Element: Explore the possibility of allowing for changes of use in historic structures.
- Land Use Element: Amend the Zoning
  Ordinance to regulate and restrict
  development that may be potentially
  harmful or incompatible with important
  viewsheds and scenic corridors.
- Circulation Element: Consider the designation of historic roadways and bridges in the Village that warrant preservation protections.



123 Phelps Road; Heights Historic District Photo Courtesy of Dianne O'Brien



- Open Space Element: Consider the designation of historic trees in the Village that warrant preservation protections.
- Sustainability Element: Explore the possibility of the Historic Preservation Commission reviewing material salvage and disposal options in demolitions and large-scale alterations.
- Community Facilities Element: Coordinate with local officials and organizations to pursue funding opportunities through both state and federal grants for historic community facilities in the Village.
- Consistency with Other Plans Element:
   Pursuant to the New Jersey State
   Development and Redevelopment Plan,
   continue to preserve and enhance areas of
   Ridgewood with historic, cultural, scenic,
   open space, and recreational value.

#### **FUNDING SOURCES**

# Certified Local Government Program (CLG) and the Historic Preservation Fund (HPF)

The Certified Local Government Program (CLG) provides communities with opportunities to be involved in New Jersey and federal historic preservation programs, including additional grant funding opportunities from the Historic Preservation Fund (HPF).

#### **New Jersey Historic Trust**

The New Jersey Historic Trust was created in 1967 to preserve New Jersey's historic

resources, and it is the only nonprofit historic preservation organization in New Jersey that was created by legislation. The Trust has been an affiliate with the Department of Community Affairs since 2002, in an effort to align the State's smart growth principles. Since 1990, the Trust's various programs have awarded more than \$166 million in matching grants. There are several grant options available through the New Jersey Historic Trust:

Preserve New Jersey Historic Preservation Fund – This program was established by legislation in 2016 and provides an annual source of matching grants for historic preservation projects. The funding for this program comes from the state's corporate business tax.

Cultural Trust Capital Preservation Grant
Program – The New Jersey Cultural Trust
was created in 2000 and provides grants
for repair, preservation, restoration,
rehabilitation, and improvement of historic
properties owned by nonprofit history/
arts/humanities organizations. Applicants
for this grant program must be nonprofit
organizations with a mission focused on
history, humanities, or the arts.

Discover NJ History License Plate Fund for Heritage Tourism – This program provides small grants of up to \$5,000 to promote visitor-ready heritage sites and is funded through the sales of the Discover NJ History License Plate.

Revolving Loan Fund – This fund provides low-interest, long-term financing at a minimum of \$25,000 for the preservation, restoration, improvement, rehabilitation, and acquisition of historic properties.

Emergency Grant and Loan Fund – This emergency fund provides financing (grants and loans) for the stabilization of historic properties. It should be noted that even though the program is still accepting applications, all grants have been suspended as of 2009.

# Bergen County Historic Preservation Grant Program

The Bergen County Historic Preservation Grant Program is under the umbrella of the Bergen County Open Space, recreation, Floodplain Protection, Farmland, and Historic Preservation Trust Fund. The historic preservation component of the fund administered by the Bergen County Historic Preservation Advisory Board. The purpose of the grant program is to fund acquisition, stabilization, rehabilitation, restoration, and preservation of historic sites as well as the preparation of plans and reports associated with the implementation of historic preservation capital projects.

#### **Bergen County History Grant Program**

The Bergen County History Grant Program is designed to provide support for operations and special projects. The purpose of the program is to strengthen local history organizations and inspire projects that will



preserve and contribute to the County's historic record. Eligible expenses include but are not limited to salaries/wages, contracted services, printing/marketing, staff training, lease/mortgage expenses, equipment purchases, utilities, maintenance of collections, and long-term strategic planning.

#### RECOMMENDATIONS

- Revise boundaries of local historic districts and individual landmarks to include previously overlooked historic resources and to remove properties which have been demolished or are no longer contributing historic resources (see Appendix charts and maps).
- 2. Nominate the following 10 sites to the New Jersey State and National Registers of Historic Places:
  - **PP\$\$**

**P\$** 

- a. Joseph H. Chapman House at 299 West Ridgewood Avenue (Block 2104, Lot 12)
- Joseph H. Chapman Summer
   Residence at 305 West Ridgewood
   Avenue (Block 2104, Lot 3)
- C. Oakcroft at 71, 73, 75, 79, 81, and 83
   Ridge Road (Block 2107, Lots 7, 8, 11, 12, 13, and 14)
- d. George L. Pease House at 308 West Ridgewood Avenue (Block 2402, Lot 3)

- e. George Cantrell House at 131 West End Avenue (Block 2505, Lot 22)
- f. Van Dien Smith Doherty House at 849 East Ridgewood Avenue (Block 3502, Lot 14)
- g. Ridgewood High School at 627 East Ridgewood Avenue (Block 3614, Lot 1.01)
- h. George L. Pease Memorial Library at 30 Garber Square (Block 3701, Lot 3)
- i. Thomas Watlington House at 226 Prospect Street (Block 3907, Lot 8)
- j. Wheeler W. Phillips House at 256 lvy Place (Block 3910, Lot 2)
- 3. Establish an advisory, non-binding Historic Preservation Commission review of all applications submitted to the Construction Code Official for properties within historic districts and identified individual landmarks.
  - **(b)**\$
- 4. Develop an interactive map on the Village of Ridgewood website identifying all historic districts and individual landmarks in the Village. This would be an important tool for property owners and the local government for the management of historic resources, as well as educational and information purposes. In particular, the Buildings Department, Planning Board,

Zoning Board, and Historic Preservation Commission could utilize this tool in their application considerations.



- 5. Increase communication and coordination between the Buildings Department, Planning Board, Zoning Board, and the Historic Preservation Commission. Have the Buildings Department submit a list of all identified historic resources in the Village applying for permits, variances, etc. to the monthly Historic Preservation Commission meetings for review and potential comment.
  - **(b)** \$
- Explore the expansion of the Village Center Historic District zoning district ordinance to encompass the designated residential historic districts and individual landmarks in the Village.



This would allow the Historic Preservation
Commission the ability to review
any potential exterior changes to
historic resources requiring permit
or license approval from the Village.
In conjunction with this ordinance,
the Historic Preservation Commission
should create design guidelines for
residential properties in the Village in
order to provide property owners with

guidance on appropriate methods for

the maintenance, rehabilitation, and



construction of buildings and streetscape features in designated historic areas. These guidelines would also provide guidance for the Historic Preservation Commission and other Village agencies when reviewing and making decisions on applications regarding identified historic resources. This design review would help direct change so that alterations enhance the unique character of the Village's historic areas and preserve those features that make them significant.

- 7. Investigate the possibility of implementing demolition delay regulations that discourage demolition and require exploration of alternatives in designated historic districts and for individual landmarks.
  - (b) (c) (s) (d)

The objective is to preclude the demolition of any building or structure identified for protection for a specific review period, so as to allow for a determination of historical or architectural merit by the Historic Preservation Commission. If a significant historic resource is to be destroyed or substantially altered, it is appropriate to request a detailed photographic record and other appropriate forms of documentation prior to the scheduled destruction. This could be accomplished via the zoning code and/or other ordinances. Such regulations are popular

- in other states but may be constrained by New Jersey statute or case law; therefore, appropriate expertise and caution should be allocated in pursuing this recommendation. A review of ordinances in nearby municipalities, such as Upper Saddle River, should also be conducted.
- 8. Promote the rehabilitation of historic properties. In 1999, New Jersey implemented a Rehabilitation Sub Code for locally designated properties or those listed on the State/National Registers of Historic Places.







The Sub Code relaxes certain construction code requirements for historic buildings in an effort to make rehabilitation an affordable and realistic alternative to demolition and new construction. This program is now nationally recognized as a stimulus for historic preservation, as it has the potential to help protect historic neighborhoods and to slow unnecessary demolition of historic buildings. Separately, federal tax credits are available for rehabilitation and restoration of commercial properties that are locally designated or listed in the State/National Registers. The Village of Ridgewood should provide educational materials for property owners regarding the Sub Code and federal tax credits.

9. Amend the Zoning Ordinance to regulate and restrict development that may be potentially harmful or incompatible with important viewsheds and scenic corridors in the Village in order to protect Ridgewood's unique historic character and charm.







As discussed in the Land Use Element, the New Jersey State Development and Redevelopment Plan policies are designed to protect and enhance the natural and visual elements of scenic and historic corridors by promoting the management of new growth and development in ways that complement the corridors. Any development that will impact the scenic qualities of a designated corridor, viewshed, or terminating vista should be designed in a manner and at a scale so as to not negatively impact the resource. Ordinance recommendations should consider limitations on the placement of billboards; requirements that power lines and other visible overhead utilities be placed underground; mandatory screening of dumpsters, utilities, and other unsightly features with evergreen plantings and other appropriate landscaping; and requirements of contextually appropriate architectural designs to avoid detracting from the resource.



At minimum, the following features of the Village should be considered for protection:

- a. The Route 17 corridor in the vicinity of Valleau Cemetery, the Schedler Property, and the Old Paramus Reformed Church. This corridor should be protected from out-of-scale visual intrusions, including but not limited to billboards, power lines, poorly designed and inappropriately located buildings, and inadequately screened unsightly land uses.
- b. The Ridgewood Avenue corridor between the Downtown central business district and the Ho-Ho-Kus Brook. The architectural standards in the Village Center Historic District should be reviewed and supplemented, if needed, to include consideration of the overall character of the corridor.
- c. The Crest Road viewshed of Manhattan. Any developments throughout the Village that would impact the scenic overlooks and uninterrupted views of the Manhattan skyline from the Crest Road viewshed should be carefully evaluated.

- d. The Wilsey Building turret terminating vista. Terminating vistas are buildings or other features at the end or in the middle of a road or view corridor.

  These are features seen when looking down a long corridor that give places their unique character. In Ridgewood, the turreted corner of the Wilsey Building, which can be seen from the train station and from several angles along Broad Street and Ridgewood Avenue, is an example of a terminating vista that is critical to the character of the Village Downtown. These features should be preserved and protected.
- 10. Investigate the feasibility of applying for Certified Local Government Status from the State Historic Preservation Office to expand local historic preservation efforts. Status as a Certified Local Government would afford the Historic Preservation Commission opportunities to receive matching grants from the federal government for historic studies and preservation efforts, such as planning and educational projects and State/National Register nominations.
- 11. Explore the possibility of allowing for changes of use in historic structures.

- 12. Consider the designation of historic roadways, bridges, trees, and other structures in the Village that warrant preservation protections.
  - **PPP\$\$**
- 13. Develop educational opportunities that would help broaden the public's knowledge of the Village's historic preservation efforts through the online historic map and hosting informational events, among other methods of outreach.



66 Heights Road; Heights Historic District Photo Courtesy of Dianne O'Brien



# Historic Preservation Appendix - Maps and Tables

#### PROPERTIES LISTED ON THE STATE AND NATIONAL REGISTERS OF HISTORIC PLACES

	PROPERTIES LISTED ON THE STATE AND NATIONAL REGISTERS OF HISTORIC PLACES							
BLOCK	LOT(S)	STREET ADDRESS	DESCRIPTION	NR ID#	CRITERIA			
1502	7	570 NORTH MAPLE AVENUE	RATHBONE-ZABRISKIE HOUSE	645	А			
1913	35	88 CAMERON LANE	WESTERVELT-CAMERON HOUSE	651	А			
2313	8	222 DOREMUS AVENUE	ACKERMAN HOUSE	642	А			
2609	9	252 LINCOLN AVENUE	ACKERMAN HOUSE	643	А			
3306	2,3,7,29	660 EAST GLEN AVENUE	PARAMUS REFORMED CHURCH HISTORIC DISTRICT	644	А			
3703	1	49 COTTAGE PLACE	BEECH STREET SCHOOL (RIDGEWOOD EDUCATION CENTER)	82	A,B,C,D			
3704	4	160 EAST RIDGEWOOD AVENUE	ARCHIBALD-VROOM HOUSE	650	A,B,D			
3802	1	GARBER SQUARE	RIDGEWOOD RAILROAD STATION - GARBER SQUARE	647	А			
3803	1	28 NORTH BROAD STREET	RIDGEWOOD RAILROAD COMPLEX - BROAD STREET		А			
3904	9	249 PROSPECT STREET	VANDERBECK HOUSE	648	А			
4005	1	506 EAST RIDGEWOOD AVENUE	JAMES C. ROSE RESIDENCE	1934	B,F			
4704	9 - 12	460 WEST SADDLE RIVER ROAD	JOHN A.L. ZABRISKIE HOUSE (AKA ZABRISKIE-SCHEDLER HOUSE)	5339	С			
4804	13 - 14	789 EAST GLEN AVENUE	ACKERMAN-VAN EMBURGH HOUSE	641	А			
4804	15	415 EAST SADDLE RIVER ROAD	DAVID ACKERMAN HOUSE	640	А			
4313	13.02	627 GROVE STREET	VAN DIEN HOUSE	649	Α			



# LOCALLY DESIGNATED INDIVIDUAL LANDMARKS

	LOCALLY DESIGNATED INDIVIDUAL LANDMARKS						
BLOCK	LOT(S)	STREET ADDRESS	DESCRIPTION	CRITERIA	NOTES		
1511	8	458 HILLCREST ROAD	-	A,C	NEW LOCAL DESIGNATION		
1514	8	472 NORTH MAPLE AVENUE	ARTHUR H. WALTON HOUSE	A,B,C,F	-		
1605	9	123 PHELPS ROAD	WALTER WILSEY HOUSE	D	NEW LOCAL DESIGNATION		
1608	34	425 NORTH MONROE STREET	SPICKERBOER HOUSE	A,C	NEW LOCAL DESIGNATION		
1802	7	400 NORTH MONROE STREET	JOHN W. SPICKERBOER HOUSE	A,B,C	-		
1908	1	378 CREST ROAD	-	A,B,C	-		
1909	27	355 CREST ROAD	-	A,B,C	-		
1912	1	12 EAST GLEN AVENUE	A.J. CAMERON CARRIAGE HOUSE	A,B,C	-		
1914	2	404 NORTH MAPLE AVENUE	ALEXANDER-CAMERON HOUSE	A,B,C,D	-		
1918	13	235 SUNSET AVENUE	-	A,B,C	-		
2003	2	232 NORTH MAPLE AVENUE	-	A,C	NEW LOCAL DESIGNATION		
2011	3	152 COTTAGE PLACE	THE BUNGALOW-KNOTHE HOUSE	A,C,F,B	-		
2012	1	159 COTTAGE PLACE	KNOTHE PROPERTY	A,C,F,B	-		
2103	14	143 SUNSET AVENUE	-	A,B,C	-		
2104	12	299 WEST RIDGEWOOD	IOCEDII II CHADMANI HOLICE	ARCD	CHOILLD BE LISTED ON THE S/ND		
2104	12	AVENUE	JOSEPH H. CHAPMAN HOUSE	A,B,C,D	SHOULD BE LISTED ON THE S/NR		
2104	13	305 WEST RIDGEWOOD	JOSEPH H. CHAPMAN SUMMER	A,B,C,D	SHOULD BE LISTED ON THE S/NR		
2104	15	AVENUE	RESIDENCE		SHOOLD BE LISTED ON THE S/INK		
2107	7	71 RIDGE ROAD	OAKCROFT	A,B,C,D,F,G	SHOULD BE LISTED ON THE S/NR		
2107	8	83 RIDGE ROAD	-	-	-		
2107	11	79 RIDGE ROAD	-	-	-		
2107	12	75 RIDGE ROAD	-	-	-		
2107	13	73 RIDGE ROAD	-	-	-		
2107	14	81 RIDGE ROAD	-	-	-		
2111	5	64 CREST ROAD	-	A,D	-		
2114	6	37 WEST RIDGEWOOD	_	A,B			
2114	0	AVENUE		A,D			
2201	12	40 WEST RIDGEWOOD		A,D			
2201	12	AVENUE		A,U			
2206	1	300 GODWIN AVENUE	-	A,B,C	-		
2208	9.01	174 GODWIN AVENUE	FREDRICK KRUSE HOUSE	A,B,C	-		
2306	7.01	193 ACKERMAN AVENUE	G.D. ACKERMAN TENANT HOUSE	A,B,C	-		



	LOCALLY DESIGNATED INDIVIDUAL LANDMARKS - CONTINUED					
ВLОСК	LOT(S)	STREET ADDRESS	DESCRIPTION	CRITERIA	NOTES	
2401	14	411 GODWIN AVENUE	WILLIAM MALTBIE HOUSE	A,B,C	-	
2402	18	41 CLINTON AVENUE	MRS. BROWN HOUSE	A,B,C,F	-	
2402	3	308 WEST RIDGEWOOD AVENUE	GEORGE L. PEASE HOUSE	A,B,C,D	SHOULD BE LISTED ON THE S/NR	
2403	22	GODWIN AVENUE AT SOUTH MONROE STREET	CITIZENS PARK	F	-	
2403	24	333 GODWIN AVENUE	-	В	-	
2403	25.02	65 SOUTH MURRAY AVENUE	-	A,B,C	-	
2505	1	340 GODWIN AVENUE	-	A,B,C	-	
2505	4	310 GODWIN AVENUE	-	A,B		
2505	22	131 WEST END AVENUE	GEORGE CANTRELL HOUSE	A,B,C	SHOULD BE LISTED ON THE S/NR	
2511	7.01	169 WEST END AVENUE	D.S. BEDELL HOUSE	A,B,C	-	
2609	11	333 WEST END AVENUE	-	A,B,C	-	
2701	28	325 GARDNER ROAD	-	A,B,C	-	
2704	2	366 MOUNTAIN AVENUE	-	A,B	-	
2706	4	401 MOUNTAIN AVENUE	HENRY E. HERD HOUSE	A,B,C,D	-	
2708	16	263 MANOR ROAD	-	A,B,C	-	
2805	1	280 GREENWAY ROAD	-	A,B,C	-	
2805	2	266 GREENWAY ROAD	-	A,B,C	-	
2904	16	525 NORTH MAPLE AVENUE	J.R. TERHUNE HOUSE	A,B,C,F	-	
3105	19	285 EAST GLEN AVENUE	-	A,B,C		
3107	32	235 EAST GLEN AVENUE	-	A,C	NEW LOCAL DESIGNATION	
3202	5.02	334 EAST GLEN AVENUE	WILLIAM LIBBY HOUSE	A,B,C	-	
3209	1	259 NORTH MAPLE AVENUE	MASTIN-LESTER STABLES	A,B,C,F	-	
3209	3	CORNER OF LINWOOD AND NORTH MAPLE AVENUES	GRAYDON POOL	A,D,F	-	
3215	12	455 LINWOOD AVENUE / 202 NORTH VAN DIEN AVENUE	ZABRISKIE-LIBBY HOUSE	A,B,C	-	
3307	8	250 NORTH PLEASANT AVENUE	CASPAR DEMAREST HOUSE	A,B,C	-	



	LOCALLY DESIGNATED INDIVIDUAL LANDMARKS - CONTINUED						
ВLОСК	LOT(S)	STREET ADDRESS	DESCRIPTION	CRITERIA	NOTES		
3403	24	141 NORTH PLEASANT AVENUE	C.T. ZABRISKIE-ISAAC M. WALL HOUSE	A,B,C	-		
3406	22	131 NORTH VAN DIEN AVENUE	CHARLES SYDNEY KEYSER HOUSE	A,B	-		
3407	6	154 NORTH PLEASANT AVENUE	BENJAMIN F. DECKER HOUSE	A,B	-		
3407	7	140 NORTH PLEASANT AVENUE	W.H. PIRRIEZ HOUSE	A,B	-		
3502	7	68 NORTH PLEASANT AVENUE	VAN HORN HOUSE	A,B	-		
3502	8	60 NORTH PLEASANT AVENUE	TIBBS-KEATING HOUSE	A,B	-		
3502	10	38 NORTH PLEASANT AVENUE	LEONARD HOUSE	A,B	-		
3502	14	849 EAST RIDGEWOOD AVENUE	VAN DIEN-SMITH-DOHERTY HOUSE	В,С	SHOULD BE LISTED ON THE S/NR		
3502	15	829 EAST RIDGEWOOD AVENUE	E.E. RYERSON-A.J. BUSSELL HOUSE	В,С	-		
3507	22	23 NORTH PLEASANT AVENUE	SCOTT HOUSE	A,B	-		
3603	2	172 NORTH VAN DIEN AVENUE	ZABRISKIE-LIBBY HOUSE	A,B,C	-		
3607	43	131 NORTH MAPLE AVENUE	ELKS CLUBHOUSE, VILLAGE HALL	B,D	-		
3612	15	78 NORTH VAN DIEN AVENUE	GARRET G. VAN DIEN HOUSE	A,D	NEW LOCAL DESIGNATION		
3614	1.01	627 EAST RIDGEWOOD AVENUE	RIDGEWOOD HIGH SCHOOL	A,B,D,F	SHOULD BE LISTED ON THE S/NR		
3701	3	30 GARBER SQUARE	GEORGE L. PEASE MEMORIAL LIBRARY	A,B	SHOULD BE LISTED ON THE S/NR		
3702	12	141-143 EAST RIDGEWOOD AVENUE	RIDGEWOOD POST OFFICE	A,B,D	-		
3704	6.01	178 EAST RIDGEWOOD AVENUE	TELEPHONE BUILDING	A,G	-		
3704	7	190-196 EAST RIDGEWOOD  AVENUE	WARNER BROTHERS THEATRE	A,G	-		



	LOCALLY DESIGNATED INDIVIDUAL LANDMARKS - CONTINUED					
BLOCK	LOT(S)	STREET ADDRESS	DESCRIPTION	CRITERIA	NOTES	
3704	9	216 EAST RIDGEWOOD  AVENUE	VAN HORN HOUSE	A,B,C	-	
3708	20	28 LEROY PLACE	-	A,B,C	-	
3708	29	129-131 SOUTH BROAD STREET	AUTO SALES & SERVICE	A,B,C	-	
3709	24	153 PROSPECT STREET	WALTON-EICHELLS HOUSE	A,B	-	
3801	1	20 GARBER SQUARE	-	В	-	
3801	2	8-10 GARBER SQUARE	-	A,B	-	
3801	3	2-4 GARBER SQUARE; 7 WEST RIDGEWOOD AVENUE	CORSA BUILDING	A,B	-	
3801	4.01	15-21 WEST RIDGEWOOD AVENUE	TUDOR BUILDING	A,B	-	
3804	13	7 EAST RIDGEWOOD AVENUE	HENNION BUILDING	A,C	-	
3804	14	3-13 NORTH BROAD STREET; 1-5 EAST RIDGEWOOD AVENUE	WILSEY BUILDING	A,G	-	
3804	16	17 NORTH BROAD STREET	WALTER WILSEY BUILDING	A,C,D	-	
3805	17	35-37 EAST RIDGEWOOD  AVENUE	HENNION BUILDING	A,C	-	
3805	18	29-31 EAST RIDGEWOOD  AVENUE	PIONEER BUILDING	A,B	-	
3807	4	10-16 WILSEY SQUARE	THE PLAYHOUSE	A,B	-	
3807	6.01	26-36 WILSEY SQUARE	STOKES BUILDING	А	-	
3808	2	4-12 SOUTH BROAD STREET; 12-18 EAST RIDGEWOOD AVENUE	MOORE BUILDING	A,G	-	
3809	2	28-32 EAST RIDGEWOOD  AVENUE	HOPPER BUILDING	A,B,C	-	
3809	3	36 EAST RIDGEWOOD AVENUE	-	A,C	-	
3809	7.01	58 EAST RIDGEWOOD  AVENUE; 20 PROSPECT STREET	CITIZENS FIRST NATIONAL BANK	В	-	



	LOCALLY DESIGNATED INDIVIDUAL LANDMARKS - CONTINUED					
BLOCK	LOT(S)	STREET ADDRESS	DESCRIPTION	CRITERIA	NOTES	
3810	1	60-68 EAST RIDGEWOOD  AVENUE;  9-11 PROSPECT STREET	RIDGEWOOD TRUST COMPANY	A,B	-	
3810	2,3,4	70-76 EAST RIDGEWOOD  AVENUE	QUACKENBUSH BUILDING	A,C,G	-	
3810	5	80-82 EAST RIDGEWOOD AVENUE	GREENLAW BUILDING	A,C,G	-	
3810	6	84 EAST RIDGEWOOD AVENUE	WALLER BUILDING	A,C,G	-	
3810	7	90 EAST RIDGEWOOD AVENUE	THORNTON PHARMACY	A,C,G	-	
3811	1	EAST RIDGEWOOD AVENUE	VAN NESTE SQUARE - WORLD WAR I MEMORIAL	A,D,F	-	
3902	8	233 SOUTH BROAD STREET	MRS. M.T. ANDERSON HOUSE	A,B,C	-	
3907	8	226 PROSPECT STREET	THOMAS WATLINGTON HOUSE	A,B	SHOULD BE LISTED ON THE S/NR	
3909	14	241 HIGHWOOD AVENUE	COWPERTHWAIT HOUSE	A,B	-	
3910	2	256 IVY PLACE	WHEELER W. PHILLIPS HOUSE	A,B	SHOULD BE LISTED ON THE S/NR	
4001	3	324 EAST RIDGEWOOD AVENUE	EMMANUEL BAPTIST CHURCH	A,B,C	-	
4003	4	20 SOUTH IRVING STREET	MRS. WILLIAM H. WILLIAMS HOUSE	B,F	-	
4003	5	24 SOUTH IRVING STREET	NATHANIEL VERHOEFF HOUSE	B,F	-	
4003	6	104 SOUTH IRVING STREET	I.J. DEBAUN-JOHN NAUGLE HOUSE	B,F	-	
4003	9	124 SOUTH IRVING STREET		A,C	NEW LOCAL DESIGNATION	
4003	25	19 LIBERTY STREET	S.B. ZERRY-MRS. MARIAH DEMAREST HOUSE	B,F	-	
4005	25	123 SOUTH IRVING STREET	THOMAS GIBSON HOUSE	A,B,C	-	
4005	3	104 EAST RIDGEWOOD  AVENUE;  18 BROOKSIDE AVENUE	HANKS-BOYD HOUSE	A,B,C	-	
4006	2	640 EAST RIDGEWOOD  AVENUE	HENDRICKSON HOUSE	A,B,F	-	



	LOCALLY DESIGNATED INDIVIDUAL LANDMARKS - CONTINUED						
BLOCK	LOT(S)	STREET ADDRESS	DESCRIPTION	CRITERIA	NOTES		
4008	13	363 SPRING AVENUE	HENRY W. HALES HOUSE	A,B,C,D,F	-		
4012	4	370 SPRING AVENUE	WILKINSON HOUSE	A,B,C	-		
4012	5	386 SPRING AVENUE	OBRIG-LOVE HOUSE	A,B,C	-		
4012	6	216 SOUTH IRVING STREET	WILKINSON-STOKES HOUSE	A,B,C	-		
4013	2	426 SPRING AVENUE	LANNUIER HOUSE	A,B,C	-		
4013	4	448 SPRING AVENUE	SILLECK-ORCUTT HOUSE	A,B,C	-		
4104	5	349 PROSPECT STREET	MABIE-RUDDICK HOUSE	A,B,C	-		
4107	9	238 SOUTH VAN DIEN AVENUE	ZABRISKIE-WADSWORTH HOUSE	A,B,C	-		
4201	10	144 CIRCLE AVENUE	GARRETT Z. DOREMUS HOUSE	A,B,C	-		
4202	19	153 CIRCLE AVENUE	-	A,B,C	-		
4202	21	147 CIRCLE AVENUE	-	A,B,C	-		
4202	26	113 CIRCLE AVENUE	-	A,B,C	-		
4202	4	796 EAST RIDGEWOOD AVENUE	S. WILLIAMS - C.W. BARRON HOUSE	В,С	-		
4204	3	926 EAST RIDGEWOOD AVENUE	VANDERBECK-STORMS HOUSE	В,С	-		
4205	5	1156 EAST RIDGEWOOD AVENUE	WOODWORKING BUILDING; MOLDING MILL	A,E	-		
4302	23	221 CIRCLE AVENUE	-	A,B,C	-		
4306	1	271 SOUTH VAN DIEN AVENUE	G.J.G. ZABRISKIE HOUSE	A,C,D	NEW LOCAL DESIGNATION		
4308	30	339 SOUTH VAN DIEN AVENUE	-	A,C	NEW LOCAL DESIGNATION		
4704	5.03	570 WEST SADDLE RIVER ROAD	A.A. ACKERMAN HOUSE	A,B,C	-		
4705	13	521 WEST SADDLE RIVER ROAD	-	A,B,C	-		
4804	1.01	457 EAST SADDLE RIVER ROAD	J.C. HARING HOUSE	A,B,C	-		
4807	7	905 LINWOOD AVENUE	MRS. C. ZABRISKIE HOUSE	A,B,C	-		



# LOCALLY DESIGNATED HISTORIC DISTRICTS

### Brookside Avenue Historic District

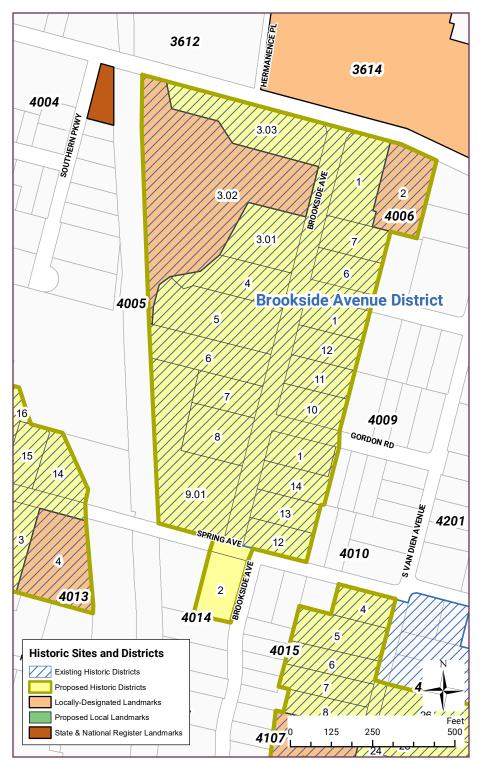
	BROOKSIDE AVENUE HISTORIC DISTRICT					
BLOCK	LOT(S)	STREET ADDRESS	DESCRIPTION	NOTES		
4005	3.01	102 BROOKSIDE AVENUE	-	NOT CONTRIBUTING		
4005	3.02	18 BROOKSIDE AVENUE	HANKS-BOYD HOUSE	INDIVIDUALLY LANDMARKED		
4005	3.03	4 BROOKSIDE AVENUE	-	NOT CONTRIBUTING		
4005	4	104 BROOKSIDE AVENUE	-	-		
4005	5	114 BROOKSIDE AVENUE	-	-		
4005	6	120 BROOKSIDE AVENUE	HANKS HOUSE	-		
4005	7	124 BROOKSIDE AVENUE	-	NOT CONTRIBUTING		
4005	8	136 BROOKSIDE AVENUE	GRIGGS-PEARSALL HOUSE	-		
4005	9.01	150 BROOKSIDE AVENUE		NOT CONTRIBUTING		
4006	1	630 EAST RIDGEWOOD	DUNLOP HOUSE			
4006	1	AVENUE	DUNLOP HOUSE	_		
4006	2	640 EAST RIDGEWOOD	HENDRICKSON HOUSE	INDIVIDUALLY LANDMARKED		
4000	2	AVENUE	TIENDRICKSON TIOUSE	INDIVIDUALLI LANDIMARKED		
4006	6	33 BROOKSIDE AVENUE	DELAMATER HOUSE	-		
4006	7	25 BROOKSIDE AVENUE	CORNELL-KEYSER HOUSE	-		
4009	1	105 BROOKSIDE AVENUE	HALSTEAD HOUSE	-		
4009	10	125 BROOKSIDE AVENUE	-	-		
4009	11	117 BROOKSIDE AVENUE	WOOD HOUSE	-		
4009	12	111 BROOKSIDE AVENUE	WHARTON HOUSE	-		
4010	1	137 BROOKSIDE AVENUE	-	-		
4010	12	155 BROOKSIDE AVENUE	CRAIG HOUSE	-		
4010	13	149 BROOKSIDE AVENUE	-	-		
4010	14	143 BROOKSIDE AVENUE	BANTON HOUSE	-		
4014	2	464 SPRING AVENUE	-	NEW DESIGNATION		



136 Brookside Avenue; Brookside Avenue Historic District Photo Courtesy of Dianne O'Brien



630 East Ridgewood Avenue; Brookside Avenue Historic District Photo Courtesy of Dianne O'Brien





#### CIRCLE AVENUE HISTORIC DISTRICT

	CIRCLE AVENUE HISTORIC DISTRICT						
BLOCK	LOT(S)	STREET ADDRESS	DESCRIPTION	NOTES			
4201	6	108 CIRCLE AVENUE	-	NEW DESIGNATION			
4201	7	114 CIRCLE AVENUE	-	NEW DESIGNATION			
4201	9	136 CIRCLE AVENUE	EMIL DEROCKER HOUSE	-			
4201	10	144 CIRCLE AVENUE	GARRETT Z. DOREMUS HOUSE	INDIVIDUALLY LANDMARKED			
4202	18	537 SPRING AVENUE	-	NOT CONTRIBUTING			
4202	19	153 CIRCLE AVENUE	-	INDIVIDUALLY LANDMARKED			
4202	20	151 CIRCLE AVENUE	-	-			
4202	21	147 CIRCLE AVENUE	-	INDIVIDUALLY LANDMARKED			
4202	22	143 CIRCLE AVENUE	-	-			
4202	23	139 CIRCLE AVENUE	-	-			
4202	24	133 CIRCLE AVENUE	-	-			
4202	25	121 CIRCLE AVENUE	-	NOT CONTRIBUTING			
4202	26	113 CIRCLE AVENUE	-	INDIVIDUALLY LANDMARKED			
4302	1	205 CIRCLE AVENUE	-	NOT CONTRIBUTING			
4302	23	221 CIRCLE AVENUE	-	INDIVIDUALLY LANDMARKED			
4302	24	215 CIRCLE AVENUE	-	-			
4302	25	211 CIRCLE AVENUE	-	-			

The following properties have been removed from the Circle Avenue Historic District:

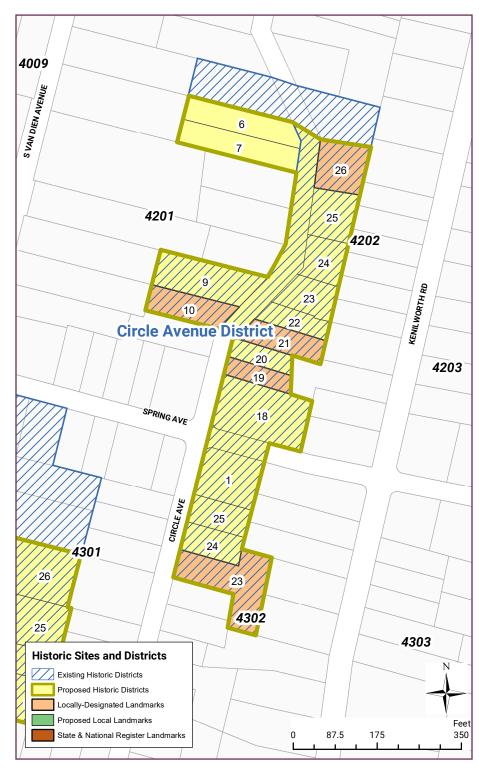
- Block 4201 Lot 5; 102 Circle Avenue
- Bock 4202 Lot 27; 105 Circle Avenue



144 Circle Avenue; Circle Avenue Historic District Photo Courtesy of Dianne O'Brien



113 Circle Avenue; Circle Avenue Historic District Photo Courtesy of Dianne O'Brien





# COTTAGE PLACE HISTORIC DISTRICT

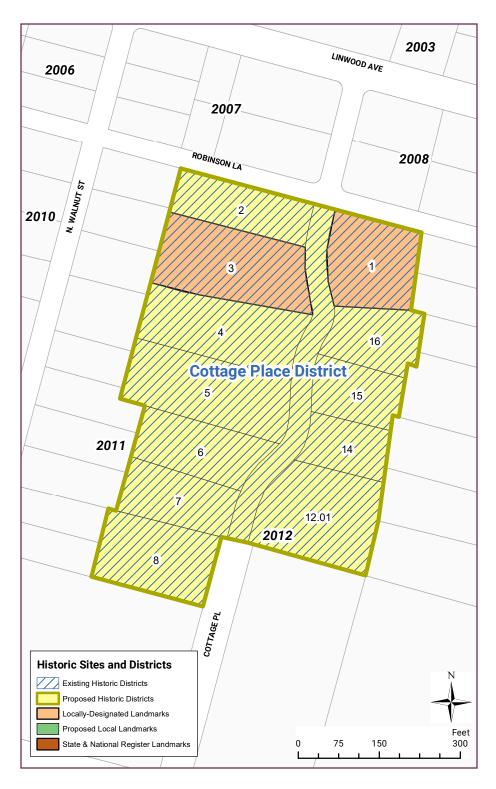
	COTTAGE PLACE HISTORIC DISTRICT						
BLOCK	LOT(S)	STREET ADDRESS	DESCRIPTION	NOTES			
2011	2	160 COTTAGE PLACE					
2011	3	152 COTTAGE PLACE	THE BUNGALOW-KNOTHE HOUSE	INDIVIDUALLY LANDMARKED			
2011	4	140 COTTAGE PLACE	HALL-STEVENS HOUSE				
2011	5	132 COTTAGE PLACE	STEVENS-CHASMAN HOUSE				
2011	6	122 COTTAGE PLACE					
2011	7	114 COTTAGE PLACE	WEISS HOUSE				
2011	8	104 COTTAGE PLACE	VAN WINKLE HOUSE				
2012	1	159 COTTAGE PLACE	KNOTHE PROPERTY	INDIVIDUALLY LANDMARKED			
2012	12.01	113 COTTAGE PLACE	UNITARIAN CHURCH				
2012	12.01	121 COTTAGE PLACE	COX-PATTEN-BUTLER HOUSE				
2012	14	131 COTTAGE PLACE	RICHARDSON HOUSE				
2012	15	137 COTTAGE PLACE	BRUNDAGE-BEAL HOUSE				
2012	16	147 COTTAGE PLACE	VINCENT HOUSE				



140 Cottage Place; Cottage Place Historic District Photo Courtesy of Dianne O'Brien



160 Cottage Place; Cottage Place Historic District Photo Courtesy of Dianne O'Brien





#### HEIGHTS HISTORIC DISTRICT

	HEIGHTS HISTORIC DISTRICT					
BLOCK	LOT(S)	STREET ADDRESS	DESCRIPTION	NOTES		
1503	2.01	82 FAIRMOUNT ROAD	-	-		
1503	22	502 SUMMIT STREET	-	NEW DESIGNATION		
1503	23	505 HEIGHTS ROAD	-	-		
1503	24	511 HEIGHTS ROAD	-	-		
1503	25	517 HEIGHTS ROAD	-	-		
1510	1	479 HEIGHTS ROAD	-	-		
1510	25	457 HEIGHTS ROAD	-	-		
1510	26	465 HEIGHTS ROAD	-	NOT CONTRIBUTING		
1510	27	471 HEIGHTS ROAD	-	-		
1601	8	201 FAIRMOUNT ROAD	ST. ELIZABETH'S EPISCOPAL CHURCH	-		
1601	19	105 FAIRMOUNT ROAD	-	-		
1601	20	115 FAIRMOUNT ROAD	-	-		
1601	21	127 FAIRMOUNT ROAD	-	-		
1601	22	135 FAIRMOUNT ROAD	-	-		
1601	23	143 FAIRMOUNT ROAD	-	-		
1601	24	149 FAIRMOUNT ROAD	-	NOT CONTRIBUTING		
1601	25	159 FAIRMOUNT ROAD	-	NOT CONTRIBUTING		
1601	26	207 FAIRMOUNT ROAD	-	-		
1601	27	217 FAIRMOUNT ROAD	-	-		
1601	28	227 FAIRMOUNT ROAD	-	NOT CONTRIBUTING		
1601	29	233 FAIRMOUNT ROAD	-	-		
1601	30.01	241 FAIRMOUNT ROAD	-	-		
1602	2	51 FAIRMOUNT ROAD	-	-		
1602	3	69 FAIRMOUNT ROAD	-	-		
1602	4	77 FAIRMOUNT ROAD	-	-		
1604	2	250 FAIRMOUNT ROAD	-	-		
1604	3	242 FAIRMOUNT ROAD	-	NOT CONTRIBUTING		
1604	4	234 FAIRMOUNT ROAD	-	NOT CONTRIBUTING		
1604	5	226 FAIRMOUNT ROAD	-	-		
1604	6	218 FAIRMOUNT ROAD	-			

The following properties have been removed from the Heights Historic District:

- Block 1510 Lot 20;
   96 Lawrence Court
- Block 1510 Lot 21;
   127 Lawrence Court
- Block 1510 Lot 22;
   443 Heights Road
- Block 1510 Lot 24;
   449 Heights Road
- Block 1909 Lot 1;
   405 Heights Road
- Block 2102 Lot 5;
   126 Sunset Avenue
- Block 2102 Lot 6;
   122 Sunset Avenue
- Block 2102 Lot 7;
   116 Sunset Avenue
- Block 2102 Lot 8;
   28 Monte Vista Avenue
- Block 2103 Lot 7;
   122 Crest Road
- Block 2103 Lot 8;
   100 Crest Road
- Block 2103 Lot 9;
   51 Monte Vista Avenue
- Block 2103 Lot 10;
   117 Sunset Avenue



	HEIGHTS HISTORIC DISTRICT - CONTINUED					
BLOCK	LOT(S)	STREET ADDRESS	DESCRIPTION	NOTES		
1604	7	210 FAIRMOUNT ROAD				
1604	8	202 FAIRMOUNT ROAD				
1604	9	207 PHELPS ROAD		NEW DESIGNATION		
1605	3	144 FAIRMOUNT ROAD				
1605	4	136 FAIRMOUNT ROAD				
1605	5	128 FAIRMOUNT ROAD				
1605	6	118 FAIRMOUNT ROAD				
1605	7	520 HEIGHTS ROAD				
1605	8	506 HEIGHTS ROAD				
1605		122 DUELDS DOAD	WALTERWILLEY LIQUE	NEW LOCALLY DESIGNATED		
1605	9	123 PHELPS ROAD	WALTER WILSEY HOUSE	INDIVIDUAL LANDMARK		
1605	10	137 PHELPS ROAD		NOT CONTRIBUTING		
1605	11	145 PHELPS ROAD		NOT CONTRIBUTING		
1605	12	155 PHELPS ROAD				
1605	13	163 PHELPS ROAD				
1605	1,2	160 FAIRMOUNT ROAD				
1606	4	226 PHELPS ROAD		NEW DESIGNATION		
1606	5	218 PHELPS ROAD		NEW DESIGNATION		
1606	6	210 PHELPS ROAD		NEW DESIGNATION		
1606	7	200 PHELPS ROAD				
1606	8	158 PHELPS ROAD		NOT CONTRIBUTING		
1606	9	146 PHELPS ROAD				
1606	10	138 PHELPS ROAD		NOT CONTRIBUTING		
1606	11	130 PHELPS ROAD				
1606	12	122 PHELPS ROAD				
1606	13	474 HEIGHTS ROAD				
1606	14	464 HEIGHTS ROAD				
1606	15	456 HEIGHTS ROAD				
1606	16	448 HEIGHTS ROAD				
1606	17	440 HEIGHTS ROAD				
1816	12.01	238 HEIGHTS ROAD				
1816	13	230 HEIGHTS ROAD		NOT CONTRIBUTING		
1816	14	224 HEIGHTS ROAD				



	HEIGHTS HISTORIC DISTRICT - CONTINUED				
ВLОСК	LOT(S)	STREET ADDRESS	DESCRIPTION	NOTES	
1816	15	218 HEIGHTS ROAD			
1816	16	210 HEIGHTS ROAD		NOT CONTRIBUTING	
1907	6	400 HEIGHTS ROAD			
1907	7	390 HEIGHTS ROAD			
1907	8	374 HEIGHTS ROAD			
1907	9	366 HEIGHTS ROAD			
1907	10	358 HEIGHTS ROAD			
1907	11	350 HEIGHTS ROAD		NOT CONTRIBUTING	
1907	12	338 HEIGHTS ROAD		NOT CONTRIBUTING	
1907	13	334 HEIGHTS ROAD			
1907	14	326 HEIGHTS ROAD			
1907	15	318 HEIGHTS ROAD			
1907	16	310 HEIGHTS ROAD		NOT CONTRIBUTING	
1907	17	302 HEIGHTS ROAD			
1908	1	378 CREST ROAD		INDIVIDUALLY LANDMARKED	
1908	2	362 CREST ROAD			
1908	3	348 CREST ROAD			
1908	4	69 WILDWOOD ROAD			
1908	5	95 WILDWOOD ROAD			
1908	6	355 HEIGHTS ROAD			
1908	7	365 HEIGHTS ROAD			
1909	2	401 HEIGHTS ROAD			
1909	3	389 CREST ROAD			
1909	8	372 HILLCREST ROAD			
1909	9	364 HILLCREST ROAD		NEW DESIGNATION	
1909	22	257 CREST ROAD			
1909	23	317 CEST ROAD			
1909	24	325 CREST ROAD			
1909	25	337 CREST ROAD			
1909	26	345 CREST ROAD			
1909	27	355 CREST ROAD		INDIVIDUALLY LANDMARKED	
1909	28	363 CREST ROAD			
1909	29	371 CREST ROAD			



	HEIGHTS HISTORIC DISTRICT - CONTINUED				
BLOCK	LOT(S)	STREET ADDRESS	DESCRIPTION	NOTES	
1909	30	381 CREST ROAD			
1916	1	325 HEIGHTS ROAD			
1916	2	84 WILDWOOD ROAD			
1916	3	76 WILDWOOD ROAD			
1916	4	68 WILDWOOD ROAD			
1916	5	58 WILDWOOD ROAD			
1916	6	322 CREST ROAD			
1916	8	49 VALLEY VIEW AVENUE			
1916	9	55 VALLEY VIEW AVENUE			
1916	10	69 VALLEY VIEW AVENUE			
1916	11	VALLEY VIEW AVENUE	VALLEY VIEW WATER TANKS		
1916	12	307 HEIGHTS ROAD			
1916	13	319 HEIGHTS ROAD			
1917	1	245 HEIGHTS ROAD			
1917	2	84 VALLEY VIEW AVENUE			
1917	3	80 VALLEY VIEW AVENUE			
1917	4	240 SUNSET AVENUE			
1917	5	234 SUNSET AVENUE			
1917	6	224 SUNSET AVENUE			
1917	7	212 SUNSET AVENUE			
1917	8	200 SUNSET AVENUE		NOT CONTRIBUTING	
1917	9	89 WOODLAND AVENUE			
1917	10	203 HEIGHTS ROAD			
1917	11	211 HEIGHTS ROAD			
1917	12	219 HEIGHTS ROAD			
1917	13	229 HEIGHTS ROAD			
1917	14	239 HEIGHTS ROAD			
1918	1	243 SUNSET AVENUE			
1918	3	240 CREST ROAD		NEW DESIGNATION	
1918	5	224 CREST ROAD			
1918	6	208 CREST ROAD			
1918	7.01	202 CREST ROAD			
1918	9	203 SUNSET AVENUE			



		HEIGHTS H	ISTORIC DISTRICT - CONTINUED	
BLOCK	LOT(S)	STREET ADDRESS	DESCRIPTION	NOTES
1918	10	211 SUNSET AVENUE		
1918	11	219 SUNSET AVENUE		
1918	12	227 SUNSET AVENUE		
1918	13	235 SUNSET AVENUE		INDIVIDUALLY LANDMARKED
2004	15	71 CREST ROAD		
2004	16	81 CREST ROAD		
2004	17	91 CREST ROAD		
2004	18	105 CREST ROAD		
2004	19	111 CREST ROAD		
2004	20	125 CREST ROAD		
2004	21	135 CREST ROAD		
2013	1	39 CORSA TERRACE		
2013	1	48 RIDGE ROAD		NOT CONTRIBUTING
2013	2	44 RIDGE ROAD		
2013	5	37 CREST ROAD		
2013	6	43 CREST ROAD		NOT CONTRIBUTING
2013	7	49 CREST ROAD		
2013	8	53 CREST ROAD		
2101	8	150 HEIGHTS ROAD		
2101	9	138 HEIGHTS ROAD		
2101	16	157 SHERIDAN TERRACE		NEW DESIGNATION
2102	1	145 HEIGHTS ROAD		
2102	2	150 SUNSET AVENUE		
2102	3	142 SUNSET AVENUE		NOT CONTRIBUTING
2102	4	136 SUNSET AVENUE		
2102	9	89 MONTE VISTA AVENUE		
2102	10	101 HEIGHTS ROAD		
2102	11	109 HEIGHTS ROAD		NOT CONTRIBUTING
2102	12	115 HEIGHTS ROAD		NOT CONTRIBUTING
2102	13	123 HEIGHTS ROAD		
2102	14	133 HEIGHTS ROAD		
2103	1	149 SUNSET AVENUE		
2103	5	136 CREST ROAD		



		HEIGHTS HI	STORIC DISTRICT - CONTINUED	
BLOCK	LOT(S)	STREET ADDRESS	DESCRIPTION	NOTES
2103	6	128 CREST ROAD		
2103	11	121 SUNSET AVENUE		
2103	12	125 SUNSET AVENUE		
2103	13	135 SUNSET AVENUE		NOT CONTRIBUTING
2103	14	143 SUNSET AVENUE		INDIVIDUALLY LANDMARKED
2104	12	299 WEST RIDGEWOOD AVENUE	JOSEPH H. CHAPMAN HOUSE	INDIVIDUALLY LANDMARKED
2104	13	305 WEST RIDGEWOOD AVENUE	JOSEPH H. CHAPMAN SUMMER RESIDENCE	INDIVIDUALLY LANDMARKED
2105	15	132 NORTH MONROE STREET		NEW DESIGNATION
2105	16	116 NORTH MONROE STREET		NEW DESIGNATION
2105	26	10 NORTH HILLSIDE PLACE		NOT CONTRIBUTING
2105	27	275 WEST RIDGEWOOD  AVENUE		
2105	28	283 WEST RIDGEWOOD AVENUE		
2105	29	289 WEST RIDGEWOOD  AVENUE		
2106	1	156 SHERIDAN TERRACE		
2106	9	120 HEIGHTS ROAD		
2106	10	115 MONTE VISTA AVENUE		
2106	11	119 MONTE VISTA AVENUE		NOT CONTRIBUTING
2106	12	125 MONTE VISTA AVENUE		
2106	13	135 MONTE VISTA AVENUE		
2106	14	145 MONTE VISTA AVENUE		
2106	15	107 NORTH MONROE STREET		
2107	1	97 HEIGHTS ROAD		NOT CONTRIBUTING
2107	2	70 MONTE VISTA AVENUE		
2107	3	56 MONTE VISTA AVENUE		
2107	4	80 CREST ROAD		
2107	5	76 CREST ROAD		
2107	6	70 CREST ROAD		



		HEIGHTS HI	STORIC DISTRICT - CONTINUED	
ВLОСК	LOT(S)	STREET ADDRESS	DESCRIPTION	NOTES
2107	7	71 RIDGE ROAD	OAKCROFT	INDIVIDUALLY LANDMARKED
2107	8	83 RIDGE ROAD	OAKCROFT	INDIVIDUALLY LANDMARKED
2107	9	67 HEIGHTS ROAD		
2107	10	77 HEIGHTS ROAD		
2107	11	79 RIDGE ROAD	OAKCROFT	INDIVIDUALLY LANDMARKED
2107	12	75 RIDGE ROAD	OAKCROFT	INDIVIDUALLY LANDMARKED
2107	13	73 RIDGE ROAD	OAKCROFT	INDIVIDUALLY LANDMARKED
2107	14	81 RIDGE ROAD	OAKCROFT	INDIVIDUALLY LANDMARKED
2108	1	67 NORTH HILLSIDE PLACE		NEW DESIGNATION
2108	3	68 NORTH MONROE STREET		
2108	4	62 NORTH MONROE STREET		
2108	5	56 NORTH MONROE STREET		NOT CONTRIBUTING
2108	6	48 NORTH MONROE STREET		
2108	7	36 NORTH MONROE STREET		
2108	13	51 NORTH HILLSIDE PLACE		NEW DESIGNATION
2108	14	57 NORTH HILLSIDE PLACE		NEW DESIGNATION
2109	1	154 MONTE VISTA AVENUE		
2109	2	146 MONTE VISTA AVENUE		
2109	3	138 MONTE VISTA AVENUE		
2109	4	72 PARK SLOPE		
2109	5	64 PARK SLOPE		
2109	6	54 PARK SLOPE		
2109	7	46 PARK SLOPE		
2109	8	145 MADISON PLACE		
2109	9	165 MADISON PLACE		NOT CONTRIBUTING
2109	10	25 NORTH MONROE STREET		
2109	11	31 NORTH MONROE STREET		NOT CONTRIBUTING
2109	12	35 NORTH MONROE STREET		NOT CONTRIBUTING
2109	13	41 NORTH MONROE STREET		
2109	14	53 NORTH MONROE STREET		
2109	15	61 NORTH MONROE STREET		
2109	16	67 NORTH MONROE STREET		NOT CONTRIBUTING
2110	1	79 PARK SLOPE		



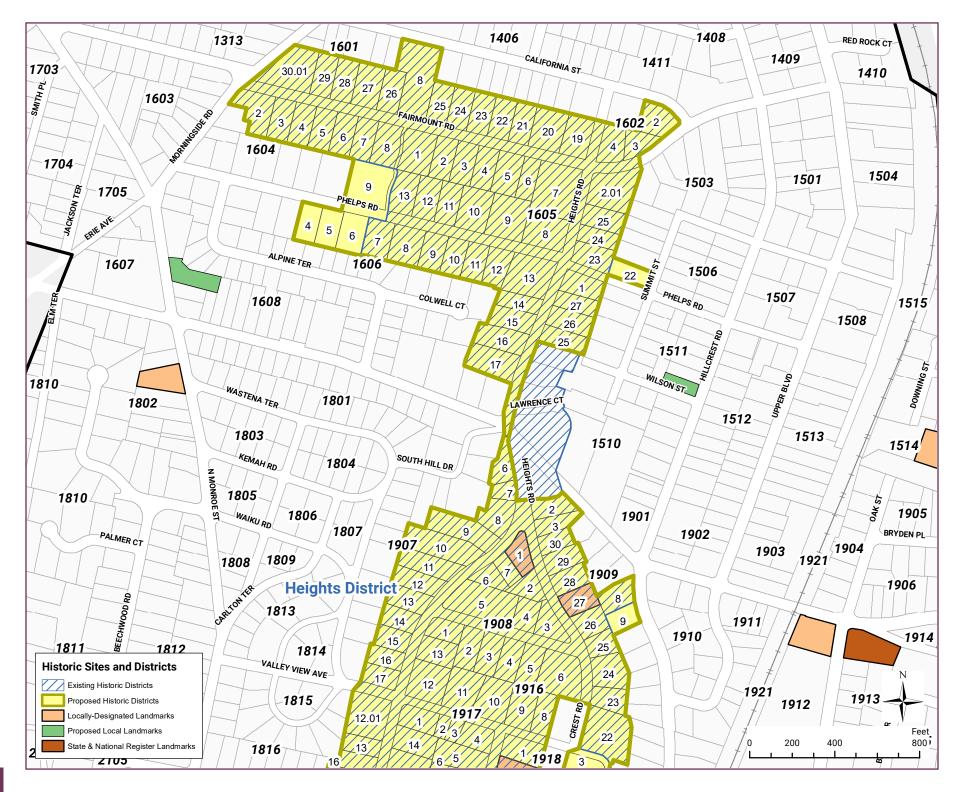
	HEIGHTS HISTORIC DISTRICT - CONTINUED				
BLOCK	LOT(S)	STREET ADDRESS	DESCRIPTION	NOTES	
2110	2	120 MONTE VISTA AVENUE		NOT CONTRIBUTING	
2110	3	94 HEIGHTS ROAD			
2110	4	86 HEIGHTS ROAD			
2110	5	76 HEIGHTS ROAD		NOT CONTRIBUTING	
2110	6	66 HEIGHTS ROAD			
2110	7	58 HEIGHTS ROAD			
2110	8	50 HEIGHTS ROAD			
2110	9	42 HEIGHTS ROAD			
2110	10	36 HEIGHTS ROAD			
2110	11	33 PARK SLOPE			
2110	12	41 PARK SLOPE			
2110	13	49 PARK SLOPE			
2110	14	59 PARK SLOPE			
2110	15	65 PARK SLOPE			
2111	1	53 HEIGHTS ROAD			
2111	2	84 RIDGE ROAD		NOT CONTRIBUTING	
2111	3	78 RIDGE ROAD			
2111	4	72 RIDGE ROAD			
2111	5	64 CREST ROAD		INDIVIDUALLY LANDMARKED	
2111	6	65 MADISON PLACE			
2111	7	79 MADISON PLACE			
2111	8	87 MADISON PLACE			
2111	9	97 MADISON PLACE			
2111	10	47 HEIGHTS ROAD			
2112	1	218 MADISON PLACE	C.E. CHAPMAN PROPERTY		
2112	3	10 NORTH MONROE STREET		NOT CONTRIBUTING	
2112		235 WEST RIDGEWOOD			
2112	4	AVENUE			
2112	_	245 WEST RIDGEWOOD			
2112	5	AVENUE			
24.12		255 WEST RIDGEWOOD			
2112	6	AVENUE			
2113	1	174 MADISON PLACE	E.C. ROBBINS PROPERTY		

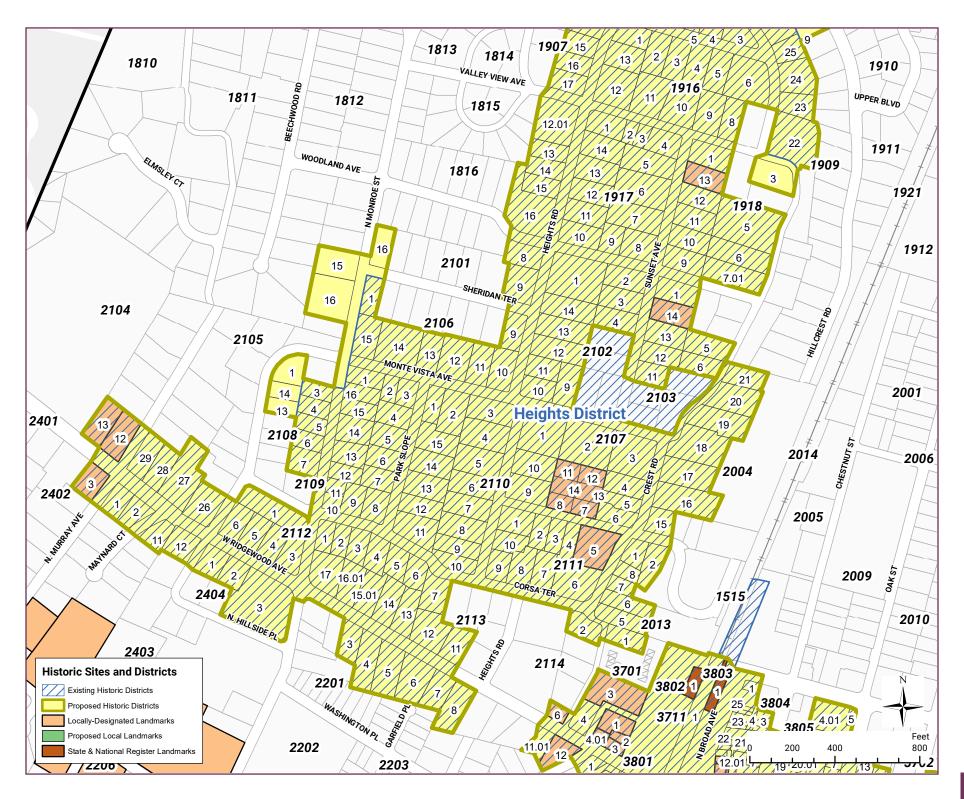


	HEIGHTS HISTORIC DISTRICT - CONTINUED					
ВLОСК	LOT(S)	STREET ADDRESS	DESCRIPTION	NOTES		
2113	2	168 MADISON PLACE	E.C. ROBBINS PROPERTY			
2113	3	160 MADISON PLACE	E.C. ROBBINS PROPERTY	NOT CONTRIBUTING		
2113	4	150 MADISON PLACE				
2113	5	144 MADISON PLACE				
2113	6	136 MADISON PLACE				
2113	7	128 MADISON PLACE				
2113	11	123 WEST RIDGEWOOD AVENUE				
2113	12	145 WEST RIDGEWOOD AVENUE				
2113	13	155 WEST RIDGEWOOD AVENUE		NOT CONTRIBUTING		
2113	14	175 WEST RIDGEWOOD AVENUE				
2113	15.01	185 WEST RIDGEWOOD AVENUE				
2113	16.01	195 WEST RIDGEWOOD AVENUE		NOT CONTRIBUTING		
2113	17	215 WEST RIDGEWOOD AVENUE	THE WOMEN'S CLUB OF RIDGEWOOD			
2114	2	36 CORSA TERRACE	CORSA MANOR			
2201	3	194 WEST RIDGEWOOD AVENUE				
2201	4	184 WEST RIDGEWOOD AVENUE				
2201	5	170 WEST RIDGEWOOD AVENUE		NOT CONTRIBUTING		
2201	6	150 WEST RIDGEWOOD AVENUE				
2201	7	130 WEST RIDGEWOOD AVENUE				
2201	8	120 WEST RIDGEWOOD AVENUE				



	HEIGHTS HISTORIC DISTRICT - CONTINUED				
вьоск	LOT(S)	STREET ADDRESS	DESCRIPTION	NOTES	
2402	3	308 WEST RIDGEWOOD	CEODCE   DEACE HOUSE		
2402	3	AVENUE	GEORGE L. PEASE HOUSE	INDIVIDUALLY LANDMARKED	
2402	1	296 WEST RIDGEWOOD			
2403	l	AVENUE			
2403	2	6 MAYNARD COURT			
2403	11	5 MAYNARD COURT			
2403	12	272 WEST RIDGEWOOD			
2403	12	AVENUE			
2404	1	264 WEST RIDGEWOOD			
2404	'	AVENUE			
2404	2	254 WEST RIDGEWOOD			
2404	2	AVENUE			
2404	3	6 SOUTH MONROE STREET	WEST SIDE PRESBYERIAN CHURCH	NOT CONTRIBUTING	



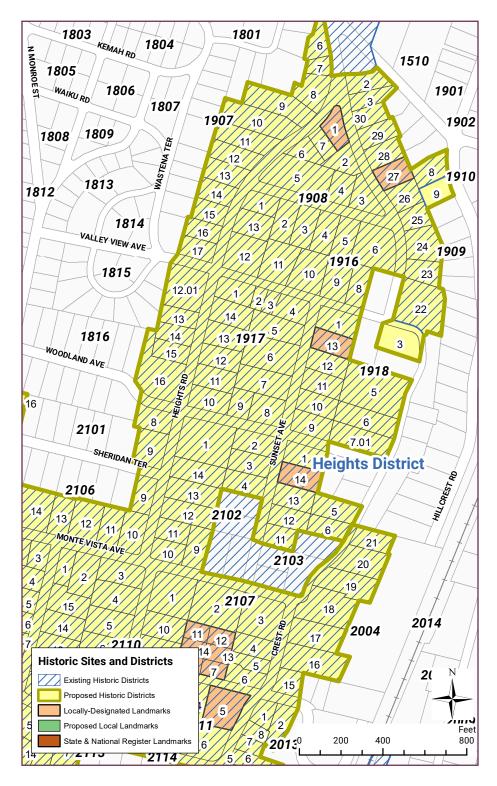




50 Heights Road; Heights Historic District Photo Courtesy of Dianne O'Brien



69 Valley View Avenue; Heights Historic District Photo Courtesy of Dianne O'Brien





#### Mountain Avenue Historic District

	MOUNTAIN AVENUE HISTORIC DISTRICT					
BLOCK	LOT(S)	STREET ADDRESS	DESCRIPTION	NOTES		
2509	12	236 MOUNTAIN AVENUE	-	-		
2510	5	249 MOUNTAIN AVENUE	JULIAN C.B. STOKES HOUSE	-		
2510	6	241 MOUNTAIN AVENUE	-	NEW DESIGNATION		
2606	6	316 MOUNTAIN AVENUE	WILLIAM BLUNDELL, JR. HOUSE	-		
2606	7	326 MOUNTAIN AVENUE	CHARLES T. GREENE HOUSE	-		
2606	8	336 MOUNTAIN AVENUE	-	NOT CONTRIBUTING		
2606	9	350 MOUNTAIN AVENUE	-			
2607	10	327 MCKINLEY PLACE	-	NEW DESIGNATION		
2607	11	345 MOUNTAIN AVENUE	FRED K. LAPHAM HOUSE	-		
2607	12	335 MOUNTAIN AVENUE	ROBERT A. RUSSELL HOUSE	-		
2607	13	329 MOUNTAIN AVENUE	ARTHUR F. TOWNSEND HOUSE	-		
2701	1	324 MCKINLEY PLACE	-	NEW DESIGNATION		
2701	28	325 GARDNER ROAD	-	INDIVIDUALLY LANDMARKED		
2704	2	366 MOUNTAIN AVENUE	-	INDIVIDUALLY LANDMARKED		
2704	3	380 MOUNTAIN AVENUE	-	-		

The following property was removed from the Mountain Avenue Historic District:

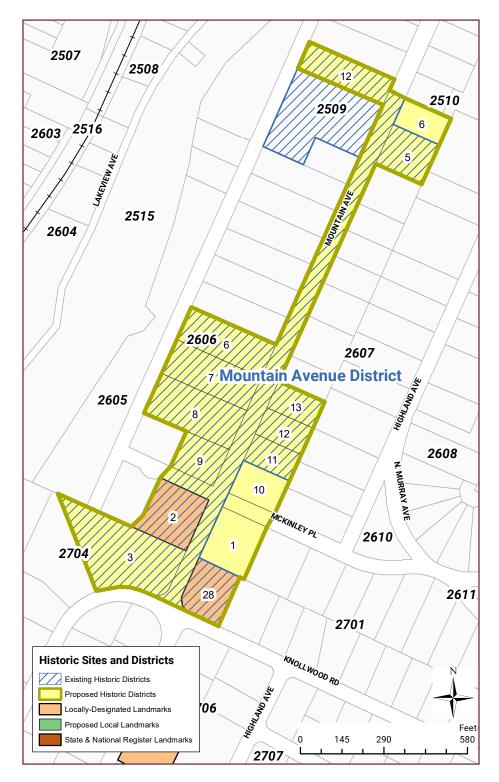
 Block 2509 Lot 13.01; 246 Mountain Avenue



324 McKinley Place; Mountain Avenue Historic District Photo Courtesy of Dianne O'Brien



350 Mountain Avenue; Mountain Avenue Historic District Photo Courtesy of Dianne O'Brien





#### North Pleasant Avenue Historic District

	NORTH PLEASANT AVENUE HISTORIC DISTRICT					
BLOCK	LOT(S)	STREET ADDRESS	DESCRIPTION	NOTES		
3408	6	106 NORTH PLEASANT AVENUE		NEW DESIGNATION		
3502	5	86 NORTH PLEASANT AVENUE				
3502	6	78 NORTH PLEASANT AVENUE				
3502	7	68 NORTH PLEASANT AVENUE	VAN HORN HOUSE	INDIVIDUALLY LANDMARKED		
3502	8	60 NORTH PLEASANT AVENUE	TIBBS-KEATING HOUSE	INDIVIDUALLY LANDMARKED		
3502	9	54 NORTH PLEASANT AVENUE		NOT CONTRIBUTING		
3502	10	38 NORTH PLEASANT AVENUE	LEONARD HOUSE	INDIVIDUALLY LANDMARKED		
3502	14	849 EAST RIDGEWOOD AVENUE	VAN DIEN-SMITH-DOHERTY HOUSE	INDIVIDUALLY LANDMARKED		
3502	15	829 EAST RIDGEWOOD AVENUE	E.E. RYERSON-A.J. BUSSELL HOUSE	INDIVIDUALLY LANDMARKED		
3503	20	603 FREDERICK STREET				
3503	21	61 NORTH PLEASANT AVENUE	THIERY-FONTAREDE HOUSE			
3507	1.01	43 NORTH PLEASANT AVENUE		NOT CONTRIBUTING		
3507	21	15 NORTH PLEASANT AVENUE				
3507	22	23 NORTH PLEASANT AVENUE	SCOTT HOUSE	INDIVIDUALLY LANDMARKED		
3507	23.01	29 NORTH PLEASANT AVENUE	STEVENS-SHUMWAY HOUSE AND			
3507	23.01	29 NORTH PLEASANT AVENUE	BARN			
3507	23.02	33 NORTH PLEASANT AVENUE		NOT CONTRIBUTING		

The following properties have been removed from the North Pleasant Avenue Historic District:

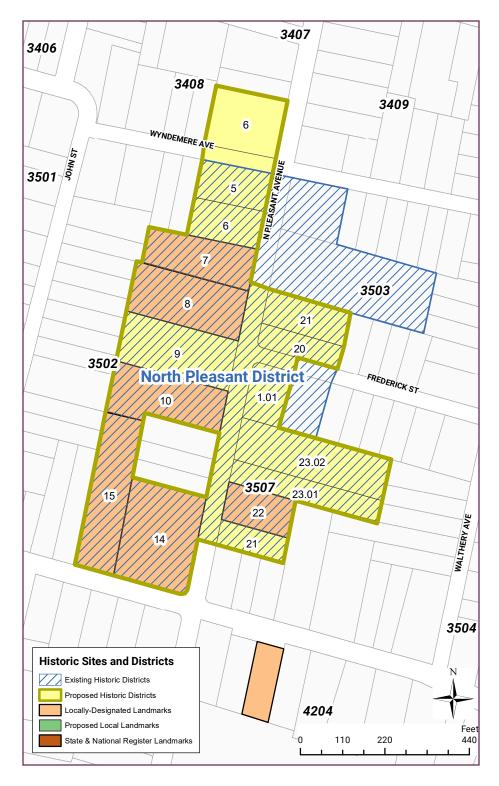
- Block 3503 Lot 1; 85 North Pleasant Avenue
- Block 3503 Lot 22; 71 North Pleasant Avenue
- Block 3507 Lot 1.02; 616 Frederick Street



68 North Pleasant Avenue; North Pleasant Avenue Historic District Photo Courtesy of Dianne O'Brien



106 North Pleasant Avenue; North Pleasant Avenue Historic District Photo Courtesy of Dianne O'Brien





# NORTH VAN DIEN AVENUE HISTORIC DISTRICT

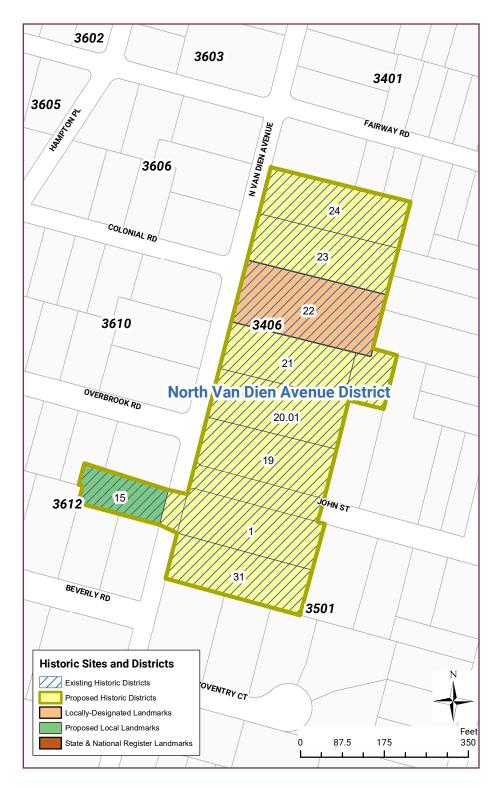
	NORTH VAN DIEN AVENUE HISTORIC DISTRICT					
BLOCK	LOT(S)	STREET ADDRESS	DESCRIPTION	NOTES		
3406	19	105 NORTH VAN DIEN AVENUE	STRATTON-VAN DUYN HOUSE			
3406	20.01	113 NORTH VAN DIEN AVENUE	WYCKOFF HOUSE			
3406	21	121 NORTH VAN DIEN AVENUE	MCKENNA HOUSE			
3406	22	131 NORTH VAN DIEN AVENUE	CHARLES SYDNEY KEYSER HOUSE	INDIVIDUALLY LANDMARKED		
3406	23	141 NORTH VAN DIEN AVENUE				
3406	24	149 NORTH VAN DIEN AVENUE	CARSON HOUSE			
3501	1	83 NORTH VAN DIEN AVENUE	HOVER HOUSE			
3501	31	75 NORTH VAN DIEN AVENUE	ETESSE HOUSE			
3612	15	78 NORTH VAN DIEN AVENUE	GARRET G. VAN DIEN HOUSE	NEW LOCALLY DESIGNATED INDIVIDUAL LANDMARK		



105 North Van Dien Avenue; North Van Dien Avenue Historic District Photo Courtesy of Dianne O'Brien



75 North Van Dien Avenue; North Van Dien Avenue Historic District Photo Courtesy of Dianne O'Brien





### PROSPECT STREET - WOODBRIDGE AVENUE HISTORIC DISTRICT

	PROSPECT STREET - WOODBRIDGE AVENUE HISTORIC DISTRICT				
BLOCK	LOT(S)	STREET ADDRESS	DESCRIPTION	NOTES	
BLOCK	LOT(S)	STREET ADDRESS	DESCRIPTION	NOTES	
3708	4	112 PROSPECT STREET	VAN NESTE-GILBART HOUSE		
3708	5	118 PROSPECT STREET	REES HOUSE		
3708	6	124 PROSPECT STREET	BRACKETT HOUSE		
3709	19	189 PROSPECT STREET			
3709	21	181 PROSPECT STREET	FORNACHON-VAN EMBURGH HOUSE		
3709	22	171 PROSPECT STREET		NOT CONTRIBUTING	
3709	23	161 PROSPECT STREET	BLAKE-MULLER HOUSE		
3709	24	153 PROSPECT STREET	WALTON-EICHELLS HOUSE	INDIVIDUALLY LANDMARKED	
3709	25	145 PROSPECT STREET	DOBBS-MYERS HOUSE		
3709	26	139 PROSPECT STREET	MCKEE-WOOD HOUSE		
3709	27	135 PROSPECT STREET	FENTON-DOWLING HOUSE		
3709	28	129 PROSPECT STREET	SURPLESS HOUSE		
3709	29	123 PROSPECT STREET	BONYNGE HOUSE		
3901	1	130 PROSPECT STREET	ACKERMAN-VAN WAGONER HOUSE		
3901	2	138 PROSPECT STREET	LA FETRA HOUSE		
3901	3	148 PROSPECT STREET	WHITE HOUSE		
3901	4	158 PROSPECT STREET	PLIMPTON-WHITE HOUSE		
3901	5	168 PROSPECT STREET		NOT CONTRIBUTING	
3901	9	223 WOODSIDE AVENUE	RAYMOND HOUSE		
3901	10	227 WOODSIDE AVENUE	DIXON HOUSE		
3901	11	231 WOODSIDE AVENUE	BLAUVELT-SHUMWAY HOUSE		
3903	3	206 PROSPECT STREET	FOSTER HOUSE		
3903	4	218 PROSPECT STREET	ROBBINS HOUSE		
3904	1	207 PROSPECT STREET			
3904	8	241 PROSPECT STREET	NEWMANS-EDWARDS HOUSE		
3904	9	249 PROSPECT STREET	VANDERBECK HOUSE	INDIVIDUALLY LANDMARKED: S/NR AND LOCALLY	
3904	10	229 PROSPECT STREET		NOT CONTRIBUTING	
3904	11	215 PROSPECT STREET	CAPERS HOUSE		

The following properties have been removed from the Heights Historic District:

Block 3709 Lot 30;
 119 Prospect Street



PROSPECT STREET - WOODBRIDGE AVENUE HISTORIC DISTRICT - CONTINUED						
BLOCK	LOT(S)	STREET ADDRESS	DESCRIPTION	NOTES		
3906	1	36-38 LEONARD PLACE				
3906	7	65 BOYCE PLACE	CONKLIN HOUSE			
3906	8	53 BOYCE PLACE	VAN WINKLE HOUSE			
3906	9	49 BOYCE PLACE	TABER HOUSE			
3906	10	43 BOYCE PLACE	HUGHES HOUSE			
3006	11	"39 BOYCE PLACE /	HEEREMA HOUSE			
3906		217 HIGHWOOD AVENUE"				
3907	1	239 WOODSIDE AVENUE		NOT CONTRIBUTING		
3907	2	114 BOYCE PLACE	VINSCHER HOUSE			
3907	8	226 PROSPECT STREET	THOMAS WATLINGTON HOUSE	INDIVIDUALLY LANDMARKED		
3907	9	240 PROSPECT STREET	WHITMAN PHILLIPS HOUSE			
3907	10	153 CARLISLE TERRACE	CALVET HOUSE			
3907	11	279 WOODSIDE AVENUE	PRUDEN HOUSE			
3907	12	269 WOODSIDE AVENUE	ALLEN HOUSE			
3907	13	261 WOODSIDE AVENUE	MALTBIE HOUSE			
3907	14	253 WOODSIDE AVENUE	THOMAS HOUSE			
3907	15	245 WOODSIDE AVENUE	KIEVIT HOUSE			
3909	1	225 HIGHWOOD AVENUE	JONES HOUSE			
3909	2	52 BOYCE PLACE	DOWNIE HOUSE			
3909	3	232 WOODSIDE AVENUE	BIRCH HOUSE			
3909	4	238 WOODSIDE AVENUE	WILSON HOUSE			
3909	5	244 WOODSIDE AVENUE	WALTER HOUSE			
3909	6	250 WOODSIDE AVENUE	TAYLOR HOUSE			
3909	7	260 WOODSIDE AVENUE	KOHLER-WHILE HOUSE			
3909	12	259 HIGHWOOD AVENUE	ROGERS HOUSE			
3909	13	251 HIGHWOOD AVENUE	BOYCE HOUSE			
3909	14	241 HIGHWOOD AVENUE	COWPERTHWAIT HOUSE	INDIVIDUALLY LANDMARKED		
3909	16	233 HIGHWOOD AVENUE	TRAVELL HOUSE			
3910	1	287 WOODSIDE AVENUE	YOUNG HOUSE			
3910	2	256 IVY PLACE	WHEELER W. PHILLIPS HOUSE	INDIVIDUALLY LANDMARKED		
3910	3	268 IVY PLACE	REICH HOUSE			
3910	4	274 IVY PLACE	REED HOUSE			
3910	5	313 WOODSIDE AVENUE	FERRES HOUSE			



	PROSPECT STREET - WOODBRIDGE AVENUE HISTORIC DISTRICT - CONTINUED						
BLOCK	LOT(S)	STREET ADDRESS	DESCRIPTION	NOTES			
3910	6	305 WOODSIDE AVENUE	WHITNEY HOUSE				
3910	7	299 WOODSIDE AVENUE	UPHAM HOUSE				
3914	1	275 HIGHWOOD AVENUE	GODFREY HOUSE				
3914	2	288 WOODSIDE AVENUE	CORBISHLEY HOUSE				
3914	3	296 WOODSIDE AVENUE	MADDEN HOUSE				
3914	4	302 WOODSIDE AVENUE	TONKIN HOUSE				
3914	5	308 WOODSIDE AVENUE					
3914	6	297 HIGHWOOD AVENUE	CLARK HOUSE				
3914	7	289 HIGHWOOD AVENUE	BETTS HOUSE				
3914	8	283 HIGHWOOD AVENUE	HUTCHINSON HOUSE				
3915	1	104 LINDEN STREET	HOPE HOUSE				
3915	2	110 LINDEN STREET	CARPENTER HOUSE				
3915	3	118 LINDEN STREET	MACKSOUD HOUSE				
3915	4	126 LINDEN STREET	GRAY HOUSE				
3915	5	136 LINDEN STREET	MACFARLAN HOUSE				
3915	6	154 LINDEN STREET					
3915	7	162 LINDEN STREET					
3915	8	280 SOUTH MAPLE AVENUE		NEW DESIGNATION			
3915	9	286 SOUTH MAPLE AVENUE		NEW DESIGNATION			
4016	17	267 PROSPECT STREET	LEEFE HOUSE				
4016	18	261 PROSPECT STREET	REED-BOYD HOUSE				
4016	19.01	255 PROSPECT STREET	WADSWORTH HOUSE				
4102	1	337 SOUTH MAPLE AVENUE	STILWELL HOUSE				
4102	2.01	347 SOUTH MAPLE AVENUE	CTIBOR HOUSE				
4102	3	353 SOUTH MAPLE AVENUE	JONES HOUSE				
4102	4	357 SOUTH MAPLE AVENUE	SMITH HOUSE				
4102	5	361 SOUTH MAPLE AVENUE	FROST HOUSE				
4102	6	365 SOUTH MAPLE AVENUE	BUNDY HOUSE				
4102	7	371 SOUTH MAPLE AVENUE	MOFFATT HOUSE				
4102	8.01	322 STILLWELL PLACE	KORN HOUSE				
4103	1	274 PROSPECT STREET	SIDMAN HOUSE				
4103	2	280 PROSPECT STREET	TAWELL-NICKELLS HOUSE				
4103	3	284 PROSPECT STREET	REMINGTON-JASPER HOUSE				



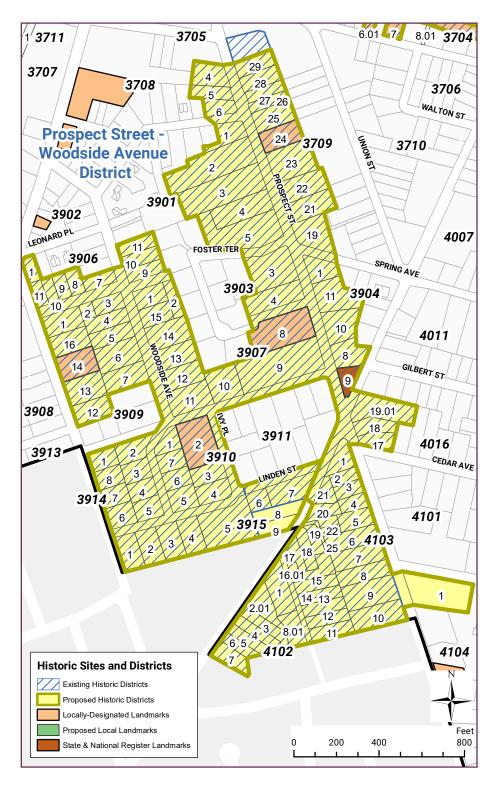
PROSPECT STREET - WOODBRIDGE AVENUE HISTORIC DISTRICT - CONTINUED							
BLOCK	LOT(S)	STREET ADDRESS	DESCRIPTION	NOTES			
4103	4	290 PROSPECT STREET	WARD-WASTCOAT HOUSE				
4103	5	296 PROSPECT STREET	WILLARD-LAWSON HOUSE				
4103	6	302 PROSPECT STREET	LEVIEN-SMYSER HOUSE				
4103	7	310 PROSPECT STREET	JOSEPH H. CHRISTOPHER HOUSE				
4103	8	316 PROSPECT STREET	CLARK-ROBERTSON HOUSE				
4103	9	324 PROSPECT STREET	CROUTER-KENNEDY HOUSE				
44.00	10	334 PROSPECT STREET	JAMES B. CHRISTOPHER-STEGE-				
4103			GARDNER HOUSE				
4103	11	333 STILLWELL PLACE	AMELI HOUSE				
4103	12	329 STILLWELL PLACE	KIRSCH HOUSE				
4103	13	325 STILLWELL PLACE	WILLIAMS HOUSE				
4103	14	319 STILLWELL PLACE	GASQUE-PLACE HOUSE				
4103	15	315 STILLWELL PLACE	HADDOW HOUSE				
4103	16.01	329 SOUTH MAPLE AVENUE	STURR HOUSE				
4103	17	325 SOUTH MAPLE AVENUE	SPRAGUE HOUSE				
4103	18	319 SOUTH MAPLE AVENUE	HARRISON HOUSE				
4103	19	317 SOUTH MAPLE AVENUE	HOPPER-MIHM HOUSE				
4103	20	311 SOUTH MAPLE AVENUE	COYLE-PARDEE HOUSE				
4103	21	303 SOUTH MAPLE AVENUE	PADDON HOUSE				
4103	22	313 SOUTH MAPLE AVENUE	MAITLAND HOUSE				
4103	23	315 SOUTH MAPLE AVENUE	HOPPER HOUSE				
4104	1	317 PROSPECT STREET		NEW DESIGNATION			



324 Prospect Street; Prospect Street - Woodside Avenue Historic District Photo Courtesy of Dianne O'Brien



49 Boyce Place; Prospect Street - Woodside Avenue Historic District Photo Courtesy of Dianne O'Brien





## South Van Dien Historic District

	SOUTH VAN DIEN HISTORIC DISTRICT					
BLOCK	LOCK LOT(S) STREET ADDRESS DESCRIPTION		DESCRIPTION	NOTES		
4015	4	202 SOUTH VAN DIEN AVENUE	WANDLESS HOUSE			
4015	5	210 SOUTH VAN DIEN AVENUE	PULIS HOUSE			
4015	6	218 SOUTH VAN DIEN AVEUNE	VANDERBECK-COOPER HOUSE			
4015	7	224 SOUTH VAN DIEN AVENUE	VANDERBECK-GORMAN HOUSE			
4015	8	230 SOUTH VAN DIEN AVENUE	VREELAND HOUSE			
4107	9	238 SOUTH VAN DIEN AVENUE	ZABRISKIE-WADSWORTH HOUSE	INDIVIDUALLY LANDMARKED		
4301	23	249 SOUTH VAN DIEN AVENUE				
4301	24	243 SOUTH VAN DIEN AVENUE	BOWKER HOUSE			
4301	25	235 SOUTH VAN DIEN AVENUE		NOT CONTRIBUTING		
4301	26	227 SOUTH VAN DIEN AVENUE	KIEFER HOUSE			

The following properties have been removed from the South Van Dien Avenue Historic District:

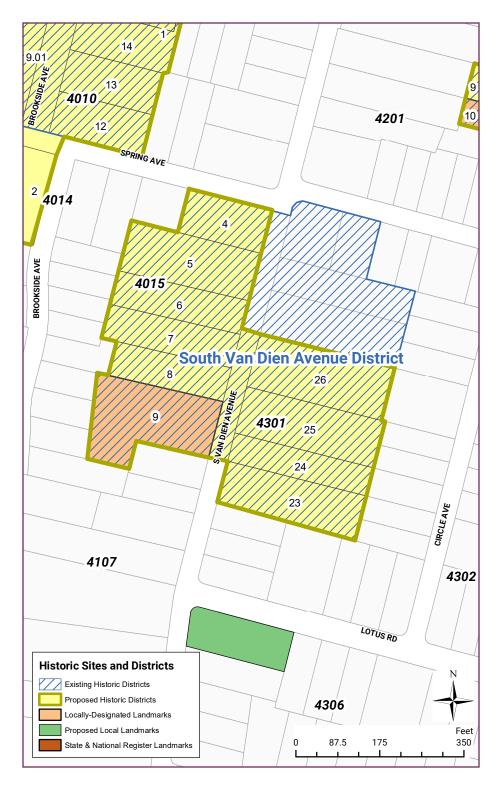
- Block 4301 Lot 1.01; 205 South Van Dien Avenue
- Block 4301 Lot 1.02; 512 Spring Avenue
- Block 4301 Lot 27; 219 South Van Dien Avenue
- Block 4301 Lot 28; 211 South Van Dien Avenue



218 South Van Dien Avenue; South Van Dien Avenue Historic District Photo Courtesy of Dianne O'Brien



249 South Van Dien Avenue; South Van Dien Avenue Historic District Photo Courtesy of Dianne O'Brien





## Spring Avenue Historic District

	SPRING AVENUE HISTORIC DISTRICT					
BLOCK	LOT(S)	STREET ADDRESS	DESCRIPTION	NOTES		
4005	14	441 SPRING AVENUE	CUNNINGHAM HOUSE			
4005	15	433 SPRING AVENUE	PENISTON HOUSE			
4005	16	427 SPRING AVENUE	MCCURDY HOUSE			
4005	17	419 SPRING AVENUE	DICKINSON-FINCK HOUSE			
4005	18	411 SPRING AVENUE	TILLEY HOUSE			
4005	19	405 SPRING AVENUE				
4005	20	159 SOUTH IRVING STREET		NEW DESIGNATION		
4008	9	389 SPRING AVENUE	TILLEY HOUSE			
4008	10	381 SPRING AVENUE				
4008	11	375 SPRING AVENUE				
4008	12	369 SPRING AVENUE				
4008	13	363 SPRING AVENUE	HENRY W. HALES HOUSE	INDIVIDUALLY LANDMARKED		
4012	4	370 SPRING AVENUE	WILKINSON HOUSE	INDIVIDUALLY LANDMARKED		
4012	5	386 SPRING AVENUE	OBRIG-LOVE HOUSE	INDIVIDUALLY LANDMARKED		
4012	6	216 SOUTH IRVING STREET	WILKINSON-STOKES HOUSE	INDIVIDUALLY LANDMARKED		
4012	7.01	224 SOUTH IRVING STREET	WINANS HOUSE			
4012	8	232 SOUTH IRVING STREET	APPO HOUSE			
4013	1	410 SPRING AVENUE	VON MOSCHIZISKER HOUSE			
4013	2	426 SPRING AVENUE	LANNUIER HOUSE	INDIVIDUALLY LANDMARKED		
4013	3	434 SPRING AVENUE		NOT CONTRIBUTING		
4013	4	448 SPRING AVENUE	SILLECK-ORCUTT HOUSE	INDIVIDUALLY LANDMARKED		

The following property was removed from the Spring Avenue Historic District:

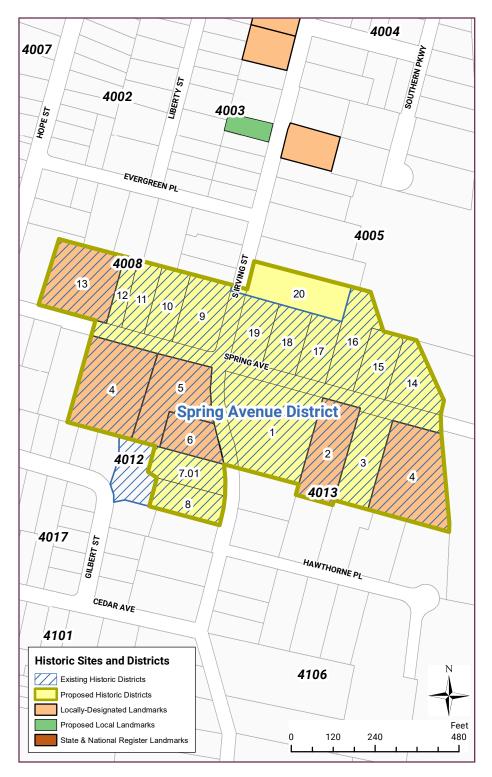
• Block 4012 Lot 16.01; 385 Gilbert Street



370 Spring Avenue; Spring Avenue Historic District Photo Courtesy of Dianne O'Brien



427 Spring Avenue; Spring Avenue Historic District Photo Courtesy of Dianne O'Brien





## VILLAGE CENTER HISTORIC DISTRICT

	VILLAGE CENTER HISTORIC DISTRICT					
BLOCK	LOT(S)	STREET ADDRESS	DESCRIPTION	NOTES		
2114	6	37 WEST RIDGEWOOD AVENUE		INDIVIDUALLY LANDMARKED		
2201	11.01	50 WEST RIDGEWOOD AVENUE				
2201	12	40 WEST RIDGEWOOD AVENUE		INDIVIDUALLY LANDMARKED		
2204	22	29 WASHINGTON PLACE				
2205	1	2-4 GODWIN AVENUE				
2205	2	8 GODWIN AVENUE				
3701	3	30 GARBER SQUARE	GEORGE L. PEASE MEMORIAL LIBRARY	INDIVIDUALLY LANDMARKED		
3701	4	25 WEST RIDGEWOOD AVENUE				
3702	3	158 FRANKLIN AVENUE				
3702	4	166 FRANKLIN AVENUE				
3702	8	23 COTTAGE PLACE				
3702	9	177-195 EAST RIDGEWOOD AVENUE				
3702	10	199 EAST RIDGEWOOD AVENUE				
3702	11	171 EAST RIDGEWOOD AVENUE				
3702	12	141-143 EAST RIDGEWOOD AVENUE	RIDGEWOOD POST OFFICE	INDIVIDUALLY LANDMARKED		
3702	14	41 NORTH WALNUT STREET				
3703	1	49 COTTAGE PLACE	"BEECH STREET SCHOOL	INDIVIDUALLY LANDMARKED:		
3703	'	49 COTTAGE PLACE	(RIDGEWOOD EDUCATION CENTER)"	S/NR AND LOCALLY		
3703	2.01	232 FRANKLIN AVENUE				
3703	6	48 NORTH MAPLE AVENUE				
3703	8.01	257 EAST RIDGEWOOD AVENUE		NEW DESIGNATION		
3703	10	245 EAST RIDGEWOOD AVENUE		NEW DESIGNATION		
3703	11	235 EAST RIDGEWOOD AVENUE		NEW DESIGNATION		
3703	12	EAST RIDGEWOOD AVENUE		NOT CONTRIBUTING		
3703	13	211-213 EAST RIDGEWOOD AVENUE		NEW DESIGNATION		
3703	14	201-205 EAST RIDGEWOOD AVENUE		NOT CONTRIBUTING		
3703	15	COTTAGE PLACE		NOT CONTRIBUTING		
3704	1	134-140 EAST RIDGEWOOD AVENUE				
3704	2	144 EAST RIDGEWOOD AVENUE				

The following property was removed from the Village Center Historic District:

Block 2005 Lot 15.01;1 Franklin Avenue



	VILLAGE CENTER HISTORIC DISTRICT - CONTINUED					
BLOCK	LOT(S)	STREET ADDRESS	DESCRIPTION	NOTES		
3704	4	160 EAST RIDGEWOOD AVENUE	ARCHIBALD-VROOM HOUSE	INDIVIDUALLY LANDMARKED:		
3704	4	100 EAST RIDGEWOOD AVENUE	ARCHIBALD-VROOM HOUSE	S/NR AND LOCALLY		
3704	5	166-170 EAST RIDGEWOOD AVENUE				
3704	6.01	178 EAST RIDGEWOOD AVENUE TELEPHONE BUILDING		INDIVIDUALLY LANDMARKED		
3704	7	190 EAST RIDGEWOOD AVENUE	WARNER BROTHERS THEATRE	INDIVIDUALLY LANDMARKED		
3704	8	200 EAST RIDGEWOOD AVENUE				
3704	8.01	210 EAST RIDGEWOOD AVENUE				
3704	9	216-218 EAST RIDGEWOOD AVENUE	VAN HORN HOUSE	INDIVIDUALLY LANDMARKED		
3704	17	211 DAYTON STREET				
3801	1	20 GARBER SQUARE		INDIVIDUALLY LANDMARKED		
3801	2	8-10 GARBER SQUARE		INDIVIDUALLY LANDMARKED		
2001	3	2-4 GARBER SQUARE;	CORSA BUILDING			
3801	3	7 WEST RIDGEWOOD AVENUE	CORSA BUILDING	INDIVIDUALLY LANDMARKED		
3801	4.01	15-21 WEST RIDGEWOOD AVENUE	TUDOR BUILDING	INDIVIDUALLY LANDMARKED		
2002	1	CARRED COLLARS	RIDGEWOOD RAILROAD STATION -	INDIVIDUALLY LANDMARKED:		
3802	1	GARBER SQUARE	GARBER SQUARE	S/NR AND LOCALLY		
2002	1	20 MODILL DDOAD STDEET	RIDGEWOOD RAILROAD COMPLEX -	INDIVIDUALLY LANDMARKED:		
3803	1	28 NORTH BROAD STREET	BROAD STREET	S/NR AND LOCALLY		
3804	1	65 NORTH BROAD STREET				
3804	2.01	55 NORTH BROAD STREET				
3804	3	44-54 CHESTNUT STREET				
2004	4	CHESTNUT STREET / NORTH BROAD				
3804	4	STREET				
3804	5	40 CHESTNUT STREET				
3804	6.01	32 CHESTNUT STREET				
3804	6.02	28-30 CHESTNUT STREET				
3804	7	20-26 CHESTNUT STREET				
3804	8.01	15 EAST RIDGEWOOD AVENUE				
3804	9	25 EAST RIDGEWOOD AVENUE				
3804	10	21 EAST RIDGEWOOD AVENUE				
3804	12.01	9 EAST RIDGEWOOD AVENUE				
3804	13	7 EAST RIDGEWOOD AVENUE	HENNION BUILDING	INDIVIDUALLY LANDMARKED		



		VILLAGE CENTER H	ISTORIC DISTRICT - CONTINUED		
BLOCK	LOT(S)	STREET ADDRESS	DESCRIPTION	NOTES	
2004	1.4	3-13 NORTH BROAD STREET;	WILCEN BLILL DING	INDIVIDUALIVI ANDMARKED	
3804	14	1-5 EAST RIDGEWOOD AVENUE	WILSEY BUILDING	INDIVIDUALLY LANDMARKED	
3804	15	15 NORTH BROAD STREET			
3804	16	17 NORTH BROAD STREET	WALTER WILSEY BUILDING	INDIVIDUALLY LANDMARKED	
3804	17	19-23 NORTH BROAD STREET		NOT CONTRIBUTING	
3804	18	27-29 NORTH BROAD STREET	DWYER BUILDING		
3804	19	31 NORTH BROAD STREET			
3804	21	35 NORTH BROAD STREET			
3804	22	41 NORTH BROAD STREET	FORMAN BUILDING		
3804	23	45 NORTH BROAD STREET	LINCOLN BUILDING		
3804	24	51-53 NORTH BROAD STREET			
3804	25	51-53 NORTH BROAD STREET			
3805	4.01	44-56 FRANKLIN AVENUE			
3805	5	54-56 OAK STREET	4-56 OAK STREET		
3805	6	30-38 OAK STREET	OLD POST OFFICE		
3805	7	22-28 OAK STREET			
3805	8	10-18 OAK STREET			
3805	9	OAK STREET			
3805	10	65-67 EAST RIDGEWOOD AVENUE	HANKS BLOCK		
3805	11	63 EAST RIDGEWOOD AVENUE	HANKS BLOCK		
3805	12	57-59 EAST RIDGEWOOD AVENUE	HANKS BLOCK		
3805	13	53-55 EAST RIDGEWOOD AVENUE			
3805	14	47 EAST RIDGEWOOD AVENUE			
3805	15	43 EAST RIDGEWOOD AVENUE			
3805	16	39-41 EAST RIDGEWOOD AVENUE			
3805	17	35-37 EAST RIDGEWOOD AVENUE	HENNION BUILDING	INDIVIDUALLY LANDMARKED	
3805	18	29-33 EAST RIDGEWOOD AVENUE	PIONEER BUILDING	INDIVIDUALLY LANDMARKED	
3805	19	17 CHESTNUT STREET			
3805	20.01	23-29 CHESTNUT STREET			
3805	22	31-37 CHESTNUT STREET			
3805	23	41 CHESTNUT STREET			
3806	6	133 EAST RIDGEWOOD AVENUE			
3806	7	125-127 EAST RIDGEWOOD AVENUE			



	VILLAGE CENTER HISTORIC DISTRICT - CONTINUED					
BLOCK	LOT(S)	STREET ADDRESS	DESCRIPTION	NOTES		
3806	8	119-123 EAST RIDGEWOOD AVENUE				
3806	9	111 EAST RIDGEWOOD AVENUE				
3806	10	107-109 EAST RIDGEWOOD AVENUE				
3806	11	101-103.5 EAST RIDGEWOOD  AVENUE				
3806	12	15 OAK STREET				
3806	13	19-25 OAK STREET				
3806	16	OAK STREET				
3807	1	12 WEST RIDGEWOOD AVENUE				
3807	2	6 WEST RIDGEWOOD AVENUE				
3807	3	2 WILSEY SQUARE	OSMUN BUILDING			
3807	4	10-16 WILSEY SQUARE	THE PLAYHOUSE	INDIVIDUALLY LANDMARKED		
3807	5	20 WILSEY SQUARE	WILSEY SQUARE GARAGE			
3807	6.01	26-36 WILSEY SQUARE	STOKES BUILDING	INDIVIDUALLY LANDMARKED		
3808	1	2-6 EAST RIDGEWOOD AVENUE	HUTTON BUILDING			
2000	2	4-12 SOUTH BROAD STREET;	MOODE BLUI DING	INDIVIDUALIVI ANDMARKED		
3808	2	12-18 EAST RIDGEWOOD AVENUE	MOORE BUILDING	INDIVIDUALLY LANDMARKED		
3808	3	18-26 SOUTH BROAD STREET				
3809	1	20-26 EAST RIDGEWOOD AVENUE				
3809	2	28-32 EAST RIDGEWOOD AVENUE	HOPPER BUILDING	INDIVIDUALLY LANDMARKED		
3809	3	36 EAST RIDGEWOOD AVENUE		INDIVIDUALLY LANDMARKED		
3809	4	38 EAST RIDGEWOOD AVENUE				
3809	5	42-48 EAST RIDGEWOOD AVENUE				
3809	6	50 EAST RIDGEWOOD AVENUE	MEADE BUILDING			
3809	7.01	58 EAST RIDGEWOOD AVENUE; 20 PROSPECT STREET	CITIZENS FIRST NATIONAL BANK	INDIVIDUALLY LANDMARKED		
3809	9	22 PROSPECT STREET				
3809	10	24-26 PROSPECT STREET				
3809	11	28-36 PROSPECT STREET				
3809	12	25-31 HUDSON STREET				
3809	14	13 SOUTH BROAD STREET				



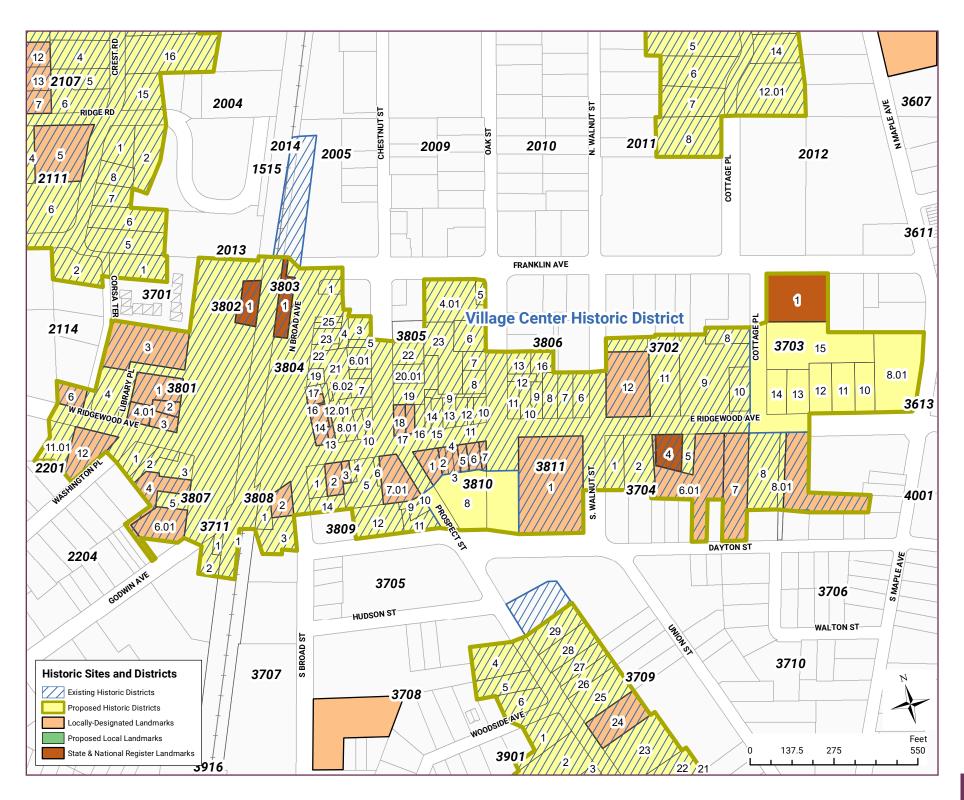
	VILLAGE CENTER HISTORIC DISTRICT - CONTINUED					
BLOCK	LOT(S)	STREET ADDRESS	DESCRIPTION	NOTES		
2010	1	60-68 EAST RIDGEWOOD AVENUE;	RIDGEWOOD TRUST COMPANY	INDIVIDUALLY LANDMARKED		
3810	I	9-11 PROSPECT STREET	RIDGEWOOD TROST COMPANY	INDIVIDUALLY LANDIVIARKED		
3810	2	70 EAST RIDGEWOOD AVENUE	QUACKENBUSH BUILDING	INDIVIDUALLY LANDMARKED		
3810	3	74 EAST RIDGEWOOD AVENUE				
3810	4	76 EAST RIDGEWOOD AVENUE				
3810	5	80-82 EAST RIDGEWOOD AVENUE	GREENLAW BUILDING	INDIVIDUALLY LANDMARKED		
3810	6	84 EAST RIDGEWOOD AVENUE	WALLER BUILDING	INDIVIDUALLY LANDMARKED		
3810	7	90 EAST RIDGEWOOD AVENUE	THORNTON PHARMACY	INDIVIDUALLY LANDMARKED		
3810	8	20 VAN NESTE SQUARE		NEW DESIGNATION		
3811	1	EAST RIDGEWOOD AVENUE	VAN NESTE SQUARE - WORLD WAR I	INDIVIDUALLY LANDMARKED		
3011	Į Į	EAST RIDGEWOOD AVENUE	MEMORIAL	INDIVIDUALLI LANDIVIARRED		



28-32 E. Ridgewood Avenue; Village Center Historic District and Individually Landmarked



41 North Broad Street; Village Center Historic District







Prepared by The Land Conservancy of New Jersey



19 BOONTON AVENUE BOONTON, NJ 07005 PH: (973)541-1010 THE LAND CONSERVANCY TLC-NJ.ORG



## **EXECUTIVE SUMMARY**

The Village of Ridgewood's 2003 and 2010 Open Space Reports laid the groundwork for its open space program. The nine-member committee suggested a multi-year plan to identify and preserve land for parks and recreation which allowed the village to apply for Green Acres funding to support their open space program.

Today, there is a wide variety of parks and recreation spaces that serve multiple needs. With an increasingly active adult population and over 5,000 children in its youth sports groups, it is necessary to update the plan to accommodate residents of all ages, abilities, and interests.

This update to the 2010 Open Space Plan offers a detailed analysis to prioritize properties based upon local preferences for open space and recreation. It provides a strategy to protect water quality, cultural values, recreation, and natural resources. Protecting these areas will improve the quality of life for residents, support local businesses, and increase the value of neighboring properties.

Why update the Open Space Plan?

- The Village's current Open Space Plan (2010) is out-of-date.
- The Update will keep the municipality current for 10 years for matching funds through the state's Green Acres program.

## **Open Space Goals**

For the 2022 Update

Preserve & Enhance	Encourage the protection of historic neighborhoods, treed streets, and downtown walkability, through an interconnected system of parks, sidewalks and public facilities.
Energize & Activate	Strategically locate open space amenities to enhance the Village's park system, providing pedestrian greenways and blueways along stream corridors, and accommodating increased demand for diverse recreational space for use by residents and the schools.
Preserve & Maintain	Protect woodlands and undeveloped open spaces for recreation, environmental education, flood storage, and carbon sequestration to ensure the resiliency and sustainability of the Village.
Conserve & Steward	Control the spread of invasive plant species and manage the ecology/hydrology of the Village's ponds.
Downtown Business District	Increase connections to public parks for strolling, outdoor dining and entertainment venues, creating additional park space, streetscape improvements and expansion of pathways and sidewalks bringing neighborhoods, residents, and visitors to the Village shopping/restaurant center.

 This supports the outcomes from the Visioning Questionnaire leading to the Visioning Process Outcomes in the 2020 Master Plan.

## GOALS OF THE OPEN SPACE PROGRAM

Updating the Open Space Plan provides the "green infrastructure" by which the town can implement its recreational and conservation programming. This will help to provide a worklife balance for its residents.

The following themes define the Village of Ridgewood's objectives for their public lands:

- Preserve and enhance the character of the Village of Ridgewood by encouraging protection of the historic neighborhoods, treed streets, and downtown walkability, through an interconnected system of parks, sidewalks and public facilities.
- Energize and activate open space by strategically locating open space amenities to enhance the Village's park system, providing pedestrian greenways and blueways along stream corridors, and accommodating increased demand for diverse recreational space for use by residents and the schools.

- Preserve and maintain undeveloped open space to protect woodlands and undeveloped open spaces for recreation, environmental education, flood storage, and carbon sequestration to ensure the resiliency and sustainability of the Village.
- Promote environmental conservation
   and stewardship of public lands including controlling the spread of invasive plant species and managing the Village's ponds.
- Enhance the outdoor space of the Central Business District through increased connections to public parks for strolling, outdoor dining and entertainment venues, creation of additional park space, streetscape improvements and expansion of pathways and sidewalks bringing neighborhoods, residents, and visitors to the Village shopping/restaurant center.

When planned as a system, open space supports the Village's quality of life, recreational programs and activities, and protects its cultural and natural resources. Increased open space fosters community, encourages people to gather, and participate in healthy lifestyles. Preserved land is productive and revenue producing. Households, local businesses, and public operations benefit financially from the protection of open space. It is costly to replicate or replace these benefits once the land is developed.

## **FUNDING LAND PRESERVATION**

## MUNICIPAL OPEN SPACE TRUST FUND

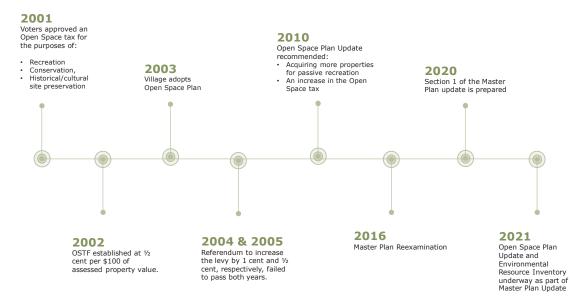
Following approval by the voters in November 2001 and the adoption of Ordinance 2773 on January 9, 2002, the Village of Ridgewood began collecting the tax levy for the Open Space Trust Fund in January 2002 (Village Code, Chapter 55-1 through 55-6). Authorized at one-half cent per \$100 of assessed property value, the Village has used this fund to preserve and improve parkland and has leveraged the use of the local fund through bonding, capital notes, and grant awards from Bergen County and the state's Green Acres program.

#### The Trust Fund:

- Levy: ½ cent
- Year implemented: 2002 (passed 2001)
- 2002 Levy: \$192,331 (program inception)
- 2022 Levy: \$293,512 (current budget year)

#### Since the inception of the levy:

- \$6,670,296 generated by the tax levy, grants, interest
- \$6,237,396 in expenses and debt service paid
- Debt service began in 2004, the 2022 debt obligation is \$303,000
- Outstanding debt as of December 31, 2021 is \$1.2 million for the Habernickel and North Monroe properties (Schedler has no debt remaining)



#### In 2022:

- \$293,512 generated through the tax levy
- \$254,000 expended for debt service,
   \$49,000 spent for interest on bonds, \$1,000 reserve for future use
- \$433,262 current balance (May 2022)

The Village has funded two land acquisition projects using the Open Space Trust Fund.
These include Habernickel Family Park and the Schedler Property:

Habernickel Park received \$1,500,000 in a grant from Bergen County. Trust for Public Land contributed \$500,000 to the project. Green Acres has approved \$2,850,000 for this project. Between 2004 and 2012, the state awarded \$2,450,000 to the Village. As funding is available, the state will provide the remaining \$415,000 it has earmarked for this project. The Village allocated \$343,000 from its Open Space Trust Fund and \$32,000 from its Capital Improvement Fund for this project. The remaining balance is being paid down via bonds and notes approved by the Village Council. The purchase price was \$7,500,000.

The Schedler Property received two grants from Bergen County totaling \$1,600,000. The Village Capital Improvement Fund earmarked \$300,000. The remainder is being paid through bonds and notes approved by the Village Council. The purchase price was \$2,900,000.

	TABLE 1 - OPEN SPACE TRUST LEVY: INCOME AND EXPENDITURES						
Year	Levy	Interest/Income	Levy: Interest/ income	Debt Service: Disbursements	Balance		
2002	\$ 192,331.00	\$ -	\$ 192,331.00	\$ -	\$192,331.00		
2003	\$ 198,817.00	\$ -	\$ 198,817.00	\$ 37,170.00	\$353,978.00		
2004	\$ 202,138.00	\$ -	\$ 202,138.00	\$ 343,000.00	\$213,116.00		
2005	\$ 205,477.00	\$ -	\$ 205,477.00	\$ 178,914.00	\$239,679.00		
2006	\$ 214,490.00	\$ -	\$ 214,490.00	\$ 194,440.00	\$259,729.00		
2007	\$ 209,455.00	\$ -	\$ 209,455.00	\$ 197,645.00	\$271,539.00		
2008	\$ 337,773.02	\$ 3,211.98	\$ 340,985.00	\$ 335,000.00	\$277,524.00		
2009	\$ 335,854.89	\$ 4,579.11	\$ 340,434.00	\$ 331,677.00	\$286,281.00		
2010	\$ 352,521.84	\$ 1,876.16	\$ 354,398.00	\$ 177,039.00	\$463,640.00		
2011	\$ 458,108.61	\$ 2,343.53	\$ 460,452.14	\$ 462,379.00	\$461,713.14		
2012	\$ 330,601.68	\$ 1,225.32	\$ 331,827.00	\$ 297,559.00	\$495,981.14		
2013	\$ 406,623.51	\$ 1,146.49	\$ 407,770.00	\$ 309,014.00	\$594,737.14		
2014	\$ 284,613.64	\$ 1,684.36	\$ 286,298.00	\$ 248,742.00	\$632,293.14		
2015	\$ 284,168.70	\$ 1,889.05	\$ 286,057.75	\$ 248,741.91	\$669,608.98		
2016	\$ 284,841.12	\$ 1,726.75	\$ 286,567.87	\$ 379,208.35	\$576,968.50		
2017	\$ 289,403.42	\$ 55,281.83	\$ 344,685.25	\$ 372,339.00	\$549,314.75		
2018	\$ 291,131.64	\$ 294,343.17	\$ 585,474.81	\$ 839,350.00	\$295,439.56		
2019	\$ 291,153.00	\$ 106,374.84	\$ 397,527.84	\$ 337,339.00	\$355,628.40		
2020	\$ 291,018.83	\$ 3,605.62	\$ 294,624.45	\$ 337,339.00	\$312,913.85		
2021	\$ 291,302.48	\$ 71.90	\$ 291,974.38	\$ 307,500.00	\$297,388.23		
2022	\$ 293,512.00	\$ 145,000.00	\$ 438,512.00	\$ 303,000.00	\$432,900.23		
TOTAL	\$6,045,336.38	\$ 624,960.11	\$ 6,670,296.49	\$6,237,396.26	\$432,900.23		
Source: Ro	Source: Robert G. Rooney, CFO, Village of Ridgewood						



## STATE OF NEW JERSEY GREEN ACRES

## **PROGRAM**

The Green Acres program, administered by the New Jersey Department of Environmental Protection (NJDEP), grants funds to counties and municipalities for the purpose of preserving open space. The Planning Incentive (PI) program offers 50% matching grants to municipalities who have local Open Space Trust Funds and Open Space and Recreation Plans.

The Village has received \$2,751,250 in matching state grants for the acquisition of Grove Street Park in 1975 and Habernickel Family Park in 2004 and 2009. Habernickel Park was also supported by a \$500,000 grant awarded to the Trust for Public Land through the Environmental Infrastructure Financing Program, who was a partner on this project.

## BERGEN COUNTY OPEN SPACE TRUST

## **FUND**

The Bergen County Open Space, Recreation, Farmland and Historic Preservation Trust was approved in 1998 and is currently set at one cent. The Trust Fund is divided into two programs:

 County Program uses Trust Fund dollars on a countywide basis for acquisition, development of land existing for recreational and/or conservation purposes, acquisition of flood-prone properties, farmland preservation, and historic preservation including acquisition or upgrade. Municipal Park Improvement Program.
 Each of Bergen County's seventy municipalities is eligible to apply to this program in order to improve their municipal open space and recreational

facilities. This program is designed to supplement municipal efforts and does not serve as a full funding resource.

Projects in the Village have received \$6,229,291 in grants for historic preservation, land acquisition, and municipal park improvement projects. Bergen County has funded two land acquisition projects, Habernickel Park in 2003 (\$1,500,000) and the Schedler Property (\$1,600,000 in 2008 and 2009).

T.	TABLE 2 - GREEN ACRES FUNDING IN THE VILLAGE OF RIDGEWOOD						
GA Project #	Project Name	Amount	Payment Date	ROSI			
0251-03-009 Acquisition	Grove Street Park 1 & 2	\$301,250	January 1975	Grove Park B 4505, L 7: 0.49 acres B 4505, L 9.02: 15.54 ac B 4505, L 10: 9.07 acres B 4609, L 2.01: 7.64 acres			
	Habernickel	¢2.450.000	June 9, 2009	Habernickel Family Park B 1103 L 16.01 1.33 acres			
0251-03-011 Open Space (Planning Incentive) Acquisition	Family Park	\$2,450,000	March 26, 2004	Habernickel Family Park B 1103 L 16.02 4.12 acres			
Block 1103, Lots 16.01 and 16.02 also received \$500,000 in 2004 the Environmental Infrastructure Financing Program (EIFP) Under GA#03-99-71-14 awarded to Trust for Public Land				ogram (EIFP)			



Funding Year	Award Recipient	Project Name	Grant Amount Paid	Trust Fund Program	Project Type
2000	Ridgewood	Nauset Lane Property Rehabilitation	\$88,953	Municipal	Recreation*
2002	Ridgewood	Putting Green	\$25,000	Municipal	Recreation*
2003	Ridgewood	Habernickel Park Acquisition	\$1,500,000	County	Acquisition
2003	Ridgewood	Veteran's Field Playground	\$26,250	Municipal	Recreation <sup>†</sup>
2004	Ridgewood	Maple Park Field Improvements	\$100,000	Municipal	Recreation
2005	Ridgewood	Roller Hockey Rink Improvements	\$27,225	Municipal	Recreation
2006	Ridgewood	Habernickel Dam Restoration	\$356,620	Municipal	Recreation
2007	Ridgewood	Landscaping Improvements & Park Development	\$46,633	Municipal	Recreation
2007	Ridgewood	Railroad Station Complex Phase 1 Roof Repairs	\$263,500	County	Historic *
2008	Ridgewood	Irene Habernickel Family Park	\$49,400	Municipal	Recreation
2008	Ridgewood	Schedler Property Acquisition	\$1,000,000	County	Acquisitio
2009	Ridgewood	Irene Habernickel Family Park Phase II	\$126,754	Municipal	Recreation
2009	Ridgewood	Railroad Station Complex Phase 2 Roof Repairs	\$389,130	County	Historic*
2009	Ridgewood	Schedler Property Acquisition	\$600,000	County	Acquisitio
2010	Ridgewood	Veteran's Field Playground Expansion	\$15,211	Municipal	Recreation
2011	Ridgewood	Habernickel Park Multi-Purpose Athletic Field	\$18,700	Municipal	Recreation
2012	Ridgewood	Turf Field Rehabilitation	\$20,790	Municipal	Recreation
2015	Ridgewood	Schedler Park Property Phase I	\$55,710	Municipal	Recreation
2016	Ridgewood	Zabriskie Schedler House	\$116,725	County	Historic*
2016	Ridgewood	Kings Pond Rehab/Beautification Project	\$34,000	Municipal	Recreation
2017	Ridgewood	Zabriskie Schedler House Restoration (Phase I)	\$200,000	County	Historic*
2017	Ridgewood	Maple Park Synthetic Turf Replacement	\$100,000	Municipal	Recreation
2017	James Rose Center	James Rose Center - Roof Feature Project	\$36,000	County	Historic*
2018	James Rose Center	James Rose Center - Windows and Door Restoration	\$31,875	County	Historic*
2019	James Rose Center	James Rose Center - Restoration	\$35,250	County	Historic*
2018	Ridgewood	Zabriskie-Schedler House Phase IIB Interior Rehab	\$75,650	County	Historic*
2018	Ridgewood	Kings Pond Park Phase II: Walking path, benches, trees	\$58,580	Municipal	Recreation
2019	Ridgewood	Maple Park East Lighting Project	\$145,000	Municipal	Recreation
2020	Ridgewood	Zabriskie-Schedler House: Phase 2 Restoration Work	\$374,375	County	Historic*
2020	Ridgewood	Kings Pond Park: Deck, Benches, Fence, & Walkway	\$74,460	Municipal	Recreation
2009	Ridgewood Bd Education	Ridge Elementary School Playground Phase II	\$7,500	Municipal	Recreation
2010	Ridgewood Bd Education	Beech St. School Slate Roof Replacement	\$230,000	County	Historic*
		Total	\$6,229,291		
		Recreation	\$1,376,786	22%	
		Historic Preservation	\$1,752,505	28%	
		Land Acquisition	\$3,100,000	50%	

As of March 23, 2021 Bergen County Open Space, Recreation, Floodplain Protection, Farmland & Historic Preservation Trust Fund

\*These are non-acquisition properties



## PRESERVED AND PUBLIC LAND

The Open Space and Recreation Plan Update identifies the existing open space and current land use. Maps produced for the Plan Update were completed using ESRI's ArcGIS 10.8 software. The parcels and their acreages are included at the conclusion of this report in the Parcel Data Tables. Property information was gathered from the New Jersey County Tax Board's database and confirmed by the tax assessor when necessary. All acreages in the Plan Update are rounded to the nearest acre unless otherwise stated and refer to the tax assessor classification for land use:

- Class 1: Undeveloped, vacant properties
- Class 2: Residential properties
- Class 4: Commercial, industrial, and apartment properties (including Class A, B, and C)
- Class 15: Public and charitable properties (Class 15A, B, C, D, E, and F)

The Village is 5.75 square miles (3,680 acres) with 26,202 individuals as of July 1, 2021. This represents a 5% increase since 2010, when the Census recorded 24,958 people.

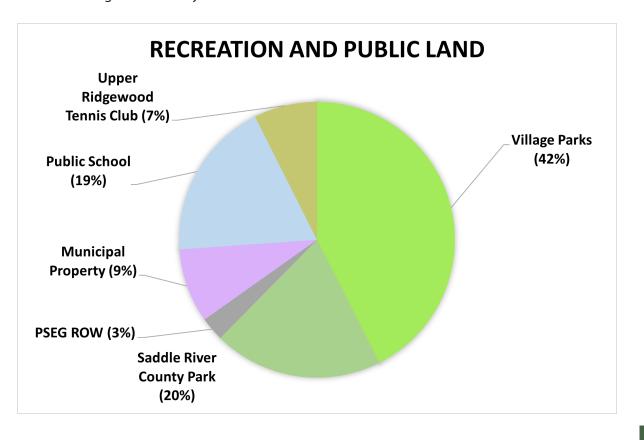
## Preserved Land

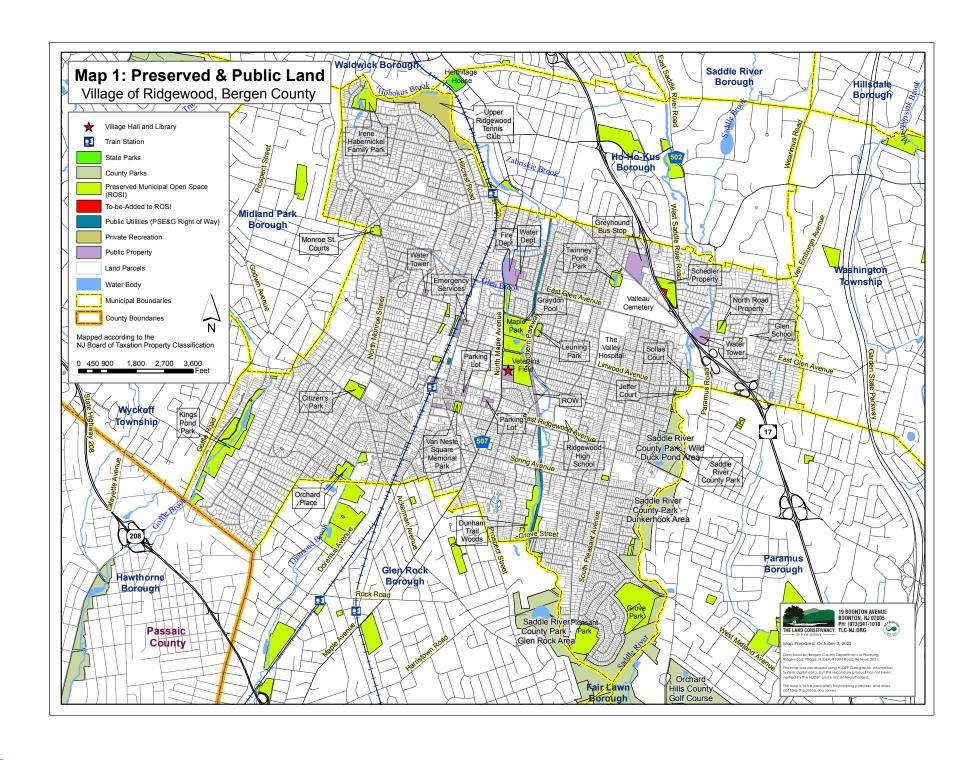
The Village of Ridgewood's Recreation and Open Space Inventory (ROSI) contains municipally owned lands that are held for open space and recreation. When applying for funding through the NJDEP Green Acres program, municipalities and counties are required to prepare a ROSI. When signed, the ROSI becomes a contract under which the municipality continues to use the lands listed for recreation and conservation purposes.

The ROSI was last updated in 2011 and recorded by Green Acres in 2013. The total land encumbered on the ROSI is 188.56 acres, which includes athletic fields, tennis courts, a pool, gardens, and natural areas.

Bergen County's Saddle River County Park is located in the Village and is home to the popular Duck Pond off of Ridgewood Avenue leading to the County's Dunkerhook recreational area in Paramus. The County owns 89 acres of parkland in the Ridgewood.

Preserved and public lands are shown on Map 1. Village parks make up 42% of public lands/ open space in Ridgewood. The remainder is shared Saddle River County Park and public school property. (Inventory Table 1)





## Public and Quasi-Public Land

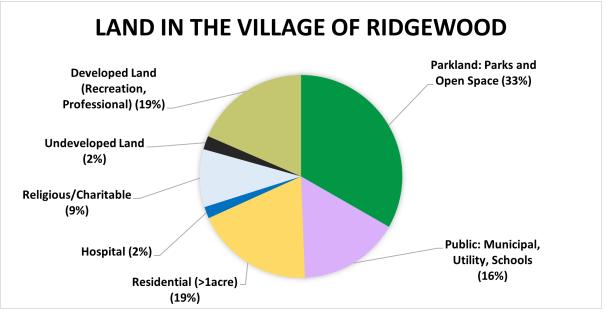
PSE&G owns 12.5 acres as part of a Right-of-Way (ROW) which runs through the center of the Village. The Village owns 31 acres of land for public purposes including emergency services, the Village Hall and Library. The Water Department owns an additional 7.7 acres to support the pumphouse and water infrastructure for the residents. There are six elementary schools, two middle schools, a high school and playing fields owned and managed by the Board of Education (83 acres).

## PRIVATELY OWNED LAND

There are several private recreation facilities in the Village including the Upper Ridgewood Tennis Club (33 acres) on Glenview Road and the YM/YWCA (4.4 acres) on Oak Street.

There are 18 acres of undeveloped land, which are privately owned, remaining in the Village. Most are quite small, the largest is on Marlborough Road and totals 1.8 acres.

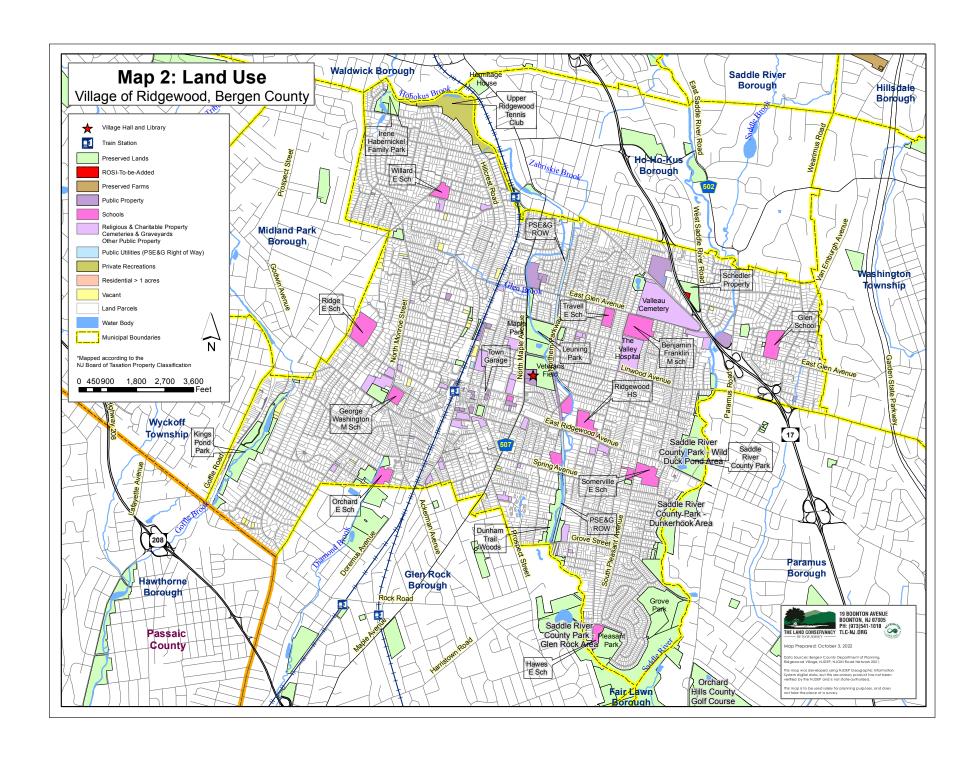
Map 2 shows the public and private lands in the Village. Mixing in residential property (greater than an acre) with religious/charitable property, commercial and privately owned land (including the Upper Ridgewood Tennis Club), parks and open space comprise a third of the land.



All acreage in this section of the Plan Update has been calculated using the ArcGIS software and may be different from what is in on the tax assessor database.



Children's Sensory and Butterfly Garden at Lester Stable Photo courtesy of Rurik Halaby





## **RECREATION RESOURCES**

Parks and Natural Areas

The Village of Ridgewood has 17 municipal parks and recreational areas that include fields, courts, trails, natural areas, and other sports facilities. Recreational programs are held at both municipal and school facilities throughout the Village. Ridgewood's extensive facilities and programs provide residents and visitors ample opportunities to enjoy outdoor recreation.

**Bellair Tennis Courts** (1.8 acres) has three tennis courts and a lawn area/ putting green.

Citizen's Park, located at the corner of Godwin Avenue and North Monroe Street, is close to 6 acres in size and is across the street from George Washington Middle School. The park includes two softball fields, multipurpose field, open play area, benches, and gardens. It is used by the Ridgewood Soccer Association (RSA), Maroons Soccer Club (MSC), and Ridgewood Baseball and Softball Association (RBSA). The park was preserved by 800 residents, each making \$1,000 donations. Students from the Middle School often have physical education classes at this park.

**Dunham Trail** is located between Grove Street and Spring Avenue along the Hohokus Brook and the public service ROW. It is a one-quarter mile trail through a forest area and one of the Village's wildscape (conservation) areas terminating at Spring Avenue. The PSE&G

right-of-way (what used to be a former trolley line) runs parallel across the Hohokus Brook and connects to Veteran's Field and Graydon Pool to the north. The right-of-way runs from Grove Street in the south to Franklin Turnpike in the north. It continues in both directions through neighboring towns. The rail lines are still visible in the sidewalk on Franklin Turnpike.

**Graydon Pool and Park,** located on the corner of North Maple Avenue and Linwood Avenue, is one of the most popular summer destinations in Ridgewood due to its sand bottom pool and bathing beach. It also hosts a roller hockey court, skateboard park, basketball courts, ice skating, swimming, playground, pavilion, and picnic area.

**Grove Park,** is located on the south side of Grove Street, bordering Saddle River County Park. It is the largest conserved woodland and wetland area in the Village, with a number of nature trails for walking and hiking. It has 32 acres of beech forests and fields for visitors to enjoy passive recreation. It was the first Green Acres funded property in the Village and was acquired in the mid-1970s.

**Gypsy Pond Park**, located off McKinley Place, is 14 acres of forested area. There are hiking, walking, and bicycling trails throughout the park. Stairs lead from the street into a forested area.

**Irene Habernickel Family Park**, located off Hillcrest Road, is 10-acre park that includes a

one-acre pond and restored dam. There are two buildings at the park (house and former horse stable), a community garden, walking/nature paths, playground, field, and baseball diamond. The fields are used by the RBSA, RSA, and MSC sports programs. The Village acquired this property in 2004 in partnership with the Trust for Public Land, Bergen County and Green Acres. The house is currently leased to HealthBarn USA, a business that offers recreational and nutritional programs for children and adults.

**Kings Pond Park**, located off Lakeview Drive by the Midland Park border, is a 29-acre natural wildlife area with nature trails, benches, and a parking lot. In the winter, ice skating is permitted on the pond when it freezes over. The Village has stabilized the banks with planted shade trees and has added a number of park benches.

**Leuning Park,** located on the corner of Northern Parkway and Meadowbrook Avenue, is a 1.6-acre park with an open area. It is connected to Maple Park via a pedestrian crosswalk.

Maple Park, located at the corner of Meadowbrook Avenue and Northern Parkway, is part of the Village's fitness trail, with benches and nature trails. The historic Lester Stable is located within Maple Park. There is a turf field used by Ridgewood High School, Ridgewood Junior Football Association (RJFA), RSA, MSC, adult softball, and the Ridgewood Lacrosse



Association (RLA). The multipurpose turf field has received three separate grants of \$145,000 from Bergen County, private athletic leagues, and from the Village. There is also a Butterfly Sensory and Music Garden, a Storywalk, as well as fishing in the brook.

**Monroe Tennis Courts** (1.9 acres) has two tennis courts and a lawn area. Ridgewood has 14 total tennis courts located throughout the Village.

**North Road Park** is located on North Road, preserving 2.3 acres of natural wildlife and trails

**Pleasant Park** is located at the end of Stevens Avenue behind Hawes Elementary School, whose students utilize the 13.8-acre park. It includes both a baseball/multipurpose field and a natural/wooded area.

Schedler Property on West Saddle River Road adjacent to Route 17 is 7 acres. This is the Village's most recent acquisition (2009) and was purchased with a variety of funding sources including Bergan County and the Village Open Space Trust Fund. The property contains The John A.L. Zabriskie House (Zabriskie-Schedler House) and both are listed on the state and national historic register. Development plans call for an athletic multipurpose field, playground, passive wooded area, walking trails and parking lot.

**Somerville Tennis Courts**, on South Pleasant Avenue across from Somerville Elementary

School, has four tennis courts, and a practice wall (one-half acre in size).

Twinney Pond Park, located at the north end of Red Birch Court, is flanked by residential properties and backs up to Valleau Cemetery. It is a 3.9 acres with a wildlife area, trails, benches, and a large kettle pond that was used for ice skating in winter. The Conservancy for Ridgewood Public Lands worked with a Rutgers field ecologist to plant pollinator species and remove invasive plants. The trail wraps around the pond and extends into forest.

Memorial Park Van Neste Square, is a popular 1.7-acre park located in the heart of the Central Business District. The park features the War Memorial, 9/11 Monument, commemorative statues and plaques, gardens, and open lawns. Many events are held at Memorial Park.

Veteran's Field, is located behind the Village Hall. The 14.5-acre park has three softball fields, a 90' baseball field, a walking/running track just under 1/2-mile, playground, fitness circuit, practice fields, and the Kasschau Memorial Bandshell. The fields are used by the RBSA, RSA, MSC, Ridgewood HS softball and baseball teams, the NJFA, and sponsored wellness walks. The Field is centrally located, making it a popular destination for recreation. It is also

used for concerts, summer camp, and largescale special events, such as firework displays.

**Glen School Field**, is adjacent to the Glen School and owned by both the Village and Board of Education. The Glen School Field includes an athletic field, pickleball courts, ad playground. The athletic field is utilized by RBSA, MSC, and RSA.

Hawes Elementary School Fields, located at the end of Stevens Avenue parallel to Ho-Ho-Kus Brook. These fields are owned by the Village and Board of Education. Accessible from Pleasant Park, the Upper and Lower athletic fields are purposed for athletic and recreational use.

- Upper has athletic fields that are used mainly by the RBSA.
- Lower has athletic fields that are utilized by the RBSA, RSA, and MSC.



Ridgewood War Memorial at Van Neste Square



SCHOOL	FACILITIES	PROGRAMS
Benjamin Franklin Middle School	Athletic fields, track & field, gym, outdoor basketball courts	RHS, RSA, MSC, AND RLA
Brookside Field	Athletic field	RHS, RSA, MSC, RHS LAX, and RLA
Glen School	Athletic fields, gym and playground	RSA, MSC, RBSA
George Washington Middle School	Athletic fields, gym, outdoor basketball courts	RBSA
Hawes Elementary School	Gym, playground, and Upper and Lower Fields	RBSA, RSA, and MSC
Ridgewood High School	Athletic fields including RHS stadium field, walking track, tennis courts, gyms, and Stevens Field	RHS sports, RJFA, RSA, MSC, and RLA
Kenilworth Field	Athletic field	RBSA, RHS band
Orchard Elementary School	Athletic fields, playground, gym	RSA, MSC
Ridge Elementary School	Athletic fields, playground, gym	RBSA
Somerville Elementary School	Athletic field, playground, gym, 2 softball diamonds, and walking path	RHS sports, RSA, MSC, RBSA
Travell Elementary School	Athletic fields, playground, gym	RSA, MSC, RBSA
Willard Elementary School	Athletic fields, playground, gym, outdoor basketball courts, walking track	RBSA

## BOARD OF EDUCATION

Ridgewood has 11 outdoor recreational areas managed by the Board of Education that are used by both school and Village. The Board cochairs the Village's Fields Committee with the Recreation Department. The above table lists the school facilities and programs scheduled to use the facilities.

## SADDLE RIVER COUNTY PARK

Saddle River County Park comprises 577 acres along the Saddle River through Ridgewood and six neighboring municipalities. The park includes accessible recreation amenities such as multi-use paths, playgrounds, and a duck pond. The Wild Duck Pond is closed for an ecological restoration project, including

replacing the pond liner and implementing new stormwater infrastructure. The pond is expected to reopen in July 2022.

## RECREATION PROGRAMS AND LEAGUES SPORT PROGRAMS

The Parks & Recreation Department and the Board of Education (inclusive of the Community School) manage the recreational programs in the Village. Youth sports are overseen by a number of individual organizations and have over 5,000 participants per year. The Village is responsible for the administration of the fields including organizing field space, scheduling, and maintenance. It allows organizations to use the

building facilities for meetings and uniform pickup, and coordinates monthly with the Fields Committee to discuss issues, solutions, and trends.

All programs run by the Recreation
Department are open to non-residents so long
as there is registration space available. Program
enrollment is first limited to residents, and
non-resident participation must not exceed
25%. Organizations outside of the Board of
Education and Recreation Department must
apply for a permit to use the fields and meet
the appropriate requirements. However, it
is not often that there is space or time left
for non-Ridgewood organizations to use the
facilities.

Challenges regarding sports programs in Ridgewood include adequate space, overuse, over-scheduling, weather, and time. Increasing numbers of recreational, travel, and elite teams mean more organizations that require practice areas and not enough field space to hold them, especially on multipurpose fields. In the winter months when it gets darker earlier, fields without adequate lighting limit team practice hours on the field. Weather also poses an issue to field use not only due to unpredictability, but also because the fields flood during and after storm events along the Ho-Ho-Kus Brook.



### Below is a list of youth sports programs offered in Ridgewood:

PROGRAM	SEASON	AGES
Ridgewood Baseball and Softball	April to June (rec)	Grades K-Unlimited
Association (RBSA)	April-October (travel)	
Ridgewood Lacrosse Association (RLA)	March-June	Grades K-8
Ridgewood Junior Football Association (RJFA)	August-November	Grades K-8
Maroons Soccer Club	September-Thanksgiving March-end of school year	Under 15 and under 19
Ridgewood Soccer Association	September – November	Grades 1-4 (recreation), Grades 5-12 (travel), Ages 5-14 (special needs)
Ridgewood Hoops Association	October-June	Grades 1-8
Ridgewood Area Youth (RAY) Rugby Association	June-July	Grades 9-12
Rebels Basketball	November-March	Grades 1-12 (rec) Grades 4-8 (girls' travel)
Cheerleading	September - May	Grades 3-8
Junior Wrestling Association	November-March	Grades K-8
Roller Hockey Association	November - March	Grades K-8
Ice Hockey Association	April - June	Grades K-12

The Ridgewood Baseball and Softball Association (RBSA) supports the greatest number of participants in the Village, with between 1,200 and 1,500 individuals per year, and 1,257 in 2021. The Ridgewood Soccer Association (RSA) is the second most frequented program in Ridgewood, with over 1,000 participants each year and 1,055 enrolled in 2021. The Ridgewood Lacrosse Association brings in 650-700 participants a year, with 683 enrolled in 2021. The Maroons Soccer Club has enrollment between 700 and 800

each year, with 778 total participants in 2020. The Ridgewood Junior Football Association has been growing the past 3 years, with an increase of 37% in 2021 to a total of 681 participants.

In addition to youth sports, Ridgewood also offers adult softball and over-40 soccer programs, tennis and pickleball. Tennis and pickleball are the most oversubscribed programs and have grown tremendously in past years, prompting the Village to implement a reservation system to ensure all

residents have an opportunity for court time. The Recreation Department has also seen increased demand for instructional classes for pickleball and tennis.

#### OTHER RECREATIONAL PROGRAMS

The Village of Ridgewood hosts various special events throughout the year, has numerous senior programs, recreational and educational programs at the Stable, and preschool and after-school programs and a camp for children. These programs are well attended and popular among Ridgewood residents: a summer day camp (500 participants), swimming (300 participants), multi-sports (150 participants), skateboard camp (72 participants), senior/ adult programs (over 400 participants), preschool programs (over 250 participants), after school programs (over 800 participants), and the community garden (34 families). Ridgewood has seen increased demand and has continuously filled enrollment in afterschool outdoor athletic programs including skateboarding and Grit Ninja, an American Ninja Warrior obstacle course.

The Covid-19 pandemic also prompted an increased interest in nature for youth as well as technology, and the Village is exploring programming that incorporates both programmatic areas.



Senior programs in Ridgewood consist of H.I.L.T. (Highlights in Leisure Time), which hosts monthly day trips and discussions on senior issues, as well as programs at the Community Center such as yoga and Zumba. The Recreation Department also sponsors a senior citizen program of approximately 60 residents to take a one-day trip each month. Ridgewood expects to see a steady increase in mature adult programming, especially for those who are not yet considered seniors.

#### PRIVATE RECREATION

The Upper Ridgewood Tennis Club on Glenview Road (33 acres) is a privately owned, member-based non-profit club (501(c)(4)) located on the hill above the Hohokus Brook. It offers tennis, woodland areas, and clubhouse amenities. It has 15 Har-Tru tennis courts (six lighted) and seven lighted platform tennis courts.

# HISTORIC AND CULTURAL RESOURCES

This section of the Open Space Plan Update refers to and relies on the Historic Element of the Master Plan Update. The purpose of the Historic Element is to:

- Preserve and reinforce the historic features that make Ridgewood special and unique.
- Help direct change so that modifications enhance the distinct character of the Village.
- Encourage the repair rather than the replacement of historic fabric.
- Discourage demolitions of historic properties in the Village.
- Promote education about the heritage of Ridgewood.

Currently, the Village has 11 historic districts:

- Brookside Avenue District
- Circle Avenue District
- Cottage Place District
- Heights District
- Mountain Avenue Historic District
- North Pleasant District
- North Van Dien Avenue District

- Prospect Street Woodside Avenue
  Historic District
- South Van Dien Avenue District
- Spring Avenue District
- Village Center Historic District

The largest, the Heights District, sits outside of the downtown area where the Village Center Historic District is located. The Village Center Historic District contains the most recognized historic sites with 25 local historic sites and three sites on the State and National Historic Registers.

The Village is home to 15 historic sites that are recognized by the State and the National Historic Register Sites:

- David Ackerman House (415 East Saddle River Road)
- Ackerman-Van Emburgh House (789 East Glen Avenue)
- Ackerman House (222 Doremus Avenue)
- Ackerman House (252 Lincoln Avenue)
- Archibald-Vroom House (160 East Ridgewood Avenue)
- Beech Street School (49 Cottage Place)
- Old Paramus Reformed Church Historic District (660 East Glen Avenue)



- Rathbone-Zabriskie House (570 North Maple Avenue)
- Ridgewood Railroad Station (Garber Square)
- Ridgewood Village Center Railroad
   Station Historic District (Broad Street)
- James C. Rose Residence (506 East Ridgewood Avenue)
- Vanderbeck House (249 Prospect Street)
- Van Dien House (627 Grove Street)
- Westervelt-Cameron House (26 East Glen Avenue)
- John A.L. Zabriskie House (460 West Saddle River Road)

There are 51 local historic sites and 3 historic villas that are recognized by the Village of which seven have received new local designation as of March 2022. The three historic villas are within the Valleau Cemetery, Zabriskie-Schedler House property, and the Central Business District.

- Arthur H. Walton House
- J.R. Terhune House
- John Spickerboer House
- A.J. Cameron Carriage House
- Alexander-Cameron House

- William Libby House
- A.A. Ackerman House
- J.C. Haring House
- Mrs. C. Zabriskie House
- Lester Stable
- Graydon Pool
- Elks Clubhouse, Village Hall
- Zabriskie-Libby House 1&2
- C.T. Zabriskie-Isaac M. Wall House
- Charles Sydney Keyser House
- S. Williams- C.W. Barron House
- Hendrickson House
- Scott House
- Vanderbeck-Storms House
- Garret Z. Doremus House
- Woodworking Building; Molding Mill
- Zabriskie-Wadsworth House
- Knothe House
- Knothe Property
- Warner Theatre
- S.B. Zerry-Mrs. Mariah Demarest House
- Emmanual Baptist Church

- Nathaniel Verhoeff House
- Henry W. Hales House
- Silleck-Orcutt House
- George L. Pease Memorial Library
- Walter Wilsey Building
- Tudor Building
- Corsa Building
- Ridgewood Trust Company
- Mrs. M.T. Anderson House
- Thomas Waltington House
- Cowperthwait House
- Wilkinson-Stokes House
- Wheeler W. Phillips House
- Oakcroft
- George L. Pease House
- Joseph H. Chapman Summer Residence
- G.D. Ackerman Tenant House
- Citizen's Park
- Frederick Kruse House
- Joseph Chapman House
- Mrs. Brown House
- William Maltbie House

- George Cantrell House
- D.S. Bedell House
- Henry E. Herd House

There are 9 proposed local historic sites proposed in the Historic Element awaiting official recognition by the Village:

- 458 Hillcrest Road
- 123 Phelps Road (Walter Wilsey House)
- 425 North Monroe Street (Spickerboer House)
- 232 North Maple Avenue
- 235 East Glen Avenue
- 78 North Van Dien Avenue (Garret G. Van Dien House)
- 124 South Irving Street
- 271 South Van Dien Avenue (G.J.G. Zabriskie House)
- 339 South Van Dien Avenue

## **PLANNING REVIEW**

One of the objectives of the *Open Space* and *Recreation Plan Update* is to ensure that the open space and recreation goals of the Village remain consistent with the overall vision expressed in the various elements of the Master Plan and other related local and regional planning documents.

## VILLAGE OF RIDGEWOOD:

## **OPEN SPACE PLANNING**

The 2010 Open Space Report: Achievements and Challenges highlighted open space preservation as an excellent investment for the Village. The Open Space Committee included the following goals for open space preservation:

- Expand the Village's active and passive recreational spaces.
- Increase recreational opportunities through improvement of the Village's park system.
- Accommodate demand for active recreational space.
- Create a system of greenways and stream corridors.
- Maintain the Village's community character and high quality of life and promote environmental conservation.

The 2003 Open Space Committee report to Village Council followed the guidelines from Green Acres to ensure Ridgewood could apply for and receive funding from the state for land acquisition. The report recognized that the Village needed to add to its inventory of open space and offered a multi-year plan for growing open space and recreational facilities.

## Bergen County:

PARKS AND OPEN SPACE PLANNING
The 2019 Bergen County Parks Master Plan is
a comprehensive document establishing the
framework to maintain, improve, and expand
county parklands. To do so, Bergen County
highlights nine goals:

- 1. Preserve and Balance Our Open Space
- 2. Improve Access and Connectivity
- 3. Steward Our Environmental Resources
- 4. Provide Diverse Golf and Recreation
- 5. Improve Amenities and Infrastructure
- 6. Program Park Spaces and Events
- 7. Increase Public Access to Information
- 8. Operate and Maintain Sustainable Parks, and
- 9. Develop a Sustainable Business Model.



Saddle River County Park, stretching up to eastern Ridgewood, is included as a model of effective multi-use paths and park preservation. The plan encourages communities to use the Saddle River County Park as a venue for recreation, athletics, music festivals, school trips, socializing, and environmental stewardship. Additionally, the plan recommends that communities identify and invest in park expansion. This includes the Saddle River County Park to serve as a greenway between park spaces.

Bergen County adopted its *Open Space and Recreation Plan* in 2004. Its goals include:

- To provide facilities regional in nature and capable of serving residents of the entire county; and
- To protect and preserve natural and scenic values in the county.

The plan identifies the following as important to the county's program:

- The preservation of the major waterways;
- The expansion of existing County Park areas where applicable;
- The acquisition of major tracts of undeveloped land where suitable for county parks;
- Conservation of major ridgelines, significant treed areas, and natural areas;

- Improvement of the quantity, quality, and availability of parks and open space;
- Preservation of the environment, including wetland areas, streams, and wetland corridors;
- Promotion of the establishment of a linear greenway park system along the Hackensack, Passaic, and Ramapo Rivers; and
- Protection of the quality and purity of rivers and streams.

According to the 2015 Bergen County Bicycle and Pedestrian Plan, which was supported by public participation, pedestrian safety improvements are encouraged in the Village of Ridgewood. This includes upgraded crosswalk striping, tactile warning devices on curb ramps, and signage for drivers. More significant infrastructural upgrades are also encouraged, including new designated bike lanes for Lincoln Avenue, West Ridgewood Avenue, and East Ridgewood Avenue, and shared lane markings on Monroe Street, Broad Street, Van Dien Avenue, Pleasant Avenue, Spring Avenue, Ridgewood Avenue, Franklin Avenue, and Linwood Avenue.

## STATE OF NEW JERSEY:

## Conservation Planning

The 2009 New Jersey Trails Plan provides a needs assessment of trail maintenance, funding, and ability to handle multiple users. The Plan prioritizes trail enhancement through the development of "community pathways," which includes having a recreational trail within a 10-minute walk of every state resident. As a walkable community, the Village of Ridgewood is working towards meeting this mandate.

The recent update to the *New Jersey Statewide Comprehensive Outdoor Recreation Plan (2018-2022)* reviews the opportunities and challenges facing the state's land preservation efforts. Its goals are to:

- Encourage open space and recreation planning by local governments and conservation organizations; and
- Implement open space and recreation planning policies and projects that are consistent with state goals.

The 2021 Furthering the Promise Guidance Document presents a framework for addressing climate and environmental justice issues in vulnerable communities. Addressing environmental justice concerns is a critical component of New Jersey's larger environmental policy agenda. The goals for this initiative are to support principles



for cultivating awareness; empowering communities to participate in decision making processes; and to plan for and embrace change.

Conservation Blueprint is an online, interactive mapping tool to identify priority land rankings based on four themes:

- Water quality to protect surface water and groundwater.
- Ecological to support ecosystem health.
- Community Green Space for recreation and connecting people to nature.
- Agricultural to support farming.

Priorities for Ecological Integrity are lands that are important to protect for their significance to providing clean water, diverse habitats, and healthy ecosystems. The Blueprint identifies the riparian corridors of the Saddle River and Ho-Ho-Kus Brook as the areas of highest priority in the Village for their ecological importance.

# PRESERVATION PRIORITY ANALYSIS

The Open Space Plan Update provides a strategic look at the Village of Ridgewood's natural and cultural resources with an emphasis on protecting lands of local importance for residents. Integral to the prioritization of lands for conservation are the results from the Visioning Questionnaire leading to the Visioning Process Outcomes and Objectives & Principles identified in the 2020 Master Plan (Section 1).

Based upon this review and listed in rank order, are the priorities for preservation in the Village:

- 1. Pedestrian Connectivity Walkability and Bike-ability of the Village.
- 2. Protection of the Tree Canopy.
- 3. Downtown Keeping a "small-town/village feel."
- 4. Energize/Activate Parks and Open Space.
- 5. Preserve and Maintain the Village's Natural, Undeveloped Open Spaces.
- 6. Broaden Historic Preservation.
- 7. Enhance Sustainability and Climate Resilience of the Village.
- 8. Support the Quality of the Public Schools.

In the Village of Ridgewood, the opportunities for expanding the park and recreational system in the municipality fall into the following buckets:

- Expanding existing municipal parks and school fields.
- Formalizing the PSE&G right-of-way as a walking trail.
- Providing protection from flooding while creating a meaningful open space amenity.
- Acquiring and preserving the Upper Ridgewood Tennis Club.
- Creating pocket parks in local neighborhoods and within the Central Business District.



## **A**NALYSIS

The analysis in this section of the Plan Update identifies properties which may be suitable as additional parkland. This was based on mapping those sites which are:

- Next to a municipal park and/or school;
- Part of the PSE&G Trail (or is undeveloped land next to the ROW); and
- Used for private recreation.

And, these additional items of note were identified, including:

- Whether the site is within a historic district or is locally important for its historic value;
- In a flood zone;
- Forested; and/or
- Next to a stream.

A site-specific table, accompanied by maps, provides the tools by which the Village can maximize their efforts to protect lands, focuses on those properties that support local goals for preservation and expand existing public open spaces.

The highest priority properties in this review were the PSE&G ROW, the four properties in the flood zone between Stevens and Veteran's Field, and the Upper Ridgewood Tennis Club. Equally important are the properties which adjoin existing municipal parks and schools.

### METHODOLOGY

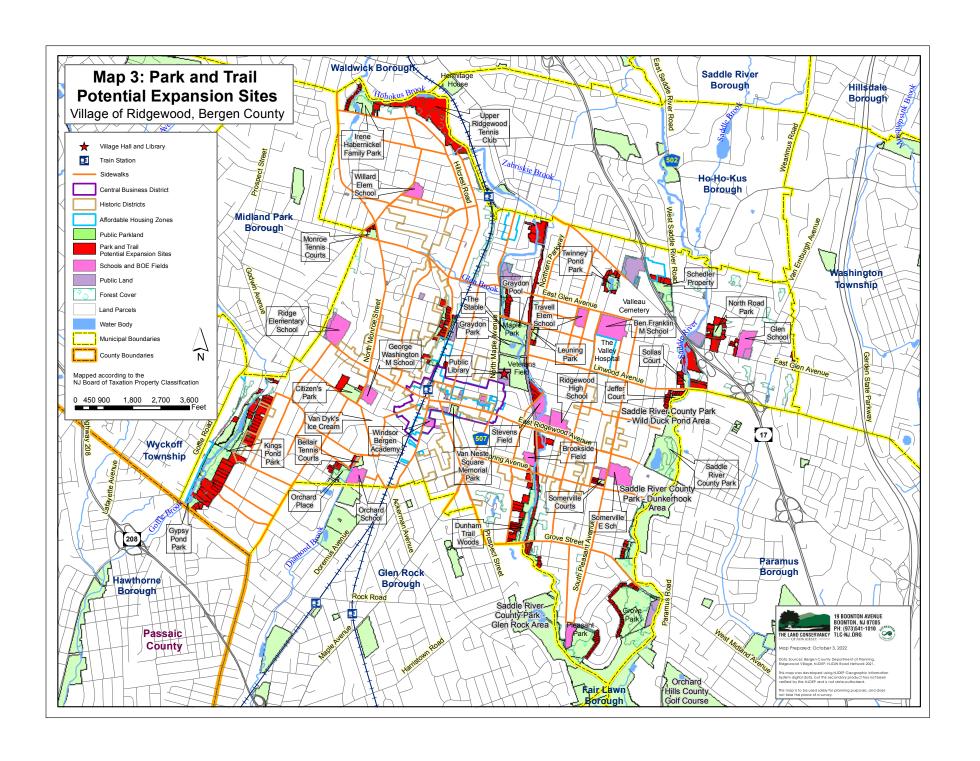
The GIS analysis for the Plan Update is a parcelbased study based on the trends identified in the Visioning Outcomes. The digital mapping provides an up-to-date technical and detailed approach to the identification development of specific criteria for the designation of priority lands located within the Village. The results of the computer mapping assist in the following:

- Determine areas where acquisition and preservation may be most effective.
- Target resources for preservation and stewardship of these areas.

Based on the results of this mapping, the composite map identifies the areas of highest priority for preservation (see Map 3 on page 284 and Potential Expansion Sites Tables at the end of the Element). Existing primary source data, along with land use and vegetative cover, were incorporated to identify opportunities for permanent land protection. Tax assessment data (2021), the NJDEP 2015 digital orthophotography for land use/land cover data, and information regarding public land holdings were mapped. ArcGIS 10.8 mapping software was used to develop the model and create visual output.



Memorial Park at Van Neste Square





### RECOMMENDATIONS

## **Expanding Municipal Parks and School**

**Fields** Ridgewood Village is home to an array of parks located throughout the community. Nearly all are surrounded by small, privately owned residential properties. Residents use these parks for sports games, informal pick-up games, gardening, walking, and picnicking. The schools also provide fields for organized sports and share these facilities with the various sports programs. There continues to be a shortage of available space and a lack of sufficient time for practice. The properties which abut existing field and park space offer a meaningful opportunity to expand recreational space. The history of how Citizen's Park was acquired and preserved is an excellent example of how this type of space can be created.

## Trail along the PSE&G Right-of-Way

The PSE&G right-of-way (ROW) extends from north to south in the center of the Village. It adjoins Maple Park and Veteran's Field and is a natural extension of Dunham Trail Woods. The ROW is used informally now by residents for walking but is not an improved walking trail and, if improved, would provide a connection for the local neighborhoods to the parks in the center of the municipality. Negotiating a formal lease agreement with PSE&G to use the land for trails would provide a much-desired amenity for the community

### **Flood Buyout**

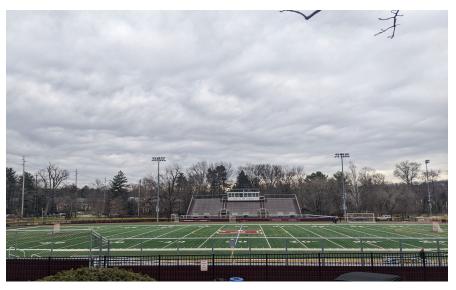
Flooding is an ongoing issue in the Village, especially in the oxbows of the Hohokus Brook and Saddle River. Bergen County's open space program offers funding to municipalities that have an approved Flood Acquisition Plan to help purchase residential properties subject to flooding from rainstorms. The Village approved its Flood Acquisition Plan in April 2022 and is eligible to apply for the County program. Bergen County will not only assist with grant funding to purchase the land, but the Village can also subsequently apply for grant funding to remove the structures and restore the property to its natural conditions.

## **Upper Ridgewood Tennis Club**

Nestled along Hohokus Brook and adjoining the Irene Habernickel Family Park, the Upper Ridgewood Tennis Club is 30 acres of beautiful property home to a clubhouse, tennis, and forested land. There may be opportunities for shared use, where if the Village purchased the property, it could lease it back to the Club and in this way permanently protect the land for the forest cover it provides, and the recreation it offers – especially with the increased interest in pickleball.

#### **Pocket Parks**

Local neighborhood parks are the backbone of the community. Opportunities for additional pocket parks, playgrounds, gardens, seating areas for chess or backgammon, are a continued desire by residents. Keeping a vigilant eye on undeveloped land, or underutilized space, will provide the base for deciding whether a property meets that public need for outdoor space.



Ridgewood High School Stadium



## **ACTION PLAN**

The Open Space and Recreation Plan Update offers an updated set of strategies and a timetable to implement the goals and recommendations within this Plan.

The action plan recommends specific steps that the Village may take to implement the Open Space and Recreation Plan Update.
The activities listed for the first year after the completion of the Plan Update are the most urgent and will further the Village's open space program immediately. The "mid-term" recommendations are focused on longer-term objectives that will serve to accomplish the Village's open space and recreation needs. The "long-term" and later projects will be achieved as the plan continues to mature and as these opportunities arise. "Ongoing" activities are items that will continue throughout the period, with regular review if not continual attention.

## SHORT-TERM

- Adopt the Open Space and Recreation Plan
   Update as part of the Master Plan.
- Submit the Open Space and Recreation
   Plan Update to the Green Acres program
   at the New Jersey Department of
   Environmental Protection.

## MID-TERM

 Conduct an on-the-ground review of priority parcels using field visits and aerial mapping.

- Meet with PSE&G to negotiate a lease agreement to use the right-of-way as a trail.
- Investigate opportunities for expanding local parks using the analysis presented in the Plan Update.
- Reach out to the owners of the Upper Ridgewood Tennis Club to discuss a shared use agreement for the site with the goal of purchasing the fee interest in the property.
- Work with neighboring municipalities and Bergen County to coordinate shared land preservation, bicycling/trail initiatives, and protection of shared resources.
- Re-enroll in the Green Acres Planning Incentive (PI) grant program.
- Develop and adopt a stewardship plan for maintaining and enhancing municipally preserved lands, including identifying funding sources and responsible bodies (committees, volunteer organizations, and municipal departments).
- Offer opportunities to create environmental stewardship programs, exemplified in the Village's Project 1,000 Acres, National Wildlife Federation Backyard Habitat Certification Program, including recommendations for best management practices related to lawn care and road salt usage.

- Work with the Historic Preservation

  Commission to expand local opportunities
  for conservation and education.
- Develop an Adopt a Park program, starting with smaller, neighborhood parks.
- Create a standardized process to contact landowners of priority parcels regarding granting the Village "first refusal" rights on future sales of their properties.

## LONG-TERM

- Implement a park stewardship program to maintain and improve the functionality of the lands within the Village's public spaces.
- Investigate and apply for possible grant opportunities to expand bicycling/walking trails.
- Encourage tax incentives for the preservation and adaptive reuse of historic buildings.
- Meet with regional and neighboring municipal committees and commissions, and non-governmental environmental organizations to discuss acquisition priorities and partnership opportunities.
- Install wayside or interpretive signs in public parks to share information and offer educational material on the value of land stewardship.

RV

- Establish park management volunteer days to engage residents in stewardship programs including removal of invasive plants, tree plantings, clean up, and site restoration.
- Continue funding the municipal Open Space Trust Fund to purchase additional lands and support any debt services for future acquisitions and consider increasing the tax levy, if needed, to support future purchases/debt services.

#### ONGOING

- Continue to apply for and investigate grant opportunities to protect the Village's open space areas, including the Bergen County Preservation Trust Fund and Green Acres Program.
- Host an annual tour to inventory potential new acquisitions, survey areas in need of stewardship, and observe best usage for properties already acquired.
- Continue to develop and implement a comprehensive bicycle/pedestrian plan that will provide alternative transportation between residential neighborhoods and public parks and connections with neighboring municipalities and regional initiatives.
- Continue to offer ongoing and diverse recreational programs for all Village residents.

- Continue to pursue open space acquisition and preservation opportunities in the Village.
- Promote historic easements through Preservation New Jersey and the New Jersey Historic Trust.
- Celebrate and publicize all successful open space projects with community events.

## **COMMUNITY MEETINGS**

The Village held three public meetings on the Open Space and Recreation Plan Update. The purpose of these meetings was to share the Plan Update to provide an opportunity for residents and community stakeholders to listen and provide recommendations regarding open space and recreation. The public meetings were announced on the municipal website and were included in the local newspaper.

The first public meeting was hosted by the Village Council on December 1, 2021. The second public meeting was held as a workshop by the Open Space Committee and the Parks Recreation Conservation Board on April 21, 2022. Information and recommendations were solicited by the Open Space and Parks Committees prior to the meeting, and discussed with those in attendance

The third public meeting was hosted by the Planning Board on September 20 to review the final draft of the Open Space and Recreation Plan Update prior to adoption as an Element of the Master Plan.





#### community garden





# PARCEL DATA TABLES

**ROSI (2013)** 

					ACRES	ACRES	ACRES		
BLOCK	LOT	CLASS	LOCATION	OWNER	(TAX)	(GIS)	(ROSI)	ROSI: Name	ROSI: Key
2313	1	15C	BELLAIR RD	VILLAGE OF RIDGEWOOD	1.76	1.73	1.76	Bellair Tennis Courts	1
2403	22	15C	S MONROE ST	VILLAGE OF RIDGEWOOD	4.91	4.96	4.91	Citizen's Park	2
1607	2	15C	309 W GLEN AVE.	VILLAGE OF RIDGEWOOD	1.89	1.92	1.89	Tennis Court/Firehouse	3
3811	1	15C	E RIDGEWOOD AVE	VILLAGE OF RIDGEWOOD	1.67	1.54	1.67	Van Neste Park	4
3607	1	15C	165 N MAPLE AVE	VILLAGE OF RIDGEWOOD	13.84	14.36	13.84	Veterans Field	5
3209	3	15C	200 NORTHERN PKWY	VILLAGE OF RIDGEWOOD	7.97	7.56	7.66	Graydon Pool	6
3209	1	15C	259 N MAPLE AVE	VILLAGE OF RIDGEWOOD	12.42	12.79	12.73	Maple Park	7
3210	1	15C	NORTHERN PARKWAY	VILLAGE OF RIDGEWOOD	1.60	1.50	1.60	Leuning Park	8
4606	27	15C	STEVENS AVE	VILLAGE OF RIDGEWOOD	13.77	13.34	13.77	Pleasant Park	9
4203	10	15C	S PLEASANT AVE	VILLAGE OF RIDGEWOOD	0.66	0.66	0.66	Somerville Tennis Courts	10
4805	16.02	15C	E GLEN AVE - REAR	VILLAGE OF RIDGEWOOD	0.32	0.29	0.28	Glen Tennis Courts	11
1103	16.02	15C	1037 HILLCREST RD	VILLAGE OF RIDGEWOOD	8.24	8.61	9.01	Habernickel Family Park	12
1103	16.01	2	1057 HILLCREST RD	VILLAGE OF RIDGEWOOD	1.33	1.37	1.33	Habernickel Family Park	12a
3607	2	15C	LINWOOD AVE	VILLAGE OF RIDGEWOOD	0.71	0.75	0.71	Veterans Field	5a
2803	17	15C	KNOLLWOOD RD - REAR	VILLAGE OF RIDGEWOOD	2.33	2.40	2.41	Gypsy Pond	Α
2803	20.01	15C	KNOLLWOOD RD - REAR	VILLAGE OF RIDGEWOOD	2.48	2.44	2.48	King Pond Park	В
								includes L 20.02, 1.092 ac	B1
2704	11	15C	LAKEVIEW DR	VILLAGE OF RIDGEWOOD	12.87	12.50	12.87	King Pond Park	B2
2515	13	15C	LAKEVIEW DR	VILLAGE OF RIDGEWOOD	10.13	10.74	10.60	King Pond Park	B3
2604	4	15C	340 LAKEVIEW DRIVE	VILLAGE OF RIDGEWOOD	3.60	4.09	3.60	King Pond Park	B4
2509	20	15C	MARLBOROUGH ROAD	VILLAGE OF RIDGEWOOD	1.47	0.36	0.36	Marlborough Road	С
2605	2	15C	MARLBOROUGH ROAD	VILLAGE OF RIDGEWOOD	4.91	3.67	4.91	Marlborough Road	C1
								includes L3, 1.04 ac	C2
2312	5	15C	ORCHARD PLACE	VILLAGE OF RIDGEWOOD	4.91	4.85	4.91	Orchard Place	D
								includes L6, 0.531 ac	D1
								includes L7, 0.614 ac	D2
2317	10	15C	WEST END AVE	VILLAGE OF RIDGEWOOD	0.81	0.85	0.81	Orchard Place	D3
								includes L11, 9.455 ac	D4
2318	1	15C	378 WESTEND AVE.	VILLAGE OF RIDGEWOOD	0.18	0.22	0.18	Orchard Place	D5
2004	11	15C	RIDGE ROAD	VILLAGE OF RIDGEWOOD	0.82	0.89	0.82	Ridge Road Property	E
2004	9	15C	HILLCREST RD	VILLAGE OF RIDGEWOOD	0.76	0.70	0.76	Hillcrest Road Property	F
3201	1	15C	E GLEN AVE	VILLAGE OF RIDGEWOOD	3.37	3.02	3.37	HoHoKus Brook	G
3003	27	15C	RED BIRCH COURT	VILLAGE OF RIDGEWOOD	3.47	3.41	3.47	Twinney Pond	Н
3003	14	15C	FRANKLIN TPKE	VILLAGE OF RIDGEWOOD	0.39	0.39	0.39	Twinney Pond	H1
				VILLAGE OF RIDGEWOOD -					
4005	12	15C	SPRING AVE	WATER DEPT	0.54	0.72	0.54	HoHoKus Brook South	I
4013	5	15C	SPRING AVE	VILLAGE OF RIDGEWOOD	1.72	1.48	1.72	HoHoKus Brook South	l 1
4106	6.02	15C	GROVE STREET	VILLAGE OF RIDGEWOOD	7.54	9.23	7.54	HoHoKus Brook South	12
4106	7.01	15C	GROVE ST	VILLAGE OF RIDGEWOOD	1.33	1.34	1.33	HoHoKus Brook South	13



## **ROSI (2013)**

					ACRES	ACRES	ACRES		
BLOCK	LOT	CLASS	LOCATION	OWNER	(TAX)	(GIS)	(ROSI)	ROSI: Name	ROSI: Key
4107	30	15C	GROVE ST	VILLAGE OF RIDGEWOOD	2.41	2.36	2.41	HoHoKus Brook South	14
4407	6	15C	AMSTERDAM AV	VILLAGE OF RIDGEWOOD	0.80	0.85	0.80	Amsterdam Ave.	J
4407	14	15C	AMSTERDAM AVE	VILLAGE OF RIDGEWOOD	0.84	0.56	0.84	Amsterdam Ave.	J14
3405	22	15C	LINWOOD AVE	VILLAGE OF RIDGEWOOD	2.21	2.14	2.36	Jeffer Court	K
3405	33	15C	LINWOOD AVE	VILLAGE OF RIDGEWOOD	0.71	0.71	0.71	Jeffer Court	K1
3311	3	15C	LINWOOD AVE	VILLAGE OF RIDGEWOOD	2.06	1.82	2.06	Sollas Court	L
4804	2	15C	NORTH RD	VILLAGE OF RIDGEWOOD	2.28	2.34	2.28	North Road Property	N
5001	12.03	15C	JEFFERSON ST	VILLAGE OF RIDGEWOOD	0.12	0.11	0.11	Jefferson St. Property	0
4609	2.01	15C	NEWCOMB - REAR	VILLAGE OF RIDGEWOOD	7.64	7.67	7.64	Grove Street Park	Р
4505	7	15C	GROVE ST	VILLAGE OF RIDGEWOOD	21.71	21.17	25.10	Grove Street Park Property	P3
								includes B4505, L9.02, 15.54	P1
								includes B4505, L10, 9.07 ac	P2
4312	5	15C	ALBERT PL.	VILLAGE OF RIDGEWOOD	0.48	0.48	0.48	Floyd Street Property	R
4315	2	15C	MAXWELL PL.	VILLAGE OF RIDGEWOOD	0.68	0.68	0.65	Floyd Street Property	R1
2403	21	15C	54 S MONROE ST	VILLAGE OF RIDGEWOOD	0.40	0.44	0.40	Citzen's Park Annex	S
1909	21	15C	CREST RD	VILLAGE OF RIDGEWOOD	0.62	0.63	0.62	Crest Road Property	U
2004	1	15C	CREST RD	VILLAGE OF RIDGEWOOD	0.32	0.23	0.33	Crest Road Property	U1
2004	22	15C	CREST RD	VILLAGE OF RIDGEWOOD	0.73	0.66	0.79	Crest Road Property	U2
4704	9	15C	460 W SADDLE RIVER RD	VILLAGE OF RIDGEWOOD	6.80	6.76	6.73	Schedler Property	V
								includes L10, 1.75 ac	V1
								includes L11, 1.34 ac	V2
				Total ROSI Acreage:	185.52	184.31	189.20		
Recomn	nendec	l to be ac	lded to ROSI:						
4704	12	15C	ROUTE 17	VILLAGE OF RIDGEWOOD	0.36	0.42		Schedler Property	to be added



# **County Open Space**

					ACRES	ACRES
BLOCK	LOT	CLASS	LOCATION	OWNER	(TAX)	(GIS)
3405	23	15C	WALL ST - REAR	COUNTY OF BERGEN	0.19	0.30
3505	48	15C	E RIDGEWOOD AVE	COUNTY OF BERGEN	29.40	31.68
4205	13	15C	SPRING AVE -REAR	COUNTY OF BERGEN	2.43	1.99
4305	18	15C	ALANAON RD	COUNTY OF BERGEN	0.88	1.99
4316	1	15C	ALBERT & MAXWELL PL.	COUNTY OF BERGEN	2.46	2.90
4318	6	15C	MC GUIRE CT - REAR	COUNTY OF BERGEN	0.43	1.50
4501	2	15C	GROVE ST	COUNTY OF BERGEN	11.83	9.96
4505	9.01	15C	GROVE ST	COUNTY OF BERGEN	7.64	5.60
4605	4	15C	STEVENS AVE	COUNTY OF BERGEN	6.01	5.54
4609	2.02	15C	NEWCOMB - REAR	COUNTY OF BERGEN	20.86	27.24
_			Sa	addle River County Park:	82.13	88.70



## **Public Land**

					ACRES	ACRES
BLOCK	LOT	CLASS	LOCATION	OWNER	(TAX)	(GIS)
4703	6	15C	ROUTE 17	NJDOT - REGION II ATTN M PASTERNAK	0.08	0.08
4703	21	15C	541 FRANKLIN TPKE	NJDOT - REGION II ATTN: M.PASTERNAK	10.29	10.39
				Greyhound Park and Ride:	10.37	10.47
				· ·		
2005	6	4A	136 CHESTNUT ST	PSE&G %PROPERTY TAX 6TH FL	0.51	0.51
2906	1	1	FRANKLIN TPKE TO BURNSIDI	PSE&G %PROPERTY TAX 6TH FL	1.03	0.93
3101	1	1	BURNSIDE PL	PSE&G %PROPERTY TAX 6TH FL	0.11	0.11
3104	20	1	BURNSIDE PL TO E GLEN AVE	PSE&G %PROPERTY TAX 6TH FL	2.45	2.39
3201	13	1	E GLEN AVE TO MEADOWBRO	PSE&G %PROPERTY TAX 6TH FL	1.64	1.64
4005	2	1	E RIDGEWOOD AVE TO SPRIN	PSE&G %PROPERTY TAX 6TH FL	2.76	2.55
4107	31	1	SPRING AVE TO GROVE ST	PSE&G %PROPERTY TAX 6TH FL	3.91	3.74
4407	1	1	GROVE ST	PSE&G %PROPERTY TAX 6TH FL	0.83	0.64
				PSE&G ROW:	13.23	12.50
1103	5.01	15C	975 ANDOVER TERR.	VILLAGE OF RIDGEWOOD	0.07	0.08
1202	5	15C	GLENVIEW RD	VILLAGE OF RIDGEWOOD	0.06	0.08
1309	28	15C	BELMONT RD	VILLAGE OF RIDGEWOOD	0.01	0.01
1405	12	15C	UPPER BLVD	VILLAGE OF RIDGEWOOD	0.89	0.92
1405	13	15C	INSIDE LOT	VILLAGE OF RIDGEWOOD	1.63	1.44
1512	26	15C	PHELPS ROAD	VILLAGE OF RIDGEWOOD	0.01	0.02
1603	22	15C	N MONROE ST	VILLAGE OF RIDGEWOOD	0.03	0.03
1701	22	15C	N MONROE ST	VILLAGE OF RIDGEWOOD	0.02	0.01
1808	5	15C	CARLTON TERR	VILLAGE OF RIDGEWOOD	0.11	0.17
1912	8	15C	33 DOUGLAS PL	VILLAGE OF RIDGEWOOD	0.49	0.49
2005	1	15C	188-240 CHESTNUT ST.	VILLAGE OF RIDGEWOOD	1.36	1.38
2313	14	15C	WESTEND AVE	VILLAGE OF RIDGEWOOD	0.24	0.27
2507	18	15C	SUSQUEHANNA R R	VILLAGE OF RIDGEWOOD	0.07	0.08
2507	19	15C	SUSQUEHANNA R R	VILLAGE OF RIDGEWOOD	0.18	0.23
2603	21	15C	ALONG SUSQUEHANNA RR	VILLAGE OF RIDGEWOOD	0.68	0.69
2608	20	15C	GRANDVIEW CIR	VILLAGE OF RIDGEWOOD	0.12	0.13
2905	48	15C	FIRST ST	VILLAGE OF RIDGEWOOD	0.02	0.05
2906	2.01	15C	FRANKLIN TPKE	VILLAGE OF RIDGEWOOD	0.03	0.00
3107	33.02	15C	E GLEN AVE	VILLAGE OF RIDGEWOOD	7.41	7.11
3201	14	15C	E GLEN AVE	VILLAGE OF RIDGEWOOD	0.21	0.27
3209	2	15C	200 NORTHERN PKWY	VILLAGE OF RIDGEWOOD	0.17	1.74
3505	4	15C	PERSHING AVE	VILLAGE OF RIDGEWOOD	0.11	0.10
3607	7	15C	LINWOOD AVE TO N IRVING	VILLAGE OF RIDGEWOOD	0.28	2.76
3607	42	15C	125 N MAPLE AVE	VILLAGE OF RIDGEWOOD	1.37	1.47
3607	43	15C	131 N MAPLE AVE	VILLAGE OF RIDGEWOOD	2.48	2.48



## **Public Land**

					ACRES	ACRES
BLOCK	LOT	CLASS	LOCATION	OWNER	(TAX)	(GIS)
3612	29	15C	N IRVING TO E RIDGEWOOD	VILLAGE OF RIDGEWOOD	1.22	1.22
3703	12	15C	E RIDGEWOOD AVE	VILLAGE OF RIDGEWOOD	0.28	0.28
3703	15	15C	COTTAGE PL	VILLAGE OF RIDGEWOOD	1.02	1.03
3709	13	15C	UNION STREET	VILLAGE OF RIDGEWOOD	0.05	0.07
3709	20	15C	PROSPECT ST	VILLAGE OF RIDGEWOOD	0.02	0.02
3802	1	15C	GARBER SQ	VILLAGE OF RIDGEWOOD	0.22	0.21
3803	1	15C	28 N BROAD ST	VILLAGE OF RIDGEWOOD	0.23	0.23
3804	15	15C	15 N BROAD ST	VILLAGE OF RIDGEWOOD	0.01	0.01
3805	9	15C	OAK STREET	VILLAGE OF RIDGEWOOD	0.08	0.07
3805	23	15C	41 CHESTNUT ST	VILLAGE OF RIDGEWOOD	0.64	0.65
3806	3	15C	132 FRANKLIN AVE	VILLAGE OF RIDGEWOOD	0.28	0.27
3806	4	15C	37 N WALNUT ST	VILLAGE OF RIDGEWOOD	0.39	0.40
3809	12	15C	25-31 HUDSON ST.	VILLAGE OF RIDGEWOOD	0.37	0.37
3809	13	15C	21 S BROAD ST	VILLAGE OF RIDGEWOOD	0.32	0.32
3810	8	15C	20 VAN NESTE SQ.	VILLAGE OF RIDGEWOOD	0.58	0.60
3905	21	15C	S BROAD ST	VILLAGE OF RIDGEWOOD	0.04	0.04
3905	35	15C	420 S BROAD ST	VILLAGE OF RIDGEWOOD	0.09	0.08
4205	14	15C	SPRING AVE	VILLAGE OF RIDGEWOOD	0.12	0.11
4309	1	15C	LAUREL RD.	VILLAGE OF RIDGEWOOD	0.03	0.04
4407	3	15C	GROVE ST	VILLAGE OF RIDGEWOOD	0.18	0.17
4407	5	15C	GROVE ST	VILLAGE OF RIDGEWOOD	0.31	0.30
4505	26	15C	BERKSHIRE RD	VILLAGE OF RIDGEWOOD	0.02	0.02
4606	28	15C	STEVENS AVE	VILLAGE OF RIDGEWOOD	0.77	0.77
4708	10	15C	E SADDLE RIVER RD	VILLAGE OF RIDGEWOOD	0.04	0.02
4912	9	15C	WILLIAM ST.	VILLAGE OF RIDGEWOOD	0.10	0.10
5005	5	15C	HAMMOND ROAD	VILLAGE OF RIDGEWOOD	0.40	0.40
				Total - Village of Ridgewood:	25.87	29.81
1103	5.02	15C	975 ANDOVER TERR.	VILLAGE OF RIDGEWOOD - WATER DEPT	0.07	0.07
1703	15	15C	FARVIEW STREET	VILLAGE OF RIDGEWOOD - WATER DEPT	0.15	0.16
1916	11	15C	VALLEY VIEW AVE	VILLAGE OF RIDGEWOOD - WATER DEPT	0.73	0.69
2515	14	15C	LAKEVIEW DRIVE	VILLAGE OF RIDGEWOOD - WATER DEPT	0.09	0.09
2703	4	15C	GOFFLE ROAD	VILLAGE OF RIDGEWOOD - WATER DEPT	0.14	0.06
3003	76	15C	FRANKLIN TPKE	VILLAGE OF RIDGEWOOD - WATER DEPT	0.09	0.08
3107	33.01		205 E GLEN AVE.	VILLAGE OF RIDGEWOOD - WATER DEPT	1.68	1.60
3306	28	15C	WALTHERY AVE	VILLAGE OF RIDGEWOOD - WATER DEPT	0.11	0.11
3405	16	15C	LINWOOD AVE	VILLAGE OF RIDGEWOOD - WATER DEPT	0.12	0.12
3612	39	15C	E RIDGEWOOD AVE	VILLAGE OF RIDGEWOOD - WATER DEPT	0.08	0.10
4106	6.01	15C	GROVE ST	VILLAGE OF RIDGEWOOD - WATER DEPT	0.06	0.06



## **Public Land**

					ACRES	ACRES
BLOCK	LOT	CLASS	LOCATION	OWNER	(TAX)	(GIS)
4205	44	15C	E RIDGEWOOD AVE	VILLAGE OF RIDGEWOOD - WATER DEPT	0.09	0.09
4609	32	15C	NEWCOMB ROAD	VILLAGE OF RIDGEWOOD - WATER DEPT	0.13	0.13
4708	9	15C	E SADDLE RIVER ROAD	VILLAGE OF RIDGEWOOD - WATER DEPT	0.11	0.11
4803	3	15C	E SADDLE RIVER RD	VILLAGE OF RIDGEWOOD - WATER DEPT	3.96	4.11
4805	4	15C	SALEM LANE	VILLAGE OF RIDGEWOOD - WATER DEPT	0.05	0.05
4807	6	15C	LINWOOD AVE	VILLAGE OF RIDGEWOOD - WATER DEPT	0.03	0.03
				Total - Village of Ridgewood Water Dept.:	7.68	7.66



# Religious, Charitable, and Other Public Land

BLOCK	LOT	CLASS	LOCATION	OWNER	ACRES (TAX)	ACRE (GIS)
1411	13	15D	47 FAIRMOUNT RD.	UPPER RIDGEWOOD COMM CHURCH	1.07	1.10
1601	8	15D	169 FAIRMOUNT RD.	ST ELIZABETHS CHURCH	1.31	1.10
1601	26	15D	207 FAIRMOUNT RD.	ST ELIZABETHS CHURCH	0.46	0.46
1816	25	15D	219 N MONROE ST	CHRIST CHURCH	0.40	0.40
2003	7	15D	165 LINWOOD AVE	BETHLEHEM EVANGELICAL LUTHERAN CH	0.24	0.22
2003	8	15D	155 LINWOOD AVE	BETHLEHEM EVANGELICAL LUTHERAN CH	2.46	2.74
2003	11	15D	105 COTTAGE PL.	CHRIST EPISCOPAL CHURCH	2.29	2.74
2012	12.01	15D	113 & 121 COTTAGE PL	UNITARIAN CHURCH	0.83	0.84
2104	15	15D	92 MALTBIE AVE	CHRISTIAN REFORMED OF MIDLAND	0.63	0.64
2305	1	15D	52 LENOX AVE.	RIDGEWOOD COMMUNITY OF CHRIST	0.30	0.34
2305 2311	19	15D			0.24	0.22
2311 2315		15D	LINCOLN AVE 271 LINCOLN AVE	RIDGEWOOD CHRISTIAN REFRMED CH RIDGEWOOD CHRISTIAN REFORMED		0.24
	1 7 04				0.83	
2403	17.01	15D	S HILLSIDE PL	WEST SIDE PRESBYTERIAN CHURCH	3.97	3.95
2403	23	15D	305 GODWIN AVE	WORLD MISSION SOCIETY, CHURCH OF GOD	2.99	2.96
2404	3	15D	6 S MONROE ST	WEST SIDE PRESBYTERIAN CHURCH	2.00	1.67
3211	1	15D	340 MEADOWBROOK AVE.	GRACE CHURCH OF RIDGEWOOD	0.69	0.69
3211	2	15D	358 MEADOWBROOK AVE.	GRACE CHURCH OF RIDGEWOOD	0.34	0.34
3211	12	15D	251 LIBBY AVE.	GRACE CHURCH OF RIDGEWOOD	0.20	0.20
3211	13	15D	257 LIBBY AVE.	GRACE CHURCH OF RIDGEWOOD	0.20	0.20
3306	2	15D	650-660 E GLEN AVE	PARAMUS REFORMED CHURCH	4.92	2.57
3306	3	15D	714 ROUTE 17	PARAMUS REFORMED CHURCH	2.09	2.04
3705	2	15D	102 PROSPECT ST.	CHURCH OF OUR LADY OF MT CARMEL	1.91	1.89
3708	1.01	15B	52 PASSAIC ST	CHURCH OF OUR LADY OF MT CARMEL	1.79	1.91
3709	1.01	15D	103 PROSPECT ST	RIDGEWOOD UNITED METHODIST CHURCH	1.77	1.74
3908	1	15D	259 S BROAD ST	METROPOLITAN A.M.E. ZION CHURCH	0.29	0.26
3908	2	15D	224 HIGHWOOD AVE	RELIGIOUS SOCIETY OF FRIENDS	0.86	0.88
3912	13	15D	3 HIGH ST	MT. BETHEL BAPTIST CHURCH	0.12	0.11
3912	14.01	15D	399 S BROAD ST	MT. BETHEL BAPTIST CHURCH	0.86	0.93
4001	3	15D	324 E RIDGEWOOD AVE	EMMANUEL BAPTIST CHURCH	1.37	1.34
4006	4	15D	HANKS AVE	FIRST PRESBYTERIAN CHURCH	0.85	0.85
4012	1	15D	209 HOPE ST.	EMMANUAL BAPTIST CHURCH	0.29	0.29
4101	17	15D	355 DURAR AVE.	FIRST REFORMED CHURCH	0.33	0.33
4101	18	15D	303 PROSPECT ST.	FIRST REFORMED CHURCH	1.36	1.38
4107	29	15D	475 GROVE ST.	TEMPLE ISRAEL & JEWISH COMM INC	2.69	2.64
4201	1	15D	722 E RIDGEWOOD AVE	FIRST PRESBYTERIAN CHURCH	1.69	1.73
4201	2	15D	20 CIRCLE AVE	FIRST PRESBYTERIAN CHURCH	0.27	0.29
4404	7	15D	365 WOODBINE CT	TEMPLE ISRAEL & JEWISH CC, INC	0.29	0.29
				Total Religious and Charitable:	44.96	42.56



## Religious, Charitable, and Other Public Land

					ACRES	ACRE	
<b>BLOCK</b>	LOT	CLASS	LOCATION	OWNER	(TAX)	(GIS)	
3003	17	15E	546 FRANKLIN TPKE	VALLEAU CEMETERY	0.73	0.64	
3003	18	15E	FRANKLIN TPKE	VALLEAU CEMETERY	32.37	33.96	
				Valleau Cemetery:	33.10	34.60	
1912	1	15F	12 E GLEN AVE	RIDGEWOOD ART INSTITUTE C/O BOWE	0.67	0.66	
2009	1	15F	112 OAK ST	YOUNG MENS CHRISTIAN ASSOCIATION	4.39	4.45	
2113	17	15F	215 W RIDGEWOOD AVE	THE WOMANS CLUB OF RIDGEWOOD	0.55	0.60	
4005	1	15F	506 E RIDGEWOOD AVE	JAMES ROSE HOUSE	0.27	0.25	
3701	3	4A	30 GARBER SQ	VILLAGE OF RIDGEWOOD - LIBRARY	0.80	0.81	
3301	51	15F	223 N VAN DIEN AVE	RIDGEWOOD HOSPITAL ASSN INC	15.57	15.47	

## **Board of Education Properties**

					ACRE	ACRE	
BLOCK	LOT	CLASS	LOCATION	OWNER	(TAX)	(GIS)	SCHOOL
1406	14	15A	601 MORNINGSIDE RD	BOARD OF EDUCATION	4.38	4.38	Willard Elementary School
2104	14	15A	325 W RIDGWEOOD AVE	BOARD OF EDUCATION	12.25	12.18	Ridge Elementary School
2202	1	15A	155 WASHINGTON PL	BOARD OF EDUCATION	4.28	4.24	George Washington Middle School
2313	10	15A	230 DEMAREST ST	BOARD OF EDUCATION	5.92	5.76	Orchard Elementary School
3207	1	15A	340 BOGERT AVE	BOARD OF EDUCATION	3.95	3.90	Travel Elementary School
3301	1	15A	335 N VAN DIEN AVE	BOARD OF EDUCATION	13.39	13.14	Benjamin Franklin Middle School
3612	27	15A	E RIDGEWOOD AVE	BOARD OF EDUCATION	7.93	3.55	Stevens Field (HS)
3614	1.01	15A	627 E RIDGEWOOD AVE	BOARD OF EDUCATION	9.58	9.36	Ridgewood High School
3703	1	15A	49 COTTAGE PL	BOARD OF EDUCATION	0.74	0.73	BOE Admin Bldg
4005	13	15A	SOUTHERN PKWY	BOARD OF EDUCATION	3.14	3.42	Brookside Field
4203	9	15A	S PLEASANT AVE	BOARD OF EDUCATION	1.97	2.00	Kenilworth Field (Playground?)
4204	32	15A	45 S PLEASANT AVE	BOARD OF EDUCATION	8.75	8.81	Somerville Elementary School
4606	29	15A	531 STEVENS AVE	BOARD OF EDUCATION	4.18	4.19	Hawes Elementary School
4805	3.01	15A	865 E GLEN AVE	BOARD OF EDUCATION	NA	7.77	Glen School
				Total Schools:		83.44	

## **Private Recreation**

					ACRES	ACRES
BLOCK	LOT	CLASS	LOCATION	OWNER	(TAX)	(GIS)
1103	17	1	HILLCREST RD	UPPER RIDGEWOOD TENNIS CLUB	2.27	1.95
1202	6	4A	915 GLENVIEW RD.	UPPER RIDGEWOOD TENNIS CLUB	30.85	31.12
				Upper Ridgewood Tennis Club:	33.12	33.08



# Undeveloped, Vacant Land

				ACRES	ACRES					ACRES
BLOCK	LOT	CLASS	LOCATION	(TAX)	(GIS)	BLOCK	LOT	CLASS	LOCATION	(TAX)
1102	1	1	14 BARNES DR	0.02	0.01	2317	12	1	CEDARCROFT RD	0.08
1102	17	1	N MONROE ST	0.04	0.06	2319	4	1	DOREMUS AVE	0.05
1202	1	1	GLENVIEW RD	0.06	0.06	2320	5	1	DOREMUS AVE	0.01
1202	2	1	GLENVIEW RD	0.05	0.05	2507	8	1	GOFFLE ROAD	0.09
1202	3.01	1	GLENVIEW RD	0.07	0.07	2509	1	1	MOUNTAIN AVE	0.05
1605	2	1	FAIRMOUNT RD	0.46	0.46	2509	21	1	LAKE AVE - OFF OF	0.54
1606	20.02	1	147 W GLEN AVE	0.84	0.85	2515	11	1	MARLBOROUGH ROAD	1.81
1701	1	1	VAN DYKE ST	0.04	0.04	2515	12	1	MARLBOROUGH ROAD	0.46
1701	2	1	416 VAN DYKE ST.	0.05	0.06	2516	1.01	1	GOFFLE RD - REAR	0.30
1701	28	1	VAN DYKE ST - OFF OF	0.01	0.01	2605	1	1	MARLBOROUGH RD	0.43
1702	25	1	416 FARVIEW ST.	0.07	0.09	2808	11	1	303 WESTGATE ROAD	0.40
1702	26	1	FARVIEW ST	0.05	0.08	2808	13	1	309 WESTGATE RD	0.37
1802	13	1	378 N MONROE ST	0.06	0.07	2808	14.01	1	313 WESTGATE RD.	0.43
1802	9	1	384 N MONROE ST	0.36	0.36	2904	2	1	FIRST STREET	0.43
1810	1	1	ELM CT	0.02	0.02	3104	15	1	VAN BUREN ST	0.17
1810	2	1	ELM CT	0.07	0.06	3107	34	1	N MAPLE AVE	0.08
1810	20	1	INSIDE LOT	0.11	0.00	3804	4	1	OFF CHESTNUT & N BROAD	0.08
1810	3	1	ELM CT	0.07	0.07	3901	13.01	1	213 WOODSIDE AVE	0.03
1810	4	1	ELM CT	0.08	0.09	3902	6	1	245 S BROAD ST	0.09
1810	5	1	ELM CT	0.09	0.10	3905	37	1	S BROAD ST	0.06
1810	6	1	ELM CT	0.25	0.22	4011	16.01	1	229 S MAPLE AVE	0.27
1810	7	1	ELM CT	0.69	0.56	4011	17	1	S MAPLE AVE	0.25
1810	8	1	ELM CT	0.52	0.50	4011	18	1	S MAPLE AVE	0.03
1810	9	1	ELM CT	1.16	0.97	4103	25	1	S MAPLE AVE	0.08
1903	7	1	UPPER BLVD (OFF OF)	1.32	0.92	4107	32	1	BROOKSIDE AVE	0.11
1918	4	1	232 CREST RD	0.47	0.45	4303	18	1	290 S PLEASANT AVE	0.26
2004	23	1	165 CREST RD	0.42	0.45	4407	2	1	446 GROVE ST	0.67
2004	24	1	CREST RD	0.30	0.29	4708	1	1	E SADDLE RIVER RD	0.32
2005	3	1	150-174 CHESTNUT ST	1.20	1.23	4708	11	1	E SADDLE RIVER RD	0.07
2104	17	1	116 MALTBIE AVE	0.17	0.11	4710	1	1	318 QUEENS COURT	0.34
2104	18	1	118 MALTBIE AVE	0.08	0.04				Undeveloped, Vacant Land:	18.94
2104	19	1	72 BUSTEED DR	0.08	0.05				. ,	
2104	23	1	100 BUSTEED DR	0.13	0.07					
2104	25	1	MURRAY AVENUE	0.05	0.00					
2201	5	1	170 W RIDGEWOOD AVE	0.71	0.66					
2311	6	1	248 BRIARCLIFF RD	0.19	0.21					
2313	13	1	ACKERMAN AVE	0.20	0.26					
2316	5	1	MC KINLEY PL	0.06	0.07					
2316	8	1	MC KINLEY PL	0.01	0.00					



## Residential Properties > 1 acre

				ACRES	ACRES					ACRES	ACRES
вьоск	LOT	CLASS	LOCATION	(TAX)	(GIS)	вьоск	LOT	CLASS	LOCATION	(TAX)	(GIS)
1103	18	2	1021 HILLCREST RD	1.09	1.14	2808	1	2	600 KNOLLWOOD ROAD	1.10	1.04
1103	19	2	940 GLENVIEW RD	1.68	1.69	2905	22.01	2	272 MULBERRY PL	1.47	1.50
1104	4	2	1080 HILLCREST RD	1.24	1.30	2905	41.01	2	595 BARNETT PL	1.59	1.59
1104	11	2	776 WOODFIELD CT	1.02	0.91	2905	45.01	2	580 NAUSET LA	4.07	4.14
1510	17	2	424 HILLCREST RD	2.07	1.99	2906	2.02	2	248 FRANKLIN TPKE	1.33	1.22
1510	1	2	106 LAWRENCE CT.	0.95	1.07	2908	4	2	342 FRANKLIN TPKE	1.04	1.00
1510	20	2	96 LAWRENCE CT	1.06	1.05	3101	16.01	2	224 BURNSIDE PL	1.21	1.27
1514	7	2	466 N MAPLE AVE	1.36	1.22	3306	4	2	729 MARY ANN PL	1.71	1.54
1514	8	2	472 N MAPLE AVE	1.38	1.22	3311	2	2	730 MARY ANN PL.	1.30	1.36
1605	7	2	520 HEIGHTS RD	1.15	1.14	3502	14	2	849 E RIDGEWOOD AVE	1.19	1.19
1810	19	2	320 N MURRAY AVE	1.69	1.57	3503	22	2	71 N PLEASANT AVE	1.52	1.55
1810	21	2	300 N MURRAY AVE	1.45	1.32	3507	23.02	2	33 N PLEASANT AVE	1.02	1.02
1810	22	2	240 N MURRAY AVE	3.45	3.45	3607	3	2	80 N IRVING ST	1.66	1.66
1811	21.01		275 N MURRAY AVE	1.53	1.53	3612	24	2	419 BEVERLY RD	1.42	1.35
1908	5	2	95 WILDWOOD RD	1.10	1.10	3614	6	2	40 N VAN DIEN AVE	1.39	1.42
1909	22	2	257 CREST RD	1.17	1.10	3901	5	2	168 PROSPECT ST	1.14	1.14
1913	3.01	2	320 BROOKMERE CT	0.89	1.17	3907	8	2	226 PROSPECT ST	1.02	0.97
1918	5	2	224 CREST RD	1.33	1.17	3907	9	2	240 PROSPECT ST	1.45	1.43
1920	7	2	250 N MAPLE AVE	1.44	1.44	3915	5	2	136 LINDEN ST	1.43	1.43
2003	2	2	232 N MAPLE AVE	2.10	2.14	4005	3.02	2	18 BROOKSIDE AVE	4.24	4.07
2102	1	2	145 HEIGHTS RD	1.18	1.16	4005	3.02	2	4 BROOKSIDE AVE	1.23	1.23
2102	3.01	2	174 ELMSLEY CT	1.77	2.57	4005	5.03	2	114 BROOKSIDE AVE	1.23	1.25
2104	3.02	2	200 ELMSLEY CT	1.01	0.89	4005	9.01	2	150 BROOKSIDE AVE	1.23	1.25
2104	3.02	2	143 ELMSLEY CT	1.01	1.05	4005	4	2	370 SPRING AVE	1.12	1.95
2104	24	2	164 N MURRAY AVE	1.03	1.05	4013	1	2	410 SPRING AVE	1.12	1.13
2104	24	2	70 MONTE VISTA AVE	1.46	1.09	4013	4	2		1.45	1.43
									448 SPRING AVE		
2206	1	2	300 GODWIN AVE	1.07	1.03	4106	29	2	269 S IRVING ST	1.40	1.42
2207	4	2	256 GODWIN AVE	1.39	1.49	4106	30	2	456 HAWTHORNE PL	1.90	1.13
2403	24	2	333 GODWIN AVE	2.72	2.69	4201	22.01	2	113 S VAN DIEN AVE	1.17	1.18
2502	6	2	151 GRANT ST	1.15	1.44	4401	45	2	415 STEVENS AVE	1.11	1.10
2507		2	299 GOFFLE RD	1.62	1.64	4405	8	2	454 STEVENS AVE	2.47	2.39
2509		2	246 MOUNTAIN AVE	1.84	1.81	4704	7.04	2	552 ROUTE 17	3.15	3.08
2510	2	2	200 HIGHLAND AVE	1.37	1.37	4705	13	2	521 W SADDLE RIVER RD	1.20	1.04
2510	3	2	224 HIGHLAND AVE.	1.23	1.23	4707	6	2	705 HOWARD ROAD	0.71	1.09
2510	4	2	244 HIGHLAND AVE	1.35	1.35	4707	11	2	684 HOWARD RD	1.16	1.11
2511	7.01	2	169 WESTEND AVE.	0.94	1.02	4707	30	2	685 TERHUNE RD	1.18	0.99
2514	4	2	180 LINCOLN AVE	1.14	1.14	4707	31	2	695 TERHUNE ROAD	1.00	1.08
2606	8	2	336 MOUNTAIN AVE	1.12	1.10	4802	3	2	369 QUEENS CT	1.05	0.93
2607	2.01	2	268 HIGHLAND AVE	1.15	1.15	4804	8	2	416 QUACKENBUSH PL	1.09	1.03
2608	9	2	272 WESTEND AVE.	1.10	1.01	4804	13	2	789 & 795 E GLEN AVE	2.33	2.37
2608	24	2	299 HIGHLAND AVE	1.07	1.02	4805	16.01	2	853 E GLEN AVE	1.07	0.64
2609	3	2	288 ORCHARD PL	0.98	1.00	4806	3	2	218 PARAMUS ROAD	1.21	1.11
2609	9	2	252 LINCOLN AVE	1.08	1.07	4806	4	2	833 LINWOOD AVE	2.46	2.85
2704	3	2	380 MOUNTAIN AVE	1.76	1.80	4807	9	2	225 PARAMUS RD	1.86	1.90
2704	4	2	356 KNOLLWOOD RD	1.26	1.24	4901	17	2	825 NORGATE DR	1.19	1.18
2704	5	2	376 KNOLLWOOD RD	1.25	1.26	4902	1	2	659 WESTBROOK RD	1.33	1.34
2704	6	2	396 KNOLLWOOD RD	1.84	1.82	4904	13.03	2	942 WOOD HOLLOW LA	1.01	0.96
2704	9	2	440 KNOLLWOOD RD.	1.84	1.85	4908	11	2	420 EASTGATE RD	1.21	1.21
2803	3.01	2	480 KNOLLWOOD RD	3.30	3.37	4908	13	2	414 VAN EMBURGH AVE.	1.03	1.02
2803	4.01	2	500 KNOLLWOOD RD	1.92	1.77	4908	14	2	412 VAN EMBURGH AVE	1.01	1.07
2803	5.01	2	550 KNOLLWOOD RD	1.84	1.78	4911	15	2	465 E SADDLE RIVER RD	1.62	1.80
2803	19.01	2	526 KNOLLWOOD RD	2.00	2.13	4911	16	2	471 E SADDLE RIVER RD	1.05	1.16
2805	4	2	250 THE BY-WAY	1.05	1.02			R	esidential Property > 1 acre:	154.03	153.48



# POTENTIAL EXPANSION SITES

					Acres		Next	Next to	<b>-</b>	Private	Historic District,				
Block	Lot	Class	Location	Owner	(Tax Assessor)	Acres (GIS)	to a Park	a School	Trail (PSEG)	Private Recreation	Local Site	Flood Zone	Forested	Stream	Composite Score
		2	18 BROOKSIDE AVE	Residential (Locally Historic)	4.24	4.07	-	1	-	-	1	1	1	1	5
	0.02		I S S I I S S I I S S I I S S	reconstruction (2000m) : noterior								•	·		
4005	2	1	E RIDGEWOOD AVE TO SPRING	PSE&G	2.76	2.55	1	1	1	-	-	-	-	1	4
3607	3	2	80 N IRVING ST	Residential (Flood Zone)	1.66	1.66	1	1	1	-	-	1	-	-	4
3607	4	2	70 N IRVING ST	Residential (Flood Zone)	0.79	0.79	1	1	1	-	-	1	-	-	4
3607	5	2	66 N IRVING ST	Residential (Flood Zone)	0.28	0.28	1	1	1	-	-	1	-	-	4
3607	6	2	60 N IRVING ST	Residential (Flood Zone)	0.27	0.33	1	1	1	-	-	1	-	-	4
1103	17	1	HILLCREST RD	Upper Ridgewood Tennis Club	2.27	1.95	1	-	-	1	-	-	1	1	4
1202	6	4A	915 GLENVIEW RD.	Upper Ridgewood Tennis Club	30.85	13.87	1	-	-	1	-	-	1	1	4
4107	31	1	SPRING AVE TO GROVE ST	PSE&G	3.91	3.74	1	-	1	-	-	-	-	1	3
2308	13	2	175 ORCHARD PL	Residential	0.36	0.40	1	1	-	-	-	-	-	1	3
2509		2	216 MOUNTAIN AVE	Residential	0.68	0.66	1	-	-	-	-	1	1	-	3
2509		2	226 MOUNTAIN AVE	Residential	0.75	0.74	1	•	-	-	-	1	1	-	3
4005	14	2	441 SPRING AVE	Residential (Historic District)	0.53	0.50	1	1	-	-	1	-	-	-	3
				Residential (Proposed Nauset											
2905	45.01		580 NAUSET LA	Lane Pocket Park)	4.07	4.14	-	-	-	-	-	1	1	1	3
4804	13	2	789 & 795 E GLEN AVE	Residential (Historic SR, NR)	2.33	2.37	1	-	-	-	1	-	1	-	3
4407	1	1	GROVE ST	PSE&G	0.83	0.64	-	-	1	-	-	-	-	1	2
1103		2	989 ANDOVER TERR	Residential	0.22	0.25	1	-	-	-	-	-	-	1	2
1103		2	983 ANDOVER TERR	Residential	0.21	0.20	1	ı	-	-	-	-	-	1	2
1103			971 ANDOVER TERR	Residential	0.16	0.19	1	-	-	-	-	-	-	1	2
1103		2	965 ANDOVER TERR.	Residential	0.18	0.18	1	-	-	-	-	-	-	1	2
1103		2	959 ANDOVER TERR	Residential	0.18	0.18	1	-	-	-	-	-	-	1	2
1103		2	953 ANDOVER TERR	Residential	0.18	0.18	1	-	-	-	-	-	-	1	2
2308		2	156 BELLAIR RD	Residential	0.55	0.55	1	-	-	-	-	-	-	1	2
2606		2	308 MOUNTAIN AVE	Residential	0.75	0.74	1	-	-	-	-	-	1	-	2
2606	-	2	316 MOUNTAIN AVE	Residential	0.93	0.92	1	-	-	-	-	-	1	-	2
2606		2	326 MOUNTAIN AVE	Residential	0.93	0.94	1	-	-	-	-	-	1	-	2
2704		2	450 KNOLLWOOD RD	Residential	0.69	0.71	1	-	-	-	-	-	1	-	2
2803		2	460 KNOLLWOOD RD	Residential	0.96	0.80	1	-	-	-	-	-	-	1	2
2803		2	480 KNOLLWOOD RD	Residential	3.30	3.37	1	-	-	-	-	-	-	1	2
2803		2	500 KNOLLWOOD RD	Residential	1.92	1.77	1	-	-	-	-	-	-	1	2
2803		2	550 KNOLLWOOD RD	Residential	1.84	1.78	1	-	-	-	-	-	-	1	2
2803	7	2	570 KNOLLWOOD RD.	Residential	0.63	0.58	1	-	-	-	-	-	-	1	2



					Acres		Next	Next to			Historic District.				
						A = = = =			Trail	Drivete	Local	Flood			Composito
Block	Lot	Class	Location	Owner	(Tax Assessor)	Acres (GIS)		a School	Trail (PSEG)	Private Recreation		Zone	Forested	Stream	Composite Score
			580 KNOLLWOOD RD	Residential	0.60	0.63	1	-	(1 0 2 0)	-	-		Torcacca	1	2
2803			590 KNOLLWOOD RD	Residential	0.64	0.64	1				_	-	_	1	2
	19.01		526 KNOLLWOOD RD	Residential	2.00	2.13	1		_	_	_	_	_	1	2
4203			133 KENILWORTH RD	Residential	0.29	0.29	1	1		_	_	-	_		2
4805			321 EASTBROOK RD	Residential	0.32	0.31	1	1	-	_	_	-	_	_	2
	16.01		853 E GLEN AVE	Residential	1.07	0.64	1	<u>.</u>		_	_	-	_	_	2
4806			218 PARAMUS ROAD	Residential	1.21	1.11	1			_	_	-	_	1	2
4806	-		833 LINWOOD AVE	Residential	2.46	2.85	1		_	_	_	_	_	1	2
			257 CREST RD	Residential (Historic District)	1.17	1.10	1	_	_	_	1	-	_		2
			35 RIDGE RD	Residential (Historic District)	0.16	0.21	1	_	_	_	1	-	_	_	2
			81 CREST RD	Residential (Historic District)	0.85	0.86	1	-	_	_	1	-	_	-	2
2004			135 CREST RD	Residential (Historic District)	0.48	0.41	1	-	_	_	1	-	_	-	2
2704			380 MOUNTAIN AVE	Residential (Historic District)	1.76	1.80	1	-	-	_	1	-	_	-	2
4013	4	2	448 SPRING AVE	Residential (Locally Historic)	1.17	1.19	1	-	-	-	1	-	-	-	2
4804	1.01	2	457 E SADDLE RIVER RD	Residential (Locally Historic)	0.59	0.66	1	-	-	-	1	-	-	-	2
2004	23	1	165 CREST RD	Undeveloped	0.42	0.45	1	-	-	-	-	-	1	-	2
2004	24	1	CREST RD	Undeveloped	0.30	0.29	1	-	-	-	-	-	1	-	2
2515	12	1	MARLBOROUGH ROAD	Undeveloped	0.46	0.43	1	-	-	-	-	-	1	-	2
2605	1	1	MARLBOROUGH RD	Undeveloped	0.43	0.37	1	-	-	-	-	-	1	-	2
4806	1	1	240 PARAMUS RD	Undeveloped	7.47	7.95	1	-	-	-	-	-	-	1	2
				·											
2403	23	15D	305 GODWIN AVE	Church of God	2.99	2.96	1	-	-	-	-	-	-	-	1
2005	6	4A	136 CHESTNUT ST	PSE&G	0.51	0.51	-	-	1	-	-	-	-	-	1
2906	1	1	FRANKLIN TPKE TO BURNSIDE	PSE&G	1.03	0.93	-	-	1	_	-	-	-	-	1
3101	1	1	BURNSIDE PL	PSE&G	0.11	0.11	-	-	1	-	-	-	-	-	1
3104	20	1	BURNSIDE PL TO E GLEN AVE	PSE&G	2.45	2.39	-	-	1	-	-	-	-	-	1
3201	13	1	E GLEN AVE TO MEADOWBROOK	PSE&G	1.64	1.64	-	-	1	-	-	-	-	-	1
1103	10	2	947 ANDOVER TERR	Residential	0.18	0.18	1	-	-	-	-	-	-	-	1
1103	11	2	941 ANDOVER TERR.	Residential	0.18	0.17	1	-	-	-	-	-	-	-	1
1103	12	2	937 ANDOVER TERR.	Residential	0.18	0.18	1	-	-	-	-	-	-	-	1
1103			931 ANDOVER TERR	Residential	0.18	0.18	1	-	-	-	-	-	-	-	1
1103			925 ANDOVER TERR	Residential	0.18	0.18	1	-	-	-	-	-	-	-	1
1103			919 ANDOVER TERR	Residential	0.18	0.18	1	-		-	-	-	-	-	1
			1021 HILLCREST RD	Residential	1.09	1.14	1	-	-	-	-	_	-	-	1
	-		1025 HILLCREST RD	Residential	0.34	0.34	1	-	-	-	-	-	-	-	1
1607	1.01	2	456 N MONROE ST	Residential	0.30	0.28	1	-	-	-	-		-	-	1



					_						Historic				
					Acres	_	Next	Next to			District,	l			
					(Tax	Acres	to a	а	Trail	Private	Local	Flood			Composite
			Location	Owner	Assessor)		Park	School	(PSEG)	Recreation	Site	Zone	Forested	Stream	Score
1607	-		435 MORNINGSIDE RD	Residential	0.27	0.25	1	-	-	-	-	-	-	-	1
1607			413 MORNINGSIDE RD	Residential	0.22	0.22	1	-	-	-	-	-	-	-	1
1909			280 HILLCREST RD	Residential	0.33	0.34	1	-	-	-	-	-	-	-	1
1909			270 HILLCREST RD	Residential	0.32	0.33	1	-	-	-	-	-	-	-	1
1909			260 HILLCREST RD	Residential	0.31	0.31	1	-	-	-	-	-	-	-	1
			250 HILLCREST RD	Residential	0.32	0.34	1	-	-	-	-	-	-	-	1
1911			255 HILLCREST RD	Residential	0.30	0.32	1	-	-	-	-	-	-	-	1
2004			240 HILLCREST RD	Residential	0.30	0.30	1	-	-	-	-	-	-	-	1
			230 HILLCREST RD	Residential	0.43	0.48	1	-	-	-	-	-	-	-	1
			210 HILLCREST RD	Residential	0.32	0.32	1	•	ı	-	-	-	-	-	1
			200 HILLCREST RD	Residential	0.39	0.44	1	-	-	-	-	-	-	-	1
2004	7	2	190 HILLCREST RD	Residential	0.42	0.47	1	-	-	-	-	-	-	-	1
2004		2	180 HILLCREST RD.	Residential	0.55	0.53	1	-	1	-	-	-	-	-	1
2312	3	2	198 ORCHARD PL	Residential	0.42	0.44	1		-	-	-	-	-	-	1
2312	4	2	190 ORCHARD PL	Residential	0.49	0.52	1	-	-	-	-	-	-	-	1
2312	8	2	262 CEDARCROFT RD	Residential	0.19	0.18	1		-	-	-	-	-	-	1
2312	13	2	255 BRIARCLIFF RD	Residential	0.29	0.31	1	-	-	-	-	-	-	-	1
2312	14	2	251 BRIARCLIFF RD	Residential	0.29	0.27	1	-	-	-	-	-	-	-	1
2403	20	2	46 S MONROE ST	Residential	0.37	0.40	1	-	-	-	-	-	-	-	1
2509	4	2	170 MOUNTAIN AVE	Residential	0.27	0.27	1	-	-	-	-	-	-	-	1
2509	11	2	230 MOUNTAIN AVE	Residential	0.75	0.75	1	-	-	-	-	-	-	-	1
2509	12	2	236 MOUNTAIN AVE	Residential	0.75	0.73	1	-	-	-	-	-	-	-	1
2509	13.01	2	246 MOUNTAIN AVE	Residential	1.84	1.81	1	-	-	-	-	-	-	-	1
2509	15.01	2	268 MOUNTAIN AVE	Residential	0.75	0.74	1	-	-	-	-	-	-	-	1
2515	8	2	245 LAKEVIEW DR	Residential	0.54	0.40	1	-	-	-	-	-	-	-	1
2604	3	2	334 LAKEVIEW DR	Residential	0.52	0.55	1	-	-	-	-	-	-	-	1
2606	1	2	274 MOUNTAIN AVE	Residential	0.75	0.78	1	-	-	-	-	-	-	-	1
2606	2	2	280 MOUNTAIN AVE	Residential	0.75	0.75	1	-	-	-	-	-	-	-	1
2606			286 MOUNTAIN AVE	Residential	0.75	0.76	1	-	-	-	-	-	-	-	1
2606	4	2	296 MOUNTAIN AVE	Residential	0.75	0.74	1	-	-	-	-	-	-	-	1
2606		2	336 MOUNTAIN AVE	Residential	1.12	1.10	1	-	-	-	-	-	-	-	1
2704		2	356 KNOLLWOOD RD	Residential	1.26	1.24	1	-	-	-	-	-	-	-	1
2704			376 KNOLLWOOD RD	Residential	1.25	1.26	1	-	-	-	-	-	-	-	1
		2	396 KNOLLWOOD RD	Residential	1.84	1.82	1	-	-	-	-	-	-	-	1
2704			416 KNOLLWOOD RD	Residential	0.92	0.92	1	-	-	-	-	-	-	-	1
		2	426 KNOLLWOOD RD	Residential	0.92	0.92	1	-	-	-	-	-	-	-	1



					Acres (Tax	Acres	Next to a	Next to	Trail	Private	Historic District, Local	Flood			Composite
Block	Lot	Class	Location	Owner	Assessor)	(GIS)	Park	School	(PSEG)	Recreation	Site	Zone	Forested	Stream	Score
2704	9	2	440 KNOLLWOOD RD.	Residential	1.84	1.85	1	-	-	-	-	-	-	-	1
2803	2	2	470 KNOLLWOOD ROAD	Residential	0.66	0.66	1	-	-	-	-	-	-	-	1
3003	10	2	495 DARBY CT	Residential	0.29	0.32	1	-	-	-	-	-	-	-	1
3003	11	2	501 DARBY CT	Residential	0.33	0.33	1	-	-	-	-	-	-	-	1
3003	13		490 FRANKLIN TPKE	Residential	0.30	0.29	1	-	-	-	-	-	-	-	1
3003	15	2	500 FRANKLIN TPKE	Residential	0.30	0.30	1	-	-	-	-	-	-	-	1
3003	26	2	451 RED BIRCH CT	Residential	0.30	0.31	1	-	-	-	-	-	-	-	1
3003	28	2	450 RED BIRCH CT.	Residential	0.36	0.34	1	-	-	-	-	-	-	-	1
3003	50	2	457 CAMBRIDGE RD	Residential	0.15	0.15	1	-	-	-	-	-	-	-	1
3003	51	2	465 CAMBRIDGE RD	Residential	0.16	0.16	1	-	-	-	-	-	-	-	1
3003	52	2	469 CAMBRIDGE RD	Residential	0.20	0.21	1	-	-	-	-	-	-	-	1
3003	53	2	473 CAMBRIDGE RD.	Residential	0.33	0.33	1	-	-	-	-	-	-	-	1
3201	2	2	206 E GLEN AVE	Residential	0.26	0.25	1	-	-	-	-	-	-	-	1
3201	41	2	363 VESTA CT	Residential	0.51	0.55	1	-	-	-	-	-	-	-	1
3201	42	2	368 VESTA CT	Residential	0.42	0.43	1	-	-	-	-	-	-	-	1
3201	43		372 VESTA COURT	Residential	0.26	0.24	1	-	-	-	-	-	-	-	1
3201	44	2	376 VESTA CT	Residential	0.26	0.27	1	-	-	-	-	-	-	-	1
3201	45	2	380 VESTA CT	Residential	0.26	0.27	1	-	-	-	-	-	-	-	1
3201	46	2	384 VESTA CT	Residential	0.26	0.29	1	-	-	-	-	-	-	-	1
3201	47	2	388 VESTA CT	Residential	0.26	0.28	1	-	-	-	-	-	-	-	1
3201	48	2	392 VESTA CT	Residential	0.26	0.29	1	-	-	-	-	-	-	-	1
3210	13	2	307 GRAYDON TERR	Residential	0.27	0.27	1	-	-	-	-	-	-	-	1
3210	14	2	241 NORTHERN PKWY	Residential	0.33	0.31	1	-	-	-	-	-	-	-	1
3311	4	2	741 LINWOOD AVE	Residential	0.33	0.34	1	-	-	-	-	-	-	-	1
3311	6	2	217 SOLLAS CT.	Residential	0.47	0.48	1	-	-	-	-	-	-	-	1
3311	7	2	225 SOLLAS CT	Residential	0.47	0.47	1	-	-	-	-	-	-	-	1
3311	8		237 SOLLAS CT	Residential	0.46	0.46	1	-	-	-	-	-	-	-	1
3311	9	2	245 SOLLAS CT	Residential	0.42	0.42	1	-	-	-	-	-	-	-	1
3405	9	2	153 JEFFER CT	Residential	0.34	0.34	1	-	-	-	-	-	-	-	1
3405	10	2	157 JEFFER COURT	Residential	0.25	0.26	1	-	-	-	-	-	-	-	1
3405	11	2	161 JEFFER CT	Residential	0.26	0.26	1	-	-	-	-	-	-	-	1
3405	12	2	165 JEFFER CT	Residential	0.26	0.26	1	-	-	-	-	-	-	-	1
3405	13	2	169 JEFFER CT	Residential	0.26	0.26	1	-	-	-	-	-	-	-	1
3405	15	2	732 LINWOOD AVE	Residential	0.22	0.23	1	-	-	-	-	-	-	-	1
3405	17	2	736 LINWOOD AVE	Residential	0.26	0.26	1	-	-	-	-	-	-	-	1
3405	18	2	740 LINWOOD AVE	Residential	0.26	0.26	1	-	-	-	-	-	-	-	1



					Acres		Next	Next to			Historic District.				
					(Tax	Acres	to a	a	Trail	Private	Local	Flood			Composite
Block	Lot	Class	Location	Owner	(1 ax Assessor)		Park	I	-		Site	Zone	Forested	Stream	
3405		2	744 LINWOOD AVE	Residential	0.26	0.26	Fair.	SCHOOL	(FSEG)	Recreation	one -	Zone	roresteu	Stream	Score 1
3405		2	748 LINWOOD AVE	Residential	0.28	0.28	1		-	_	-	<del>-</del>	-	-	1
3405		2	752 LINWOOD AVE	Residential	0.25	0.25	1		-	-	-	-	-	-	1
3405		2	695 WALL ST	Residential	0.23	0.23	1	<u> </u>	-	_	-	<del>-</del>	_	-	1
4013		2	441 HAWTHORNE PL.	Residential	0.63	0.61	1	-	-	-	-	-	-	-	1
4106		2	403 GROVE ST	Residential	0.03	0.81	1	-	-		-	-	-	-	1
4106			379 S IRVING ST	Residential	0.32	0.31	1	-	-		-	-	-	-	1
4106			371 S IRVING ST	Residential	0.27	0.27	1	<u> </u>	_	-	_	-	_	-	1
4106		2	363 S IRVING ST	Residential	0.90	0.90	1		-	-	-	-	-	-	1
4106		2	351 S IRVING ST	Residential	0.47	0.47	1	<u> </u>	-	_	-	-	_	-	1
4106		2	345 S IRVING ST	Residential	0.53	0.54	1		-		-	-		-	1
4106						0.46		-		-			-	-	1
4106		2	341 S IRVING ST	Residential	0.46 0.50	0.46	1		-	-	-	-	-	-	
4106		2	337 S IRVING ST 424 ARDEN CT	Residential Residential	0.50	0.50	1	-	-	-	-	-	-	-	1 1
					_	_		-	-	-	-	-	-	-	
4106			427 ARDEN CT 305 S IRVING ST	Residential	0.72	0.73	1	-	-	-	-	-	-	-	1
4106		2		Residential	0.59	0.63	1	-	-	-	-	-	-	-	1
4106			297 S IRVING ST	Residential	0.78	0.78	1		-	-	-	-	-	-	1
4106		2	289 S IRVING ST	Residential	0.86	0.85	1		-	-	-	-	-	-	1
4106		2	456 HAWTHORNE PL	Residential	1.90	1.13	1	-	-	-	-	-	-	-	1
4203		2	142 S PLEASANT AVE	Residential	0.25	0.25	1	-	-	-	-	-	-	-	1
4203		2	143 KENILWORTH RD	Residential	0.29	0.29	1	-	-	-	-	-	-	-	1
4203		2	139 KENILWORTH RD	Residential	0.29	0.29	1	-	-	-	-	-	-	-	1
4312		2	718 ALBERT PL	Residential	0.28	0.28	1	-	-	-	-	-	-	-	1
4312		2	721 MAXWELL PL	Residential	0.28	0.28	1	-	-	-	-	-	-	-	1
4315		2	720 MAXWELL PL	Residential	0.23	0.23	1	-	-	-	-	-	-	-	1
4315		2	337 JAMES ST	Residential	0.18	0.18	1		-	-	-	-	-	-	1
4315		2	333 JAMES ST	Residential	0.16	0.16	1		-	-	-	-	-	-	1
4315		2	329 JAMES ST	Residential	0.16	0.16	1	-	-	-	-	-	-	-	1
4407			452 GROVE ST	Residential	0.74	0.71	1	-	-	-	-	-	-	-	1
4407		2	510 AMSTERDAM AVE	Residential	0.19	0.19	1	-	-	-	-	-	-	-	1
4407			513 JEMCO PL	Residential	0.35	0.36	1	-	-	-	-	-	-	-	1
4407		2	510 JEMCO PL.	Residential	0.52	0.53	1	-	-	-	-	-	-	-	1
4505	2	2	706 GROVE ST	Residential	0.24	0.24	1	-	-	-	-	-	-	-	1
4505	3	2	710 GROVE ST	Residential	0.25	0.25	1	-	-	-	-	-	-	-	1
4505	4	2	714 GROVE ST	Residential	0.17	0.17	1	-	-	-	-	-	-	-	1
4505	5	2	718 GROVE ST	Residential	0.15	0.15	1	-	-	-	-	-	-	-	1



					Acres		Nové	Nové to			Historic				
					Acres	A	Next	Next to	T!!	Duitanta	District,	Floor			0
		٥.			(Tax	Acres	to a	a	Trail	Private	Local	Flood			Composite
Block			Location	Owner	Assessor)	(GIS)	Park	School	(PSEG)	Recreation	Site	Zone	Forested	Stream	Score
4505	6	2	722 GROVE ST	Residential	0.14	0.15	1	-	-	-	-	-	-	-	1
4505			677 NEWCOMB RD	Residential	0.15	0.15	1	-	-	-	-	-	-	-	1
4505			675 NEWCOMB RD	Residential	0.15	0.15	1	-	-	-	-	-	-	-	1
4505	13		671 NEWCOMB RD	Residential	0.18	0.17	1	-	-	-	-	-	-	-	1
4505			667 NEWCOMB ROAD	Residential	0.17	0.16	1	-	-	-	-	-	-	-	1
4505			663 NEWCOMB RD	Residential	0.14	0.14	1	-	-	-	-	-	-	-	1
4505			659 NEWCOMB RD	Residential	0.14	0.14	1	-	-	-	-	-	-	-	1
4505	18		657 NEWCOMB RD	Residential	0.14	0.15	1	-	-	-	-	-	-	-	1
4505			655 NEWCOMB RD	Residential	0.15	0.15	1	-	-	-	-	-	-	-	1
4505			651 NEWCOMB RD	Residential	0.15	0.15	1	-	-	-	-	-	-	-	1
4505	21	2	647 NEWCOMB ROAD	Residential	0.14	0.14	1	-	-	-	-	-	-	-	1
4505	22	2	643 NEWCOMB RD	Residential	0.15	0.15	1	-	-	-	-	-	-	-	1
4505	24	2	430 BERKSHIRE RD	Residential	0.15	0.15	1	-	-	-	-	-	-	-	1
4505	25	2	426 BERKSHIRE RD	Residential	0.16	0.16	1	-	-	-	-	-	-	-	1
4505	27	2	422 BERKSHIRE RD	Residential	0.16	0.16	1	-	-	-	-	-	-	-	1
4505	28	2	418 BERKSHIRE RD	Residential	0.14	0.14	1	-	-	-	-	-	-	-	1
4505	29	2	414 BERKSHIRE RD	Residential	0.14	0.14	1	-	-	-	-	-	-	-	1
4505	30	2	410 BERKSHIRE RD	Residential	0.14	0.14	1	-	-	-	-	-	-	-	1
4505	31	2	406 BERKSHIRE RD	Residential	0.14	0.14	1	-	-	-	-	-	-	-	1
4505	32	2	402 BERKSHIRE RD	Residential	0.14	0.14	1	-	-	-	-	-	-	-	1
4505			398 BERKSHIRE RD	Residential	0.19	0.19	1	-	-	-	-	-	-	-	1
4505	34		394 BERKSHIRE RD	Residential	0.17	0.17	1	-	-	-	-	-	-	-	1
4505		2	390 BERKSHIRE RD	Residential	0.18	0.18	1	-	-	-	-	-	-	-	1
4606	12		660 ELLINGTON RD	Residential	0.20	0.20	1	-	-	-	-	-	-	-	1
4606	13	2	664 ELLINGTON RD	Residential	0.19	0.19	1	-	-	_	_	-	_	-	1
4606	14		668 ELLINGTON RD	Residential	0.23	0.23	1	-	-	_	-	-	_	-	1
4606			672 ELLINGTON RD	Residential	0.31	0.31	1	-	-	_	-	-	_	-	1
4606			676 ELLINGTON RD	Residential	0.28	0.30	1	_	-	_	_	-	_	_	1
4606	-		680 ELLINGTON RD.	Residential	0.21	0.23	1	_	-	_	_	-	_	_	1
4606	18		684 ELLINGTON RD.	Residential	0.15	0.15	1	_	_	_	<u> </u>	-	_	_	1
4606	_		686 ELLINGTON RD	Residential	0.13	0.13	1		_	_					1
4606			690 ELLINGTON RD	Residential	0.14	0.14	1		_	_	l _			_	1
	-		694 ELLINGTON RD	Residential	0.14	0.14	1		_			<u> </u>	<u> </u>		1
4606	22		698 ELLINGTON RD	Residential	0.14	0.14	1		_	_		-	<del>-</del>	_	1
4606	23	2	702 ELLINGTON RD.	Residential	0.14	0.14	1		_	_				<u> </u>	1
4606	24	2	702 ELLINGTON RD.	Residential	0.14	0.14	1		_	_			_		1
4000	24	4	100 ELLING I ON KD.	residelilidi	0.14	0.14			-			-	-		1



					A		Nave	Nove to			Historic				
					Acres (Tax	Acres		Next to	Trail	Private	District, Local	Flood			Composite
Block	1.04	Class	Location Ow	vner		(GIS)		a School	(PSEG)			Zone	Forested	Stream	Score
4606		2		sidential	0.15	0.15	<b>Park</b> 1	SCHOOL	(PSEG)	Recreation	Site -	Zone	Forestea	Stream	Score
4606				sidential	0.13	0.13	1	-		-	-	-	-	-	1
4609				sidential	0.20	0.19	1	-		-	-	-	-	-	1
4609		2		sidential	0.14	0.14	1	-			-	-	_	-	1
4609				sidential	0.21	0.21	1	-		-	-	-	-	-	1
4609				sidential	0.14	0.14	1	-		_	-			-	1
4609				sidential	0.14	0.14	1	-	<del>-</del>		-	-	-	-	1
4609				sidential	0.14	0.14	1	-		-		-	-	-	1
4609				sidential	0.14	0.14	1	-	-	-	-	-	-	-	1
4609		2		sidential	0.14	0.14	1		-	-	-		-	-	1
					0.14	0.14		-	-	-	-	-	-	-	
4609 4609				sidential	0.15	0.15	1	-	-	-	-	-	-	-	1
4704				sidential	0.15	0.15	1	-	-	-	-	-	-	-	1
				sidential			1	-	-	-	-	-	-	-	1
4704		2		sidential	0.42	0.43	1	-	-	-	-	-	-	-	1
4704				sidential	0.41	0.41	1	-	-	-	-	-	-	-	1
4704		2		sidential	0.89	0.90	1	-	-	-	-	-	-	-	1
4804				sidential	0.56	0.57	1	-	-	-	-	-	-	-	1
4804				sidential	0.36	0.35	1	-	-	-	-	-	-	-	1
4804				sidential	0.35	0.49	1	-	-	-	-	-	-	-	1
4804				sidential	0.78	0.78	1	-	-	-	-	-	-	-	1
4804				sidential	0.29	0.29	1	-	-	-	-	-	-	-	1
				sidential	0.19	0.20	1	-	-	-	-	-	-	-	1
4805				sidential	0.35	0.39	1	-	-	-	-	-	-	-	1
4911				sidential	0.32	0.33	1	-	-	-	-	-	-	-	1
4911				sidential	1.62	1.80	1	-	-	-	-	-	-	-	1
5001		2		sidential	0.87	0.87	1	-	-	-	-	-	-	-	1
5001	12.02			sidential	0.32	0.32	1	-	-	-	-	-	-	-	1
5007	4	2		sidential	0.49	0.61	1	-	-	-	-	-	-	-	1
				sidential ( <i>Proposed Nauset</i>											
2905	22.01	2		ne Pocket Park)	1.47	1.50	-	-	-	-	-	1	-	-	1
			Res	sidential (Proposed Nauset											
2905	41.01	2		ne Pocket Park)	1.59	1.59	-	-	-	-	-	1	-	-	1
2317	12	1		developed	0.08	0.09	1	-	-	-	-	-	-	-	1
2509	21	1		developed	0.54	0.56	1	-	-	-	-	-	-	-	1
2515	11	1	MARLBOROUGH ROAD Und	developed	1.81	1.82	1	-	-	-	-	-	-	-	1
3104	15	1	VAN BUREN ST Und	developed	0.17	0.11	-	-	1	-	-	-	-	-	1
4107	32	1	BROOKSIDE AVE Und	developed	0.11	0.09	-	-	1	-	-	-	-	-	1
4407	2	1	446 GROVE ST Und	developed	0.67	0.66	ı	-	1	-	-	-	-	-	1





## **GEOLOGY AND TOPOGRAPHY**

## Physiographic Provinces

New Jersey's landscape is divided into four distinctive regions, each characterized by unique geologic processes and landforms, known as physiographic provinces.

Physiographic provinces classify landscapes based on terrain texture, rock type, and geologic structure and history. These attributes play an important role in determining the natural resources of an area. In New Jersey, beginning in the northwest and proceeding to the southeast, these provinces are identified as the Valley and Ridge, Highlands, Piedmont, and Coastal Plain Provinces. The Village of Ridgewood is in the Piedmont Province. (Figure 1)

The Piedmont Province covers 1,600 square miles, which is roughly 20% of the state. The Piedmont Province's surface is generally low rolling hills marked with sudden, steep ridges, which extend across the state and includes the Palisades in the east. According to the New Jersey Department of Environmental Protection (NJDEP) New Jersey Geological and Water Survey, the Piedmont is mostly underlain with "slightly folded and faulted sedimentary rocks of Triassic and Jurassic age (240 to 140 million years old) and igneous rocks of Jurassic age."

## BEDROCK GEOLOGY

The geology of the Village can be classified into two layers: bedrock geology, which is consolidated, underlying rock that extends deep into earth's crust; and surficial geology, the unconsolidated sedimentary materials overlaying bedrock formations that is the parent material for soils. The properties of these layers:

"determine the physical extent of aquifers and the chemical quality of water they yield. They also control how groundwater recharges and moves through the aquifers, how contaminants seep into and move through soil and groundwater, and where natural hazards like radon, sinkholes, and seismic instability may occur. Finally, these properties establish where geologic resources such as sand, gravel, peat, clay, quarry rock, and mineral ores are located. Geologic properties also determine the suitability of an area for the use of septic systems, the management of stormwater and surface runoff, and the stability of foundations for buildings, bridges, tunnels, and other structures." 2

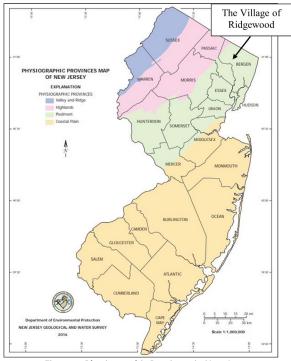
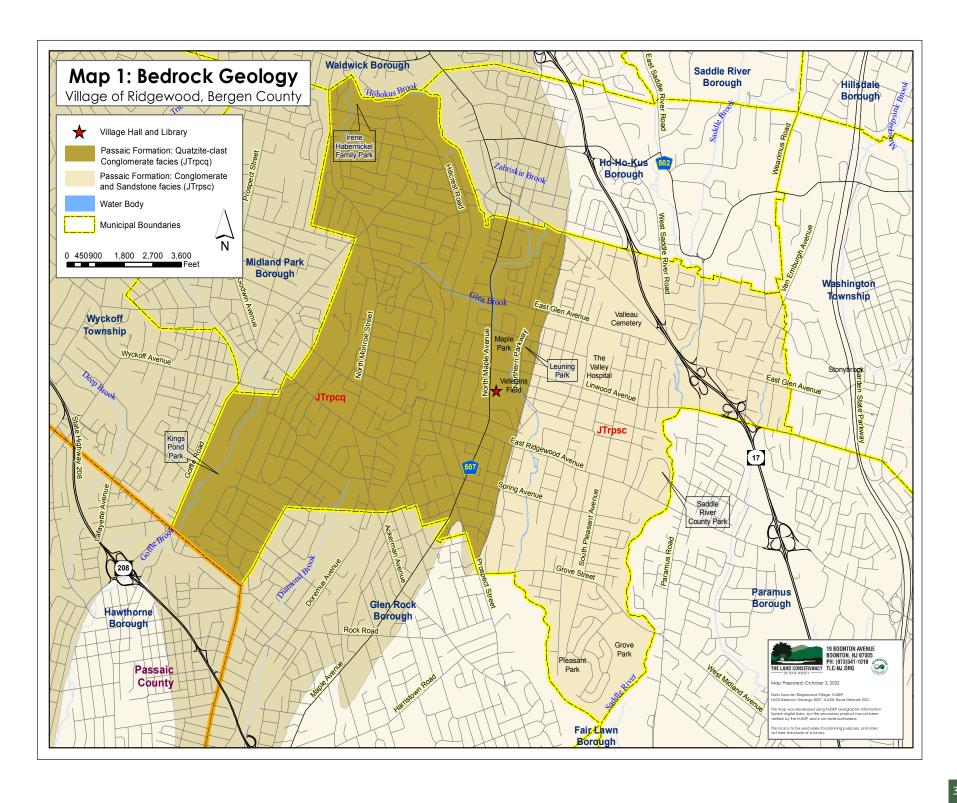


Figure 1. Physiographic Provinces in New Jersey

NJDEP Geological and Water Survey

Map 1 shows that the bedrock geology of the Village of Ridgewood is entirely within the Passaic Formation. The Passaic Formation stretches in a band from central-western to northeastern New Jersey underlying portions of Bergen, Hunterdon, Mercer, Somerset, Middlesex, Union, and Essex counties.<sup>3</sup> (Figure 2 and Figure 3)





The Passaic Formation lies on a sedimentary bedrock of a siltstone, shale, sandstone, and conglomerate, as well as an igneous and metamorphoric bedrock of basalt.<sup>4</sup> The Village is underlain by two facies within the Passaic formation: one consisting of quartzite-clast conglomerate and the other consisting of conglomerate and sandstone facies. Its lithology is reddish-brown to brownish-purple and grayish-red siltstone and shale.<sup>5</sup>

In New Jersey, sedimentary rock is typically less than 5 million years old and 400 feet thick. However, in northern New Jersey where the Village is located, sedimentary rock may be 200 million to more than 1 billion years old and has been molded by periods of collisions and rifting over time.

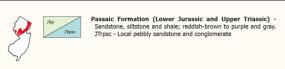


Figure 2. Bedrock Geology Map Unit for the Village of Ridgewood – Passaic Formation

NJDEP Geological and Water Survey

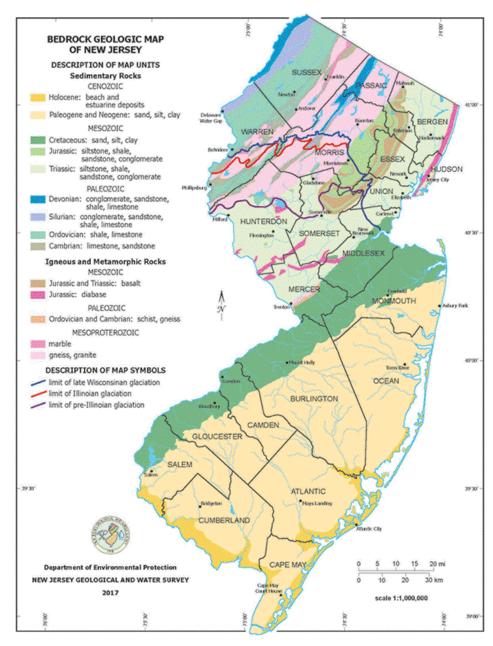


Figure 3. Bedrock Geology in New Jersey

NJDEP Geological and Water Survey



## SURFICIAL GEOLOGY

Surficial deposits are sediments deposited by rivers, glaciers, ocean currents and waves, wind, and movement of soil and rocks on hillslopes. (Map 2) Table 1 contains the different types of surficial deposits found in the Village.

- Rahway Till: a reddish-brown sandy silt till derived from sedimentary rocks in northeastern New Jersey. Sedimentary rock from northeastern New Jersey was relocated to the area near the Village resulting from glacial meltwater flowing across the region.<sup>6</sup>
- Late Wisconsinan Glacial Delta Deposits:

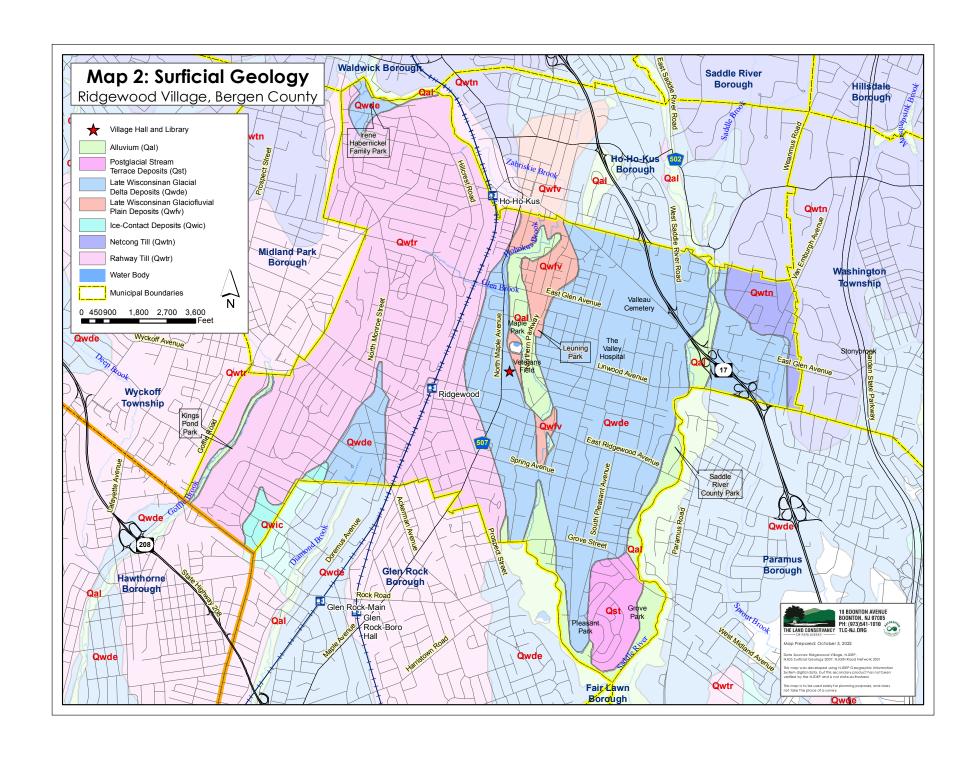
   a yellowish-brown sandy silt deposited in deltas and other ice-contact landforms in glacial lakes during the Wisconsonian glaciation.
- Late Wisconsinan Glaciofluvial Plain
  Deposits: yellow-brown pebble-to-cobble
  gravel deposited by glacial streams during
  the Wisconsonian glaciation.
- Alluvium: a reddish-brown sand that contains a variable amount of organic matter and was deposited in modern floodplains and channels.

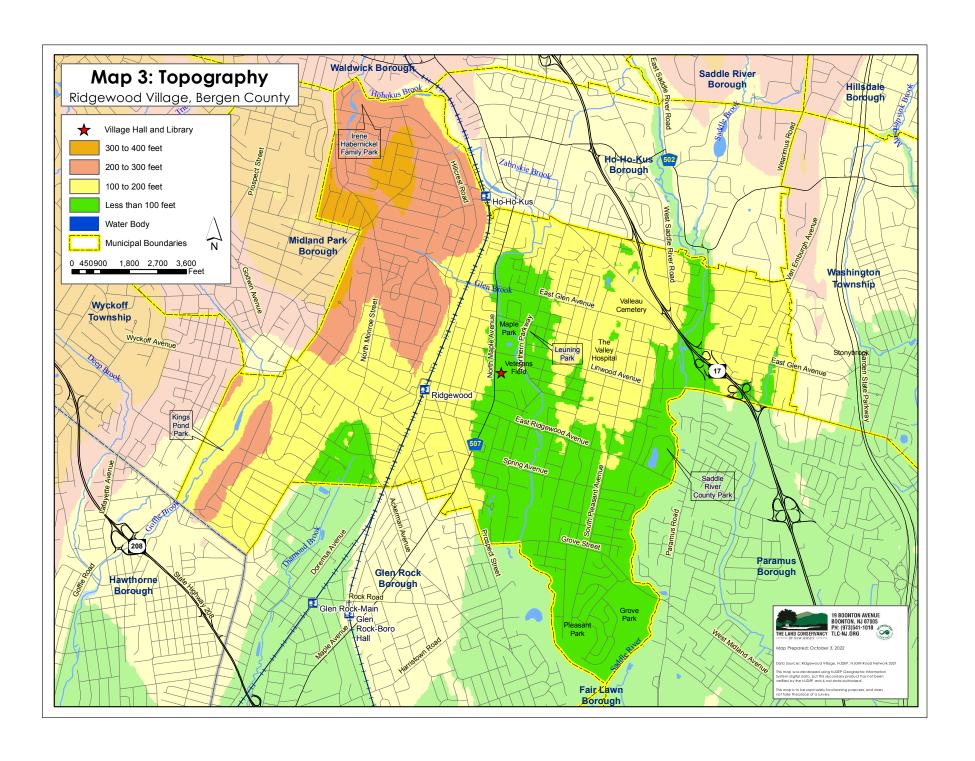
		TABLE 1: SURFICIAL GEOLOGY			
Abreviation	Geologic Name	Lithology	Age	Acres	Precent
QWTR	Rahway Till	Clayey silt to sandy silt with some to many pebbles and cobbles and few boulders; reddish brown, reddish yellow, yellowish brown, brown. As much as 100 feet thick, generally less than 40 feet thick.	late Pleistocene, late Wisconsinan	1,574.37	45.61%
QWDE	Late Wisconsinan Glacial Delta Deposits	Sand, pebble-to-cobble gravel, minor silt; yellowish brown, reddish brown, light gray. As much as 150 feet thick.	late Pleistocene, late Wisconsinan	1,460.00	42.30%
Qwfv	Late Wisconsinan Glaciofluvial Plain Deposits	Sand, pebble-to-cobble gravel, minor silt; yellowish brown to reddish brown. As much as 80 feet thick.	late Pleistocene, late Wisconsinan	116.30	3.37%
Qal	Alluvium	Sand, gravel, silt, minor clay and peat; reddish brown, yellowish brown, brown, gray. As much as 20 feet thick.	Holocene, late Pleistocene	300.99	8.72%

## Topography

The Village of Ridgewood consists of mostly flat terrain, as it is in the low-lying Piedmont region. Nearly all of the Village is under 100 feet in elevation (Table 2 and Map 3).

TABLE 2: ELEVATION									
ELEVATION (FEET)	ACRES	PERCENT							
0 -100	1,246.75	33.58%							
100 - 200	1,680.94	42.28%							
200 - 300	657.85	17.72%							
300 - 400	126.74	3.41%							
TOTAL: 3,712.29 100%									
Source: USGS Topographic Data									





## **SOILS**

## Soils Overview

Soils plays a critical role in the environment.
Soils support an area's vegetation, absorb
rainwater, and provide habitat. The physical
and chemical properties of soils reflect a large
number of variables, including the parent
material (bedrock), climate, vegetative cover,
animal activities, slopes and drainage patterns,
and time. New Jersey's complex bedrock
geology, history of glaciations, abundant
precipitation, and patterns of human use have
led to complex patterns of soil distribution.<sup>7</sup>

Soil can shape a landscape through the plants it supports and the water it absorbs. Vegetation, supported by a variety of soils, can provide shelter for animals and food for people. In this way, everything from our food supply to the stable foundations of our homes depend upon soil. Soil health is the ability of soil to sustain plants, animals, and people, shaping its surrounding ecosystem. Within soil are living organisms, including fungi, bacteria, and microbes. Their health, and thus, the health of the soil, is determined by nutrients, rainwater, and human influenced pollutants.8

## SOIL CLASSIFICATIONS

The official Soil Survey for Bergen County was updated in 2008 by the Natural Resources Conservation Service (NRCS), an agency of the United States Department of Agriculture (USDA). The soil maps and tables in the ERI are

based on the data from that official survey.

The NRCS Soil Survey plots soils by map units. The Soil Survey names each map unit based on the characteristics of the dominant soils within that unit. The map unit names identify the soils by their soil series classification(s). Each map unit name has an associated abbreviation that offers a shorthand version of the naming/ classification system. This abbreviation system identifies the soil types by steepness, stoniness, and frequency of flooding as follows:

- Capital letters at the end of the abbreviation indicate the slope "A" being less steep and "E" being steeper. An example is the Boonton series, which includes BouB, BouC, and BouD.
- Small letters following these capital letters indicate stoniness. "a""b" or "c" indicate the degree of stoniness: stony, very stony, and extremely stony. An example of this is the Haledon silt loam series, HanBc indicates extremely stony.
- Small letter "t" at the end of an abbreviation indicates "frequently flooded."
   An example of this is UcDAt, Udifluvents, 0 to 3 percent slopes, frequently flooded.

The Soil Survey also categorizes each map unit as one of four map unit types: consociations, complexes, associations, and undifferentiated groups. Ridgewood soils fall into two groups: **Consociation and Complexes.** 

- Consociations (Cn) are named for the dominant soil. In a consociation, delineated areas use a single name from the dominant component in the map unit. Dissimilar components are minor in extent. Consociations represent 60% (4,438 acres) of Ridgewood's total area. An example of this soil type in the Village is the Udorthents, loamy substratum.
- Complexes (Cx) consist of two or more dissimilar components that occur in a regularly repeating pattern. The total amount of other dissimilar components is minor in extent. Complexes represent 40% (2,985 acres) of Ridgewood's total area. An example of this soil type in the Village is the Wethersfield-Urban land complex.



## MAJOR SOIL SERIES

Soils with similar profiles are a soil series. The three most prevalent soil series in the Village are the Dunellen-Urban, Wethersfield, and the Udorthents. (Table 3 and Map 4) Together, they account for 79% (2,926 acres) of the total land area. Dunellen-Urban accounts for 39% of the Village, or approximately 1,433 acres. Wethersfield accounts for 26% of the Village, or 956 acres of land. Udorthents account for 14.5% of land in the Village or 537 acres. Water and Urban Land are not considered soil series and are excluded.

## SOIL DESCRIPTIONS

### **DUNELLEN-URBAN SERIES**

Dunellen-Urban is the most prevalent soil series within the Village of Ridgewood. The Dunellen-Urban series is formed in stratified layers of deep, well drained soils overlaying red, soft shale or siltstone bedrock. This series is commonly found on outwash plains and stream terraces. The Dunellen-Urban series totals 1,433 acres and are spread out around or between floodways within the Village. (Table 3 and Map 4)

The series includes the soils DuuA, DuuB, and DuuC. DuuB of Dunellen-Urban is the most abundant, making up 53% (757 acres) of the Dunellen-Urban series found within the Village. (Table 4)

 Geographically Associated Soils: Nixon, Ellington, Boonton, Haledon, Penn, and

TABLE 3: MAJOR SOIL SERIES									
Soil Series Acres Percent of Village									
DUNELLEN-URBAN	1,433.14	38.61%							
WETHERSFIELD	955.96	25.76%							
UDORTHENTS	537.28	14.48%							
TOTAL:	2,926.38	78.85%							
Source: NRCS Soil Survey									

Rowland soil are associated with the Dunellen series.

- Drainage and Saturated Hydraulic
  Conductivity: The Dunellen series is well
  drained with moderately high to high
  hydraulic conductivity ranges in the solum
  and very high ranges in the substratum.
  This series has negligible to high amounts
  of runoff.
- Use and Vegetation: Remaining areas of this soil series exist on the outskirts of urban communities and some areas are used for pasture, hay, or crops. It frequently supports red, white and black oak, hickory, red maple, and ash trees in wooded areas.

#### WETHERSFIELD SERIES

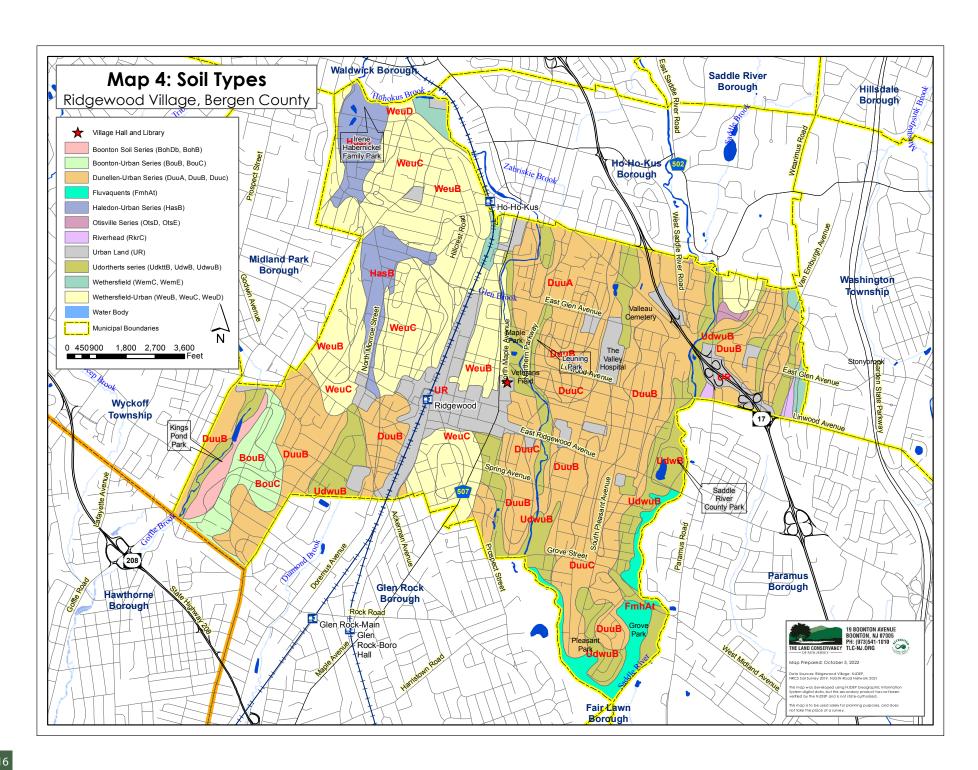
The Wethersfield series consists of loamy, deep, and well drained loamy soils. In the wake of glaciers, the Wethersfield series formed in the uplands of glacial till from reddish sandstone, shale, and conglomerate with some basalt. This series includes both the Wethersfield and Wethersfield-Urban soil series, with the latter being more prevalent within the Village. There are approximately 903 acres of Wethersfield-

Urban soil series in the Village located primarily in the upper western half of the municipality within residential areas. (Table 3 and Map 4)

Wethersfield-Urban includes WeuD, WeuB, and WeuC. WeuC is the most abundant

in the Village, making up 42.5% (384 acres) of the Wethersfield-Urban series found in the municipality. (Table 4)

- Geographically Associated Soils:
   Broadbrook, Cheshire, Berlin, Birchwood,
   Branford, Ellington, Hartford, Holyoke,
   Ludlow, Manchester, Menlo, Newport,
   Poquonock, Watchaug, Wilbraham, and
   Yalesville soils are associated with the
   Wethersfield series.
- Drainage and Saturated Hydraulic
  Conductivity: This well drained series has
  surface runoff ranging from negligible
  to high levels. In the solum, hydraulic
  conductivity ranges from moderately low
  to high and low to moderately high in the
  substratum.
- Use and Vegetation: This series is popularly used for farming for crops, hay, pasture, vegetable, orchards, and nursery stock.
   While only some areas are wooded, it commonly hosts red, white, and black oak, hickory, ash, sugar maple, red maple, beech, gray birch, white pine, and hemlock trees.





#### **UDORTHENTS**

Udorthents consist of areas which have been transformed by earth disturbance activities, including grading, cut and fill, residential development, commercial and industrial buildings, cemeteries, and recreational areas. This soil typically is mixed with human artifacts and coal ash and generally is comprised of loamy material in the upper sections of the soil, and sandy-to-loamy material in the lower part. In the Village, Udorthents total 537 acres and are found closely following the edges of rivers and streams. (Table 3 and Map 4)

The Udorthent series is comprised of loamy (UdkttB), wet substratum (UdwB), and wet substratum-Urban complex (UdwuB) soil types. The most prevalent type in the Village, UdwuB, comprises 72% (359 acres) of the series within the municipality. (Table 4) Mapping does not discriminate between specific Udorthent soil types.

#### URBAN

Urban land is defined by areas altered by structures so that the soil is not viable for vegetation without extensive reclamation. This soil's parent material is a surface covered by pavement, concrete, or buildings, which are underlain with disturbed and natural soil. Urban land accounts for 9% (337 acres) of the Village and it underlies the downtown area, the rail line, and Valley Hospital. (Map 4)

#### **BOONTON SERIES**

The Boonton series formed in till on uplands. It makes up about 4.2% (156 acres) of the Village and is found at Kings Pond Park. (Map 4)

This series includes both the Boonton moderately well drained gravelly loam (BohDb, BohB) and the Boonton-Urban land complex (BouB, BouC). The Boonton-Urban series is the more prevalent of the two, making up 77% (120 acres) of the Boonton series found in the Village.

TABLE 4: MAJOR SOIL TYPES **Abbreviation Map Unit Name** Type **Farmland Type Erodibility** Acres **Percent Series Percent Village Dunellen-Urban Series** Dunellen-Urban Not Prime  $\mathsf{CX}$ **DUUB** Moderate 757.25 52.84% 20.40% land complex Farmland Wethersfield-Urban Series Wethersfield-Not Prime WEUC **Urban land** CXModerate 384.23 42.55% 10.35% Farmland complex **Udorthents Series** Udorthents wet Not Prime  $\mathsf{CX}$ **UDWUB** substratum-Urban Moderate 358.56 71.76% 9.66% farmland land complex Total 2,873 40.41% Source: NRCS Soil Survey

- Geographically Associated Soils: Holyoke, Haledon, Riverhead, and Dunellen are associated with the Boonton series.
- Drainage and Saturated Hydraulic
   Conductivity: This series ranges from
   moderately well to well drained. Hydraulic
   conductivity ranges moderately low to
   high in mineral soil above the fragipan, low
   or very low in the fragipan, and low to high
   below the fragipan.
- Use and Vegetation: Boonton soils are
   often found in highly urbanized areas.
   When found at undeveloped sites, soils
   host wooded areas or unused fields.
   Forested areas contain oaks, red maple,
   white ash, hickory, gray birch, and
   dogwood trees.

#### HAI FDON SFRIFS

The Haledon series is formed in glacial till and found in low positions on sloping upland. This series includes the Haledon-Urban complex (HasB) which makes up 4.6% (171 acres) of land in the Village. It is found in the upper western portion of the Village, underlying residential areas. (Map 4)

- Geographically Associated Soils: Boonton, Rockaway and Holyoke are associated with the Haledon series.
- Drainage and Saturated Hydraulic Conductivity: This soil is somewhat poorly drained. Hydraulic conductivity



is moderately high or high above the fragipan.

 Use and Vegetation: Much of this soil underlies residential or urban areas.
 Forested areas host oak and maple with some birch and ash.

#### **OTISVILLE SERIES**

The Otisville series is comprised of very deep, excessively drained soils formed in the outwash of Wisconsinan age terraces, kames, eskers, and beaches. It is found sparingly within the eastern corner of the Village. (Map 4)

This series includes the Otisville gravelly loamy sand complex (OsdD, OtsE) which makes up 0.23% (8.64 acres) of the Village. Of the two subtypes, OtsE is more abundant, making up 80.64% (6.97 acres) of the Otisville series within the Village.

- Geographically Associated Soils: Alton, Atherton, Chenango, Fredon, Halsey, Hinckley, Hoosic, Oakville, Plymouth and Tunkhannock soils are associated with the Otisville series.
- Drainage and Saturated Hydraulic Conductivity: This soil is excessively drained. Surface runoff potential ranges from negligible to low.
- Use and Vegetation: These soils are used for pasture or are left idle. When used for pasture, this soil hosts pasture, hay, corn,

and small grain. When use for woodlots, oak, hickory, sugar maple, and American beech are common.

#### RIVERHEAD SERIES

The Riverhead series consists of very deep, well drained soils formed in glacial outwash deposits derived primarily from granitic materials. They are on outwash plains, valley trains, beaches, and water-sorted moraines.

This series includes the Riverhead sandy loam soil (RkrC) which makes up 0.3% (11 acres) of the Village.

- Geographically Associated Soils: The Bridgehampton, Carver, Chenango, Enfield, Haven, Hempstead, Hoosic, Mineola, Montauk, Plymouth, and Sudbury soils are associated with the Riverhead series.
- Drainage and Saturated Hydraulic
   Conductivity: This soil is well drained with
   low to medium potential for surface runoff.
   Hydraulic conductivity is very high in the
   substratum.
- Use and Vegetation: Mostly cleared and use for crops or suburban development.
   When used for crops, it can host potatoes, cauliflower, cabbage, corn, and hay.

## SOIL CHARACTERISTICS

## **HYDRIC SOILS**

According to the Natural Resources
Conservation Service, "A hydric soil is a soil
that formed under conditions of saturation,
flooding, or ponding long enough during
the growing season to develop anaerobic
conditions in the upper part." Hydric soils
are an important element of wetland areas
and naturally support wetland vegetation.
If a soil is classified as "hydric," Federal/State
Wetlands Law may restrict land use due to the
relationship of hydric soils to wetlands and
wetland preservation. The following soils in
the Village have a hydric rating: 11

- Fluvaquents, loamy, 0 to 3 percent slopes, frequently flooded (FmhAt)
- Udorthents, loamy, 0 to 8 percent slopes, frequently flooded (UdkttB)
- Udorthents, wet substratum, 0 to 8 percent slopes (UdwB)
- Udorthents, wet substratum-Urban land complex (UdwuB)
- Wethersfield gravelly loam, 25 to 35 percent slopes (WemE)

#### **ERODIBILITY**

Soils can be categorized by their susceptibility to erosion, the natural process by which wind, moving water, ice, and gravitational forces cause soil and particulate materials



to be displaced. While erosion of exposed bedrock occurs over an extended time scale, soil erosion can occur more acutely with more immediate consequences. The consistency of the soil is one factor determining its erodibility potential, with dense, compact, clayey soils being less susceptible and looser loamy soils, with varying levels of clay and sand, being more susceptible. A measure of this susceptibility is the K-factor. The K-factor looks at the soil texture and composition as well as the permeability to determine a number between 0.02 (less susceptible) and 0.69 (more susceptible) that demonstrates the erosion potential of a soil.

According to the NRCS, Erosion Hazard for Road/Trail Soils measures the soil loss from unsurfaced roads and trails. The soils in the Village (outside of water and urban land) are rated as low in this category. Using K-factor, slope, and content of rock fragments, the rating of the Erosion Hazard is described as Slight, Moderate, or Severe:

- Erosion factor Kw (whole soil): Erodibility
  of the whole soil. The estimates are
  modified by the presence of rock
  fragments.
- *Erosion factor Kf* (rock free): Erodibility of the fine-earth fraction, or the material less than 2 millimeters in size.
- Erosion factor T: Estimate of the maximum average annual rate of soil

erosion by wind or water that can occur without affecting crop productivity over a sustained period. The rate is in tons per acre per year. T Factors are important in the evaluation and development of conservation practices that reduce soil erosion. An assigned T Factor is not used in any erosion prediction equations but is the target value used to determine whether a management system is/is not sustainable.<sup>12</sup>

In the Village of Ridgewood, the soil K-factors range from 0.02 to 0.17 which represent low risks of erosion. (Table 5)

#### TOPOGRAPHIC PROTECTION (WIND)

According to the NRCS, the soils of Ridgewood are subject to erosion by wind. Wind erosion most often affects soil on bare lands, where sheer force of wind detaches particles protruding from the soil surface. A conservation measure that can minimize damage due to wind erosion is maintaining

a surface cover. Wind erosion is measured by group and index. Wind erodibility groups consist of soils that have similar properties that affect their susceptibility to wind erosion. Soils in group 1 are most susceptible to wind erosion, while soils in group 8 are less susceptible to wind erosion. Wind erodibility index is a numerical value that measures the susceptibility of soil to wind erosion. This value is measured in tons per acre per year that is expected to be lost to wind erosion. The soils of Ridgewood ranked in groups 1-6. (Table 5)

#### LIMITATIONS FOR USE

Other characteristics of soil that determine suitability for development, including its capacity to support foundations without corrosion, limits for septic systems, and hydrological characteristics such as tendency towards ponding and flooding, a shallow water table or potential for frost heave, can contraindicate development, as shown in Table 6. According to the NRCS Soil Survey,

"great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields.

TA	BLE 5: SO	IL ERODIB	ILITY CLA	SSIFICATIONS	
Soil Type	Kw	Kf	Т	Wind Erodibility Group	Wind Erodibility Index
Duub					
Dunellen-Urban	0.15	0.15	4	3	86
Land Complex					
WeuC					
Wethersfield-Urban	0.17	0.32	3	6	48
Land Complex					
UdwuB					
Udorthents, loamy,	0.02	0.02	5	1	220
wet substratum					
Source: NRCS Soil Survey					



	TABLE 6: SOIL LIMITATIONS									
SOIL	DuuB Dunellen-Urban land complex, 3 to 8 percent slopes	UdwuB Udorthents, wet substratum-Urban land complex	WeuC Wethersfield-Urban land complex, 3 to 8 percent slopes							
Depth to Restrictive										
Feature (inches to fragipan)	>200 cm	>200 cm	>200 cm							
Drainage	Well Drained	Moderately Well Drained	Well Drained							
Depth to Water Table	>200 cm	76 cm	>200 cm							
Available Water Capacity	0.15 cm	-	0.15 cm							
Flooding	None	None	None							
Frost Action Potential	Moderate	Low	Moderate							
Ponding	None	None	None							
Risk of Corrosion Steel	High	High	Moderate							
Risk of Corrosion Concrete	High	High	Moderate							
Septic Limitations	Very Limited	Very Limited	Somewhat Limited							
Source: NRCS Soil Survey										

A high-water table makes soil poorly suited to basements or underground installations."

Limitations for use include the following characteristics:

Depth to restrictive layer is the vertical distance from the soil surface to the upper boundary of the restrictive layer. The restrictive layer is a nearly continuous layer that has one or more physical, chemical, or thermal properties that significantly impede the movement of water and air through the soil or restrict roots or otherwise provide an unfavorable root environment. Examples are bedrock, cemented layers, dense layers, and frozen layers.

Although not shown in Table 6, information on

the hardness and thickness of the restrictive layer, both of which significantly affect the ease of excavation, can be obtained for specific soil types.

In the Village of Ridgewood, the three major soil series are rated at >200 centimeters.

Drainage refers to the relative wetness of the soil under natural conditions as it pertains to wetness due to a water table. Drainage classes refer to the frequency and duration of wet periods under conditions similar to those under which the soil developed. Drainage classes range from excessively drained (water is removed very rapidly and the soils are commonly coarse-textured or shallow) to very

poorly drained (water is removed from the soil so slowly that free water remains at or very near the ground surface during much of the growing season and unless artificially drained, most crops cannot be grown).

The Dunellen-Urban and Wethersfield-Urban soil series are rated as well drained, while the Udorthents are moderately well drained.

Capacity [of most limiting layer] to transmit water refers to the ease with which pores in a saturated soil transmit water. This capacity is considered in the design of soil drainage systems and septic tank absorption fields.

Depth to water table indicates a range of expected depth to a saturated zone in the soil, known as a "water table," that occurs during several months in most years. A saturated zone that lasts for less than a month is not considered a water table.

The rating of the soil series in the Village of Ridgewood ranges from 76 to greater than 200 centimeters.

Flooding is the temporary inundation of an area caused by overflowing streams or by runoff from adjacent slopes. Water standing for short periods after rainfall or snowmelt is not considered flooding, and water standing in swamps and marshes is considered ponding rather than flooding. Frequency is expressed as none, very rare, rare, occasional, frequent, and very frequent.



- "None" means that flooding is not probable. The chance of flooding is nearly 0% in any year. Flooding occurs less than once in 500 years.
- "Very rare" means that flooding is very unlikely but possible under extremely unusual weather conditions. The chance of flooding is less than 1% in any year.
- "Rare" means that flooding is unlikely but possible under unusual weather conditions. The chance of flooding is 1-5% in any year.
- "Occasional" means that flooding occurs infrequently under normal weather conditions. The chance of flooding is 5-50% in any year.
- to occur often under normal weather conditions. The chance of flooding is more than 50% in any year but is less than 50% in all months in any year.
- "Very frequent" means that flooding is likely to occur often under normal weather conditions. The chance of flooding is more than 50% in all months of any year.

Flooding of the soil series in the Village of Ridgewood is categorized as none.

**Ponding** is standing water in a closed depression. Unless a drainage system is installed, the water is removed only by

percolation, transpiration, or evaporation. Frequency is expressed as none, rare, occasional, and frequent.

- "None" means that ponding is not probable.
- "Rare" that it is unlikely but possible under unusual weather conditions (the chance of ponding is nearly 0 to 5% in any year).
- "Occasional" that it occurs, on the average, once or less in two years (the chance of ponding is 5-50% in any year).
- "Frequent" that it occurs, on the average, more than once in two years (the chance of ponding is more than 50% in any year).

Ponding in the Village of Ridgewood was ranked at none, therefore ponding in the soils is not probable.

Available water capacity refers to the quantity of water that the soil is capable of storing for use by plants. The capacity for water storage is given in centimeters of water per centimeter of soil for each soil layer. The capacity varies, depending on soil properties that affect retention of water. The most important properties are the content of organic matter, soil texture, bulk density, and soil structure. Available water capacity is an important factor in the choice of plants or crops to be grown and in the design and management of irrigation systems. Available water capacity is not an estimate of the quantity of water actually available to plants at any given time.

The known soils in the Village of Ridgewood are 0.15 per centimeter of water capacity.

Potential for frost action is the likelihood of upward or lateral expansion of the soil caused by the formation of segregated ice lenses (frost heave) and the subsequent collapse of the soil and loss of strength on thawing. Frost action occurs when moisture moves into the freezing zone of the soil. Temperature, texture, density, saturated hydraulic conductivity (Ksat), content of organic matter, and depth to the water table are the most important factors considered in evaluating the potential for frost action. It is assumed that the soil is not insulated by vegetation or snow and is not artificially drained.

The Dunellen-Urban and Wethersfield-Urban soil series are rated as moderate for frost action while Udorthents are rated as low.

Silty and highly structured, clayey soils that have a high-water table in winter are the most susceptible to frost action. Well drained, very gravelly, or very sandy soils are the least susceptible. Frost heave and low soil strength during thawing cause damage to pavements and other rigid structures.

Risk of corrosion pertains to potential soilinduced electrochemical or chemical action that corrodes or weakens uncoated steel or concrete. The rate of corrosion of uncoated steel is related to such factors as soil moisture, particle-size distribution, acidity, and electrical conductivity of the soil. The rate of corrosion



of concrete is based mainly on the sulfate and sodium content, texture, moisture content, and acidity of the soil. Special site examination and design may be needed if the combination of factors results in a severe hazard of corrosion. The steel or concrete in installations that intersect soil boundaries or soil layers is more susceptible to corrosion than the steel or concrete in installations that are entirely within one kind of soil or within one soil layer.

The corrosion of concrete in the Village's soils is rated as high for the Dunellen-Urban and Udorthents soil series and moderate for the Wethersfield-Urban soil series. The corrosion of steel is rated the same for the series.

Septic limitations refer to effectiveness of a soil type to manage a septic tank absorption field. Septic tank absorption fields are areas in which effluent from a septic tank is distributed into the soil through subsurface tile or perforated pipe. Only that part of the soil between depths of 24 and 60 inches is evaluated. The ratings are based on the soil properties that affect absorption of the effluent, construction and maintenance of the system, and public health. The most important soil properties that determine septic limitations are saturated hydraulic conductivity (Ksat), depth to a water table, ponding, depth to bedrock or a cemented pan, and flooding. Stones and boulders, ice, and bedrock or cemented pan interfere with installation. Subsidence interferes with installation and maintenance.

Excessive slope may cause lateral seepage and surfacing of the effluent in downslope areas.

Within the Village of Ridgewood, Dunellen-Urban and the Udorthents are classified by the NRCS as "very limited," which indicates that the soil has at least one feature that is unfavorable for such use, with the expectation of poor performance and high maintenance. Wethersfield-Urban is rated as "somewhat limited" indicates that the soil has features that are moderately favorable for the specified use and that limitations can be overcome with special planning or design.

## SOIL LIMITATIONS FOR

### BUILDING SITE DEVELOPMENT

The Village of Ridgewood has certain soils that are rated by the NRCS Web Soil Survey as having no limits on their ability to support dwellings with or without basements and small commercial buildings. For the purpose of these ratings, dwellings are defined as single-family houses of three stories or less and small commercial buildings are structures that are fewer than three stories high and do not have basements. For dwellings without basements and small commercial buildings, the foundation is "assumed to consist of spread footing of reinforced concrete built on undisturbed soil at a depth of 2 feet or at a depth of maximum frost penetration, whichever is deeper." For dwellings with basements, the foundation is "assumed

to consist of spread footings of reinforced concrete built in undisturbed soil at a depth of about 7 feet." The ratings for dwellings are based on the soil properties that affect excavation and construction costs. The properties that affect the load-supporting capacity include depth to a water table, ponding and flooding, subsidence, linear extensibility (shrink-swell potential), and compressibility. Properties that affect excavation and construction costs are depth to a water table, ponding and flooding, slope, depth to bedrock or cemented pan, hardness of bedrock or cemented pan, and the amount and size of rock fragments.

The ratings are as follows:

- Not Limited: indicates that the soil has features that are very favorable for the specified use. Good performance and very low maintenance can be expected.
- Somewhat Limited: indicates that the soil has features that are moderately favorable for specified use. The limitations can be overcome or minimized by special planning, design, or installation. Fair performance and moderate maintenance can be expected.



 Very Limited: indicates that the soil has one or more features that are unfavorable for the specified use. The limitations generally cannot be overcome without major soil reclamation, special design, or expensive installation procedures. Poor performance and high maintenance can be expected.

The ratings for each soil type and their total acreage found throughout the Village are presented in Table 7.

TABLE 7: SOIL LIMITATIONS FOR BUILDING SITE DEVELOPMENT								
Rating	Dwellings with Basements	Dwellings without Basements	Small Commercial Buildings					
Not Limited	DuuB Total Acres: 757.4 % of Village: 20.4%	DuuB UdwuB Total Acres: 1,116.1 % of Village: 30.1%	UdwuB Total Acres: 358.6 % of Village: 9.7%					
Somewhat Limitied	WeuC Total Acres: 384.2 % of Village: 10.4%	WeuC Total Acres: 384.2 % of Village: 10.4%	DuuB Total Acres: 757.4 % of Village: 20.4%					
Very Limited	UdwuB Total Acres: 358.6 % of Village: 9.7%	-	WeuC Total Acres: 384.23 % of Village: 10.4%					
Source: NRCS Soil Survey								



# LIMITATIONS FOR RECREATIONAL USE

Camp areas require preparation, which include shaping and leveling parking and tents, stabilizing roads and frequently used areas, and installing sanitary facilities and utility lines. Areas for camping often incur foot traffic and some motor traffic. Picnic areas incur heavy foot traffic, and limited motor traffic, as there are parking spots outside park areas. Playgrounds need level soil that is free of stones and that can stand heavy foot traffic.

Table 8 identifies the major soils in the Village of Ridgewood and their limitations for recreational land. The value columns indicate a value from 0.01 to 1, with a larger value indicating more limitations. There are multiple values, each relating to the limiting factors.

TABLE 8: VALUES AND LIMITATIONS OF SOILS FOR RECREATIONAL USE									
MAP SYMBOL SOIL NAME	CAMP RATING LIMITATIONS	CAMP AREA VALUE	PICNIC RATING LIMITATIONS	PICNIC AREA VALUE	PLAYGROUND RATING LIMITATIONS	PLAYGROUND AREA VALUE			
<b>Duub</b> Dunellen-Urban Land Complex, 3 to 8 percent slopes	(S)	0.00 0.01	(S)	0.00 0.01	(S) Severe Slope	0.54 0.50 0.00 0.13 0.01			
UdwuB Udorthents, loamy, wet substratum, Urban Land Complex	(V)	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00	(V)	1.00 1.00 1.00 1.00 0.60 1.00 1.00 0.60 1.00	(V)	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00			
WeuC Wethersfield-Urban Land Complex, 3 to 8 percent slopes	(S)	0.63 0.11 0.01 0.63 0.01	(S)	0.63 0.11 0.01 1.00 0.01 0.63 0.01	(S)	1.00 1.00 0.01 1.00 1.00 0.39 0.01 1.00 0.29 0.01			

\*saturated zone: depth to saturated zone

Source: NRCS Soil Survey

<sup>\*\*</sup>slow water: slow water movement through soil

S: Somewhat Limited, V: Very Limited, N: Not Rated



## **LAND USE**

Since 1986, the NJDEP has mapped land use within the state using digital orthophotography and the Land Use/Land Cover (LU/LC) data sets. Areas are delineated using color infrared images. The latest update of this data occurred in 2015. The NJDEP also maps critical habitat for imperiled and priority species through the Landscape Project, which is a proactive, ecosystem-level approach to the long-term protection of these habitats, rare plant species, and ecological communities through the Natural Heritage Database.

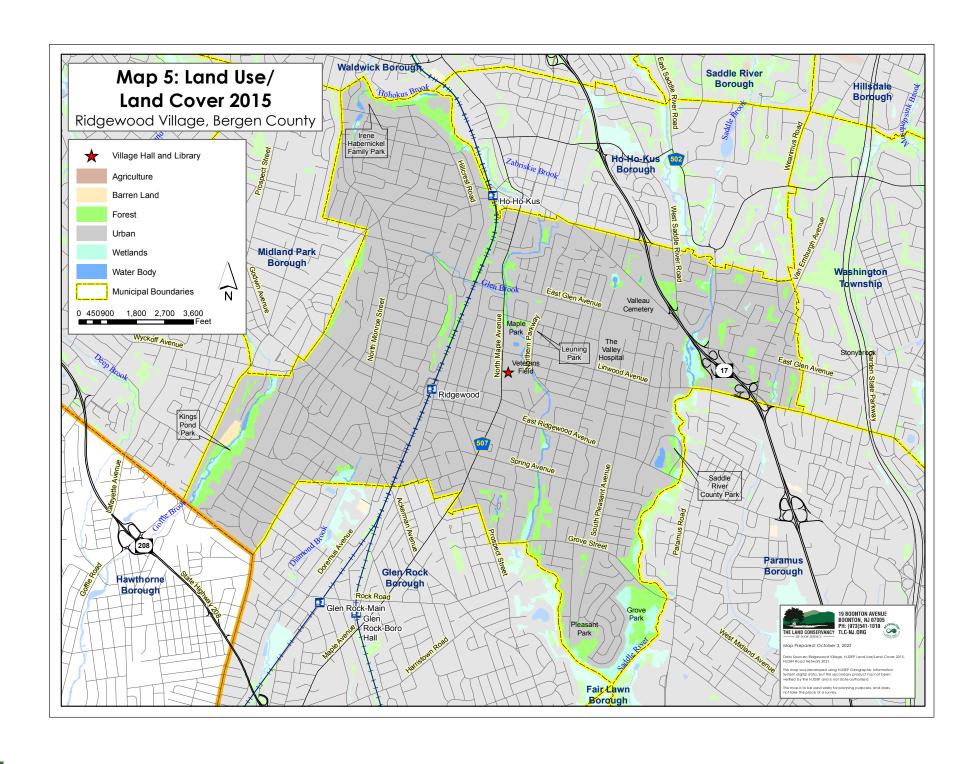
The Village of Ridgewood is a 5.8-square mile suburban community. Nearly all of the Village is designated by the NJDEP data as urban, "characterized by intensive land use where the landscape has been altered by human activities... Urban categories can include residential; commercial and service; industrial; transportation, communication and commercial complexes; mixed urban or built-up; other urban or build-up and recreational."<sup>13</sup>

Table 9 presents a breakdown of the four different land use types found within the Village and includes a comparison of the land use/land cover in 1995 and what is found in 2015 (the most current available data available). (Map 5)

Of the urban land category, 1.7% (57 acres) is residential, high density or multiple dwelling. Residential, single unit, medium density is 64% (2,144 acres) of total urban land. (Table 10)

TABLE 9: LAND USE/LAND COVER, 1995 TO 2015										
		1995		2015						
Туре	Acres	Percent of Village	Acres	Percent of Village						
Barren	1.7	0.05%	6.4	0.17%						
Forest	229	6.3%	228.5	6.2%						
Urban	3,337.2	91.1%	3,346	91.2%						
Wetlands	95.1	2.6%	89.2	2.4%						
Total:	3,663	100%	3,670	100%						
Source: Land Use Land Cover 1995-2015, NJDEP										

TABLE 10: URBAN LAND CLASSIFICATIONS										
Classification	Acres	Percent of category	Percent of village							
Residential, Single Unit, Medium Density	2,144	64.10%	58.40%							
Residential, Single Unit, Low Density	517	15.50%	14.10%							
Commercial/Services	290	8.70%	7.90%							
Recreational Land	79	2.40%	2.20%							
Residential, Rural, Single Unit	77	2.30%	2.10%							
Residential, High Density or Multiple Dwelling	57	1.70%	1.60%							
Athletic Fields (Schools)	48	1.40%	1.30%							
Cemetery	37	1.10%	1.00%							
Major Roadway	32	0.96%	0.87%							
Railroads	23	0.69%	0.63%							
Other Urban or Build-Up Land	17	0.51%	0.46%							
Transportation/Communication/Utilities	10	0.21%	0.27%							
Upland Rights-Of-Way Developed	8	0.24%	0.22%							
Industrial	6	0.18%	0.16%							
Total:	3,345	100%	91.21%							
Source: Land Use/Land Cover 2015, NJDEP https://gisdo	Source: Land Use/Land Cover 2015, NJDEP https://gisdata-njdep.opendata.arcgis.com/datasets/									





# RIDGEWOOD VEGETATION

#### LAND COVER

In the Village of Ridgewood, only urban, wetlands, barren land, and forest land use classifications are identified by the NJDEP LU/LC data. Forested areas represent 6.2% of the Village's land cover (228 acres).

#### FOREST TYPES

According to the 2015 LU/LC data, 6.1% of the forest cover in the Village is deciduous forest (223 acres). Of this, 205 acres have >50% crown closure. Less than 2% of the total forest cover is brush/shrubland (3.3 acres) and less than 2% is mixed forest (1.5 acres). (Table 11)

Forested lands in the Village include the following classifications:

Deciduous – This category includes forested lands that contain deciduous tree species, which lose their leaves at the end of the growing season. These trees remain leafless throughout the winter and sprout new leaves the following spring. The average height of the stand is at least 20 feet. A forest stand must have at least 75% canopy coverage from deciduous trees species to be placed in this category. In the Village of Ridgewood, there are 223 acres of deciduous forest.

Deciduous Forest, >50% Crown Closure: This category contains deciduous stands with crown closure greater than 50%. Crown closure is the percentage of forest

TABLE 11: FORESTED LAND CLASSIFICATIONS										
CLASSIFICATION	ACRES	PERCENT OF CATEGORY	PERCENT OF VILLAGE							
Deciduous Forest (>50% Crown Closure)	205.16	89.80%	5.59%							
Deciduous Forest (10-50% Crown Closure)	17.83	7.81%	0.49%							
Mixed Deciduous/Coniferous Brush/Shrubland	2.82	1.24%	0.08%							
Mixed Forest (>50% Deciduous With 10-50% Crown Closure)	1.52	0.67%	0.04%							
Old Field (< 25% Brush Covered)	1.11	0.49%	0.03%							
Total:	7.76	100%	6.22%							
Source: Land Use/Land Cover 2015, NJDEP										

area occupied by the vertical projections of tree crowns. Crown closure percentages provide a reasonable estimate of stand density. Most of the deciduous forests in New Jersey are in this category. The Village has 205.16 acres of forest in this category.

Deciduous Forest, 10-50% Crown Closure: This category contains deciduous forest stands that have crown closure greater than 10% but less than 50%, which includes 17.83 acres in the Village.

**Mixed Forest** - When neither coniferous nor deciduous trees represent 75% or more of the forested area, it is classified as Mixed Forest. This category is further broken down according to which type is 50% or greater in prevalence, conifers or deciduous trees, and the extent of crown closure.

*Mixed Forest* (>50% Deciduous with 10-50% Crown Closure): Mixed forests of all types represent a low percentage of the Village's land area, covering only 0.04% of

the Village's total land cover and making up 0.67% (1.52 acres) of the forested land category.

**Brush/Shrubland** – When vegetation is less than 20 feet high, the area is categorized as brush/shrubland. There are 3.93 acres of brush/ shrubland in the Village.

Old Field: This category includes open areas that have less than 25% brush cover. The predominant cover types are grasses, herbaceous species, tree seedlings, and/or saplings. Old Fields are distinguished from inactive farmland by the amount of brush cover. If a field contains few woody stems (<5%), it should be placed in the inactive farmland category. An area should be placed in the Old Field category if the amount of brush cover requires extensive brush removal before plowing. In some cases, it may not be established that the previous use was agriculture. There are 1.11 acres of Old Field within the Village.



Mixed Deciduous/Coniferous Brush/ Shrubland: Natural forested areas less than 20 feet high with a mixture of coniferous and deciduous trees. The Village of Ridgewood contains 2.82 acres of Mixed Deciduous/Coniferous Brush/Shrubland.

# **COMMUNITY FORESTRY**

#### SHADE TREE COMMISSION

In 2014, the Ridgewood Environmental Advisory Committee reestablished the Shade Tree Commission (STC).<sup>14</sup> In the Village, a shade tree is classified as any tree which belongs to the municipality and is planted in the rightof-way of a street such as a sidewalk median. Shade trees provide useful services to their surrounding community such as by reducing ozone and CO<sub>2</sub> levels, mitigating heat island effects, and limiting stormwater run-off. The mission of the STC is to "improve the quality of life throughout the Village of Ridgewood by maximizing the environmental, social and economic benefits of trees to the community while assisting the Village Parks and Recreation Department in management of tree resources." Additionally, the STC has two primary goals:

- 1. To educate the community about the contribution shade trees make to the Village environment.
- 2. Increase the number of shade trees in the village by actively promoting community tree planting programs.

# COMMUNITY FORESTRY MANAGEMENT PLAN

In 2016, the Village of Ridgewood became accredited by the New Jersey Urban and Community Forestry Program and received a Green Communities Grant to fund their first ever Community Forest Management Plan (CFMP).<sup>15</sup> In 2017, the Shade Tree commission released their five-year CFMP covering project goals from 2017 to 2021.<sup>16</sup> The CFMP contains three main goals designed to promote the health and sustainability of the Village's forest cover:

- The Village of Ridgewood will continue to manage their tree resources while working to implement the Community Forestry Program laid out under this plan.
- 2. Ridgewood residents will be aware of the value provided by the community forest including street trees and forested parcels.
- 3. The Village of Ridgewood will continue to improve the maintenance, stewardship and protection of the community forest. Ensure that all tree planting, inspection and maintenance activities are planned and completed in accordance with the latest scientific knowledge and current industry standards in order to improve the health and safety of the community forest.

A large portion of the CFMP report focuses on tree-related hazards, their identification, and their prevention. In the 1950s, the Village's first STC ran a tree nursery and a robust planting program. Trees from this time period still exist today but, with age, have deteriorated and require higher maintenance. Older trees require more attention with higher maintenance cost due to possible longtime structural issues and may require removal. Proactive maintenance programs (e.g., scheduled pruning and training while a tree is young) can help to reduce hazards in the future, such as utility conflicts and structural failures. The Village's Parks Division regularly prunes trees, and the members of the STC are provided with training to identify hazards.

While hazard reduction is necessary, the Village experienced a tree deficit at the time whereby more trees needed removal than were being planted.

The CFMP also covers many specific projects known as Community Stewardship Incentive Programs (CSIP). Some focus on preventing structural failure due to storms, insect, and disease related loss. For instance, the threat of the Invasive Emerald Ash Borer is present in the Village, and plans are in place for treating 175 Ash trees every two years over the next 15 years.



The Village hoped to use CSIP funding to develop removal strategies. Other CSIPs focused on diversifying plantings, implementing a tree waste recycling program, utilizing trees for stormwater management, developing restoration and planting plans for stream banks, and further training STC members.

As of 2022, many CFMP goals have been met and contributed towards the Village's Sustainable Jersey achievements such as the tree waste recycling program, an Adopt-A-Tree program, and a tree protection ordinance.

#### STREET TREE INVENTORY

In 2020, the Village hired Davey Resource Group to conduct a street tree inventory of all the trees, stumps, and available planting areas located within Village-maintained street right-of-ways. Multiple factors were recorded for each tree such as location, species, size, condition, defects, and risk assessment.

Davey Resource Group inventoried a total of 9,025 trees within the Village. The top four most common genera, maple, oak, zelkova, and ash, make up 51% of all trees within the Village. (Table 12) A majority of trees (83%) were assessed as being in Fair to Good condition, while only 17% of trees ranked as being in Poor to Dead condition. Out of all inventoried trees, a small number (54) were in

need of high pruning or removal maintenance. (Figure 4) Most inventoried trees instead required a low amount of pruning.

To promote tree biodiversity, it was recommended the Village plant other varieties of trees and specifically to stop planting maples. Pruning new trees while they are young to promote good structure and implement a strong tree training program was also suggested.

Section 260-6 describes additional requirements designed to protect tree roots during the construction or reconstruction of sidewalks. Any party responsible for these efforts must coordinate with the Village Arborist to ensure the root systems will not be harmed.

TABLE 12: GENUS DIVERSITY OF TREES									
COMMON NAME	% INVENTORIED	NUMBER OF TREES							
Maple	21%	1,895							
Oak	14%	1,264							
Zelkova	9%	812							
Ash	7%	632							
Total	51%	4,603							
Source: Davey Resource Group									

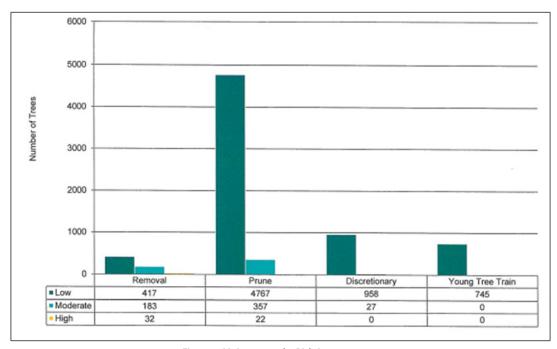


Figure 4. Maintenance by Risk Assessment

Source: Davey Research Group



# THE VILLAGE OF RIDGEWOOD - TREE PROTECTION ORDINANCE

In April 2022, the Village implemented Ordinance #3900 which minimizes the indiscriminate removal and cutting of trees, proposing replacement trees be planted when necessary.<sup>17</sup>

Section 260-4 states that "no person, property owner, hired firm, or other entity shall cause to be cut or removed any existing qualified tree, with a diameter at breast height (DBH) eight inches or greater, upon any private lands within the Village of Ridgewood, without a permit issued by the Village of Ridgewood." For any tree that qualifies for permitted removal, the applicant must plant an approved replacement tree on a one-for-one basis. (Table 13) Should the applicant be unable to plant a tree on their property, the applicant is required to remit funds for a replacement tree to the Village's Replacement Tree Escrow Fund. Escrow funds will be used to plant a replacement tree elsewhere on public Village lands.

#### **TABLE 13: APPROVED TREE SPECIES**

#### **Under-Wire Trees**

Syringa Ivory Silk – Japanese Tree Lilac

Amelanchier Single Stem – Serviceberry, Juneberry

Cladastris - Yellowwood

Acer buergerianum - Trident Maple

Maackia amurensis - Amur Maackia

#### Large Street Trees (No Wires)

Nyssa sylvatica – Black Tupelo Quercus

Bicolor -Swamp White Oak

Acersaccharum marsh – Sugar Maple/Rock Maple Acer

Rubrum – Red Maple

Quercus phellos – Willow Oak

Ulmus americana – American Elm, "Valley Forge"

Gleditsia tricanthos - Honey Locust, "Skyline"

Plantanus occidentalis - Sycamore

Source: Shade Tree Commission Adopt-A-Tree Program<sup>18</sup>



#### **WILDLIFE**

#### THREATENED & ENDANGERED SPECIES

#### AND CRITICAL HABITAT

The NJDEP Landscape Project 3.3 ranks patches of habitat using a numeric system (0 through 5) for the purpose of identifying habitat which may be suitable for threatened and endangered species. Habitat identified as Rank 3 through 5 are considered environmentally significant by the NJDEP:

- Rank 5: Species-specific patches containing one or more occurrences of wildlife listed as endangered and threatened pursuant to the Federal Endangered Species Act of 1973.
- Rank 4: Species-specific patches with one or more occurrences of State Endangered species.
- Rank 3: Species-specific patches containing one or more occurrences of State Threatened species.
- Rank 2: Species-specific patches containing one or more occurrences of species considered to be Species of Special Concern.
- Rank 1: Species-specific patches that meet habitat-specific suitability requirements such as minimum size criteria for endangered, threatened, or priority wildlife species, but that do not intersect with any confirmed occurrences of such species.

TABLE 14: RARE WILDLIFE SPECIES										
STATE STATUS PROTECTION	RANK	ANK SPECIES NAME FEATURE TY		% OF RARE WILDLIFE						
State Endangered	4	Bald Eagle (Haliaeetus leucocephalus)	Foraging	29%						
State Endangered	4	Bobcat (Lynx rufus)	Live Individual Sighting							
	3	Black-Crowned Night Heron (Nycticorax nycticorax)	Foraging							
State Threatened	3	Red-Headed Woodpecker (Melanerpes erythrocephalus)	Breeding Sighting	42%						
	3	Yellow-Crowned Night Heron (Nyctanassa violacea)	Foraging							
Special Conserva	2	Cooper's Hawk (Accipiter cooperii)	Breeding Sighting	200/						
Special Concern	wood Thrush 2 (Hylocichla mustelina)		Breeding Sighting	29%						

 Rank 0: Species-specific patches that do not contain any species occurrences and do not meet any habitat-specific suitability requirements.

In the Village of Ridgewood, land surrounding waterways, particularly the Hohokus Brook and Saddle River, provides suitable habitat for endangered, threatened and concern species. (Map 6)

The majority of land patches in the Village do not contain endangered species or their habitat and are ranked as either 0 or 1. These areas are located in developed portions of the Village, such as residential neighborhoods, the downtown, and most of the railroad tracks.

Rank 2, or Special Concern species habitat is clustered in Irene Habernickel Family Park, Saddle Brook County Park, and a small area near Route 17.

Rank 3, or, State Threatened species habitat follows the Hohokus Brook as it enters the Village from Waldwick Borough and continues along the path of the Ridgewood railroad line, stopping at Glen Brook.

State Endangered species habitat (Rank 4) can be found along Kings Pond Park and the convergence of the Hohokus Brook and Saddle River near the southernmost tip of the Village.

The NJDEP notes that several rare species and their habitat have been found within the Village. (Table 14) Rare wildlife habitat has been identified as supporting foraging, breeding sightings, and live individual

RV

sightings. The majority (42%) of these species and their habitat fall under Rank 3 with species-specific patches containing one or more occurrences of State Threatened species. Of the remaining habitat, 29% is Rank 4, species-specific patches with one or more occurrences of State Endangered species. The other 29% is Rank 2 with species-specific patches containing one or more occurrences of species considered to be Species of Special Concern.

#### VFRNAI HABITAT

Vernal habitats, also known as vernal pools, are natural wetland depressions that fill with water during the rainy season in the fall and remain ponded until the dry weather in early summer causes them to dry out. Vernal pools provide habitat for a wide variety of amphibians, reptiles, invertebrates, and many species of wetland vegetation, but cannot support a fish population because of the pools' brief dry period.

Ridgewood does not have any documented vernal pools, nor does it have any potential vernal habitat areas.<sup>19</sup>

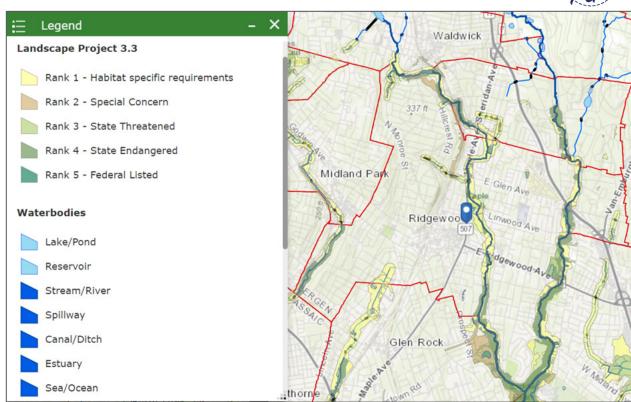
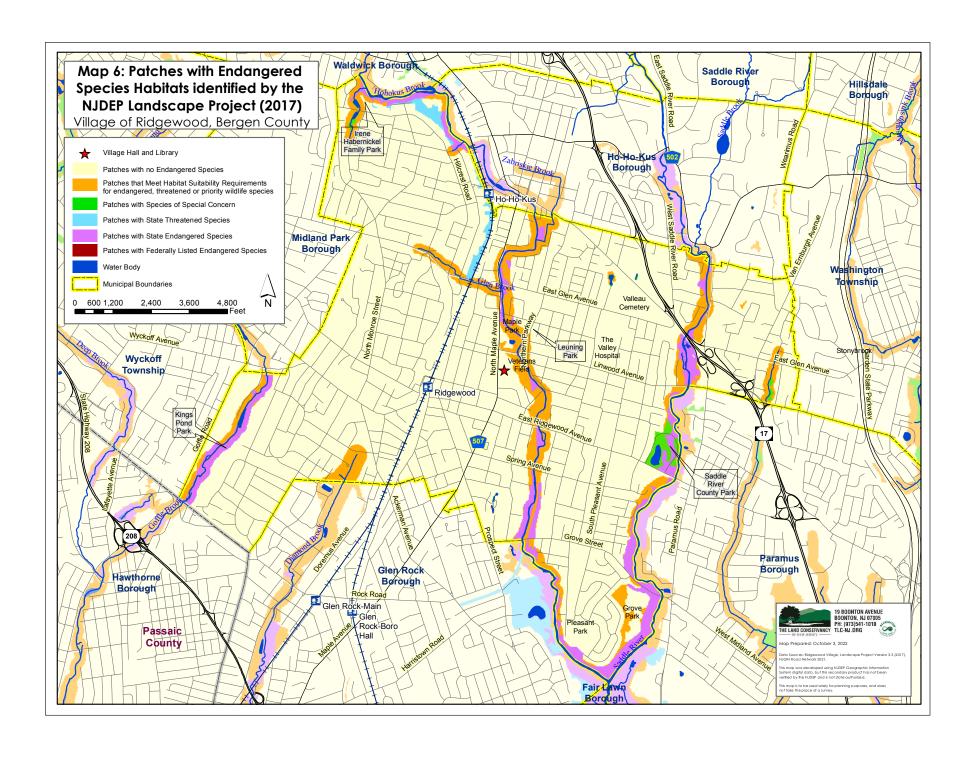


Figure 5. Landscape Project NJDEP Landscape 3.3 Viewer Critical Habitats





## **HYDROLOGY**

### **W**ATERSHEDS

"A watershed is a topographic area within which surface water runoff drains into a specific point on a stream or to a water body such as a lake." A watershed-based approach to natural resource management is considered by state and national agencies to be the most appropriate unit for managing complex environmental problems.

The NJDEP has divided the state into Watershed Management Areas (WMAs) composed of multiple watersheds and subwatersheds. The United States Geological Survey (USGS) has mapped and identified watersheds using a hierarchical numbering system. This system identifies watersheds by a hydrological unit code (HUC) that includes up to 14 digits for the smallest watersheds. The HUC14 watersheds for the Village of Ridgewood are identified on Map 7 and listed in Table 15.

### SURFACE WATER

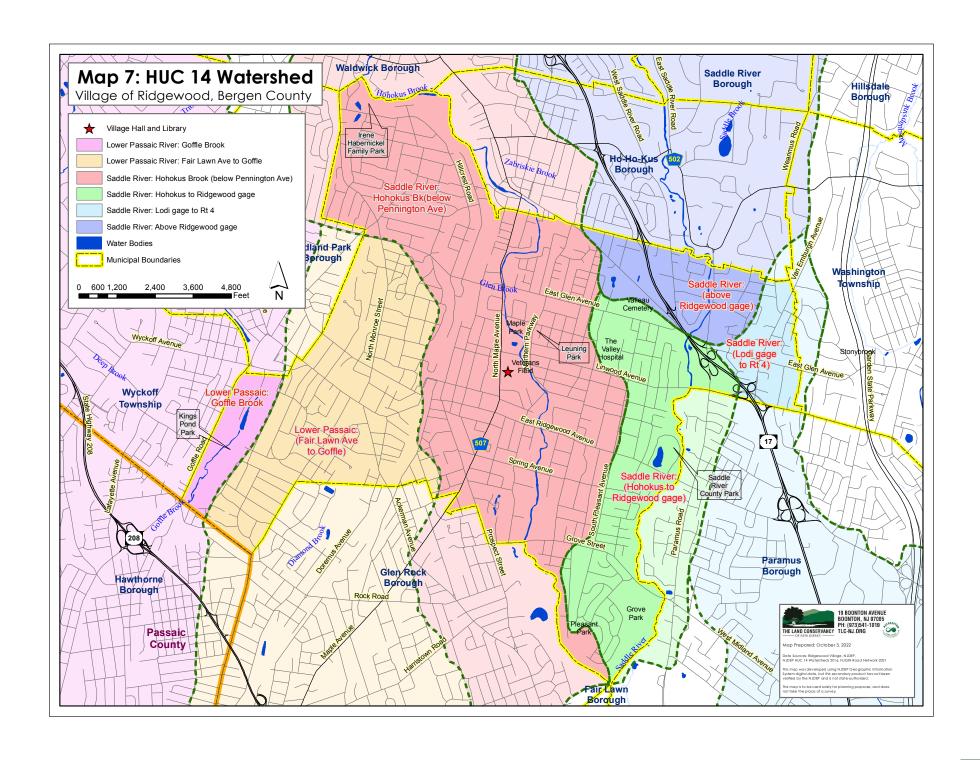
Surface water is water that collects on the ground or in a stream, river, lake, wetland, or ocean. There are seven surface streams mapped in the Village of Ridgewood, listed in Table 16 and shown on Map 8.

New Jersey's Surface Water Quality Standards (SWQS) (N.J.A.C. 7:9) classify Fresh Water 1 (FW1) as the highest level of classification, which is defined as:

TABLE 15: HUC14 WATERSHEDS									
WMA	WMA NAME	WATERSHED NAME	SUB-WATERSHEDS NAME	ACRES	PERCENT				
04	Lower Passaic	Passaic River Lower	Goffle Brook	131.16	3.53%				
	and Saddle	(Saddle to Pompton)	Goille brook	151.10	3.33%				
04	Lower Passaic	Passaic River Lower	Passaic River Lower	789.97	21.28%				
04	and Saddle	(Saddle to Pompton)	(Fair Lawn Ave to Goffle)	769.97	21.20%				
04	Lower Passaic	Saddle River	Hohokus Brook	1,763.98	47.52%				
04	and Saddle	Saudie River	(below Pennington Ave)	1,703.96	47.32%				
04	Lower Passaic and Saddle	Saddle River (above Ridgewood gage)		258.12	6.95%				
04	Lower Passaic	Saddle River	Saddle River	156.92	4.23%				
	and Saddle	Saddle Hiver	(Lodi Gage to Route 4)	150.52	4.2370				
04	Lower Passaic and Saddle	Saddle River	Saddle River (Hohokus to Ridgewood Gage)	612.14	16.49%				
	Total: 3,712.29 100%								
Source: N.	JDEP HUC14 Wate	ershed Tabular Data							

"those fresh waters, as designated in N.J.A.C. 7:9B-1.15(j), that are maintained in their natural state of quality (set aside for prosperity) and not subject to any manmade wastewater discharges or increased runoff from anthropogenic activities. These waters are set aside for prosperity because of their clarity, color, scenic setting, other characteristics of aesthetic value, unique ecological significance, or exceptional fisheries resource(s)." <sup>21</sup>

TABLE 16: STREAMS									
STREAM	LINEAR FEET	PERCENT							
Hohokus Brook	20,969	43.87%							
Saddle River	13,823	28.92%							
Goffle Brook	5,598	11.71%							
Glen Brook	3,185	6.66%							
Sprout Brook	1,752	3.66%							
Zabriskie Brook	1,258	2.63%							
Diamond Brook	1,215	2.54%							
Total:	47,800	100%							
Source: NJDEP Surface Water Quality Data									





The general classification for other freshwater in the State is Fresh Water 2 (FW2). The presence of trout in a stream means that the waters are relatively free of chemicals or biological contaminants and is used to further define designated uses. A stream can be classified as Trout Production (TP), Trout Maintenance (TM), or Non-Trout (NT).

- Trout Production waters are designated "for use by trout spawning or nursery purposes during their first summer."
- Trout Maintenance waters support trout throughout the year.
- Waters classified as Non-Trout do not support trout, either because of their physical nature or due to biological or chemical characteristics (SWQS, N.J.A.C.7:9B).

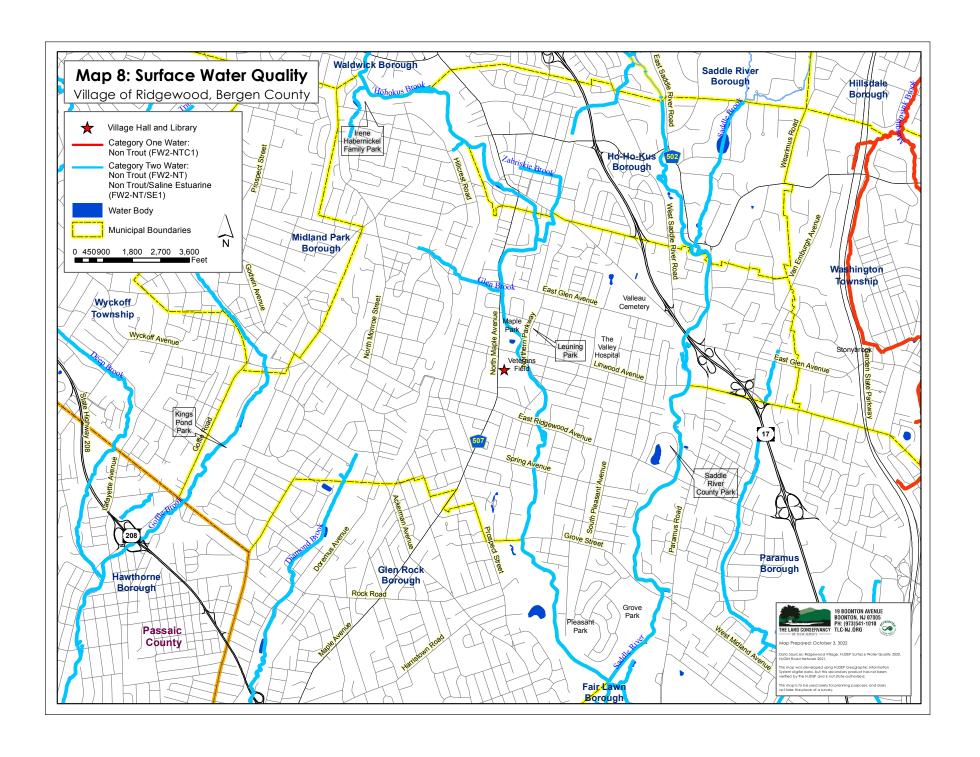
The surface waters of Ridgewood Village are classified as FW2 and Non-Trout (FW2-NT). (Map 8)

Surface water quality is affected by point sources and non-point sources of pollution as well as erosion and sedimentation. Point source means any discernible, confined, and discrete fissure, container, rolling stock, concentrated animal feeding operation, or vessel or other floating craft from which pollutants are or may be discharged.<sup>22</sup> This includes discharges from sewage treatment plants and factories, stormwater runoff, illegal

dumping, and malfunctioning underground storage tanks and septic tanks. This term does not include agricultural storm water discharges and return flows from irrigated agriculture.

In contrast to point source pollution, non-point source pollution comes from many different sources. As rainfall or snowmelt moves over and through the ground, it picks up and carries natural and human-made pollutants (such as fertilizers, herbicides, and motor oil) and deposits them into surface and groundwater. The effects of pollutants on specific waterways can vary but eventually all are manifested into negative outcomes for drinking water supplies, recreation, fisheries, and wildlife. One of these effects is eutrophication, which, in freshwater systems, is the addition of substances, either man-made or natural, to a water body affecting the primary productivity of that body of water. Nitrates and phosphates promote excessive algae growth. These "blooms" can have negative effects on the ecosystem. This can include clouding of the water which limits sunlight penetration and stops the growth of plants deeper in the water. Additionally, eutrophication can lead to anoxia, a condition where a water body has depleted levels of oxygen - a result of the decomposition of dead phytoplankton.

Water quality can also be negatively impacted by sedimentation, which is the transportation and deposition of eroded materials. A primary cause of sedimentation is development near streams and on steep slopes that reduce vegetative cover and results in exposed soil. The vegetative cover can typically absorb the impact of raindrops, but when it is removed, the exposed soil easily becomes eroded. The eroded soil can then be transported to surface waters where it could contaminate and increase the turbidity of the water, effectively blocking sunlight to plant species and negatively affecting the health of the aquatic ecosystem.





#### Aquifer Recharge

An aquifer is an underground formation of permeable rock or unconsolidated materials that can yield significant quantities of water to wells or springs. The rate of recharge is not the same for all aquifers, and that must be considered when pumping water from a well. Pumping too much water too fast draws down the water in the aquifer and eventually causes a well to yield less and less water and even run dry.

Aquifers are typically equated to the type of geologic formation in which they exist.

Aquifers in New Jersey are classified as either bedrock or surficial. Bedrock aquifers consist of rock formations while surficial aquifers are formed from unconsolidated materials such as sand or gravel or glacial sediment. Bedrock aquifers in the Piedmont contain water in fractures within the rock while surficial aquifers contain water primarily in the spaces between sand and gravel particles.

The Village of Ridgewood is underlain by the Brunswick Aquifer (Rank C).(Figure 6 and Figure 7) The NJGS identifies the Brunswick Aquifer as a fractured-rock aquifer of the Newark Basin part of the Piedmont Physiographic Province, which yields between 100 to 250 gallons per minute.

# Fractured-rock Aquifers of the Newark Basin Part of the Piedmont

Brunswick aquifer [C] - Sandstone, siltstone, and shale of the Passaic, Towaco, Feltville, and Boonton Formations. Ground water stored and transmitted in fractures. Water is normally fresh, slightly alkaline, non-corrosive and hard. Calcium-bicarbonate type waters dominate. Subordinate calcium-sulfate waters are associated with high total dissolved solids. Includes conglomerate facies (bac) along the northwest margin of the basin.

Figure 6. Brunswick Aquifer Description (NJGS)

# Ranking Values for Aquifers and Confining Units in New Jersey

Aquifer Rank	Median Yields (gpm)
[A]	> 500
[B]	> 250 to 500
[C]	> 100 to 250
[D]	25 to 100
[E]	< 25

Aguifers in New Jersey can be ranked on their ability to yield ground water to high-capacity wells. These wells include water-supply, irrigation, and industrial-supply wells sited and tested for maximum yield. Many of the wells have boreholes exceeding the standard six-inch diameter for domestic wells. The five aguifer-rank values (A,B,C,D,E) are based on a statistical analysis of median yields for over 8000 high-capacity wells. Median yield is the statistical value for which there are an equal number of wells yielding greater and lesser volumes of water. Each aquifer or confining unit is assigned a rank based on its median yield or professional judgement where data are lacking. More than one ranking value indicates that well-yield data were analyzed for several lithologies within a map unit and well yields may vary considerably due to lithologic and structural influences.

Figure 7. Ranking Values for Aquifers in New Jersey (NJGS)



Surficial aquifers in New Jersey are those water-bearing formations which are both greater than 50 feet thick (New Jersey law requires well casing of no less than 50 feet) and are significantly different, hydrogeologically, than the underlying aquifer.

Map 9 and Map 10 show the distribution of rankings for Ridgewood Village. Table 17 summarizes Aquifer Recharge Rankings for the New Jersey and Groundwater Rankings for Bergen County. 92% of Ridgewood is ranked as either C/B, C/C or C/E. (Table 18) These Alpha Ranks have a well yield potential ranging 25-500 gpm and a groundwater infiltration rate between 0-17 in/yr.

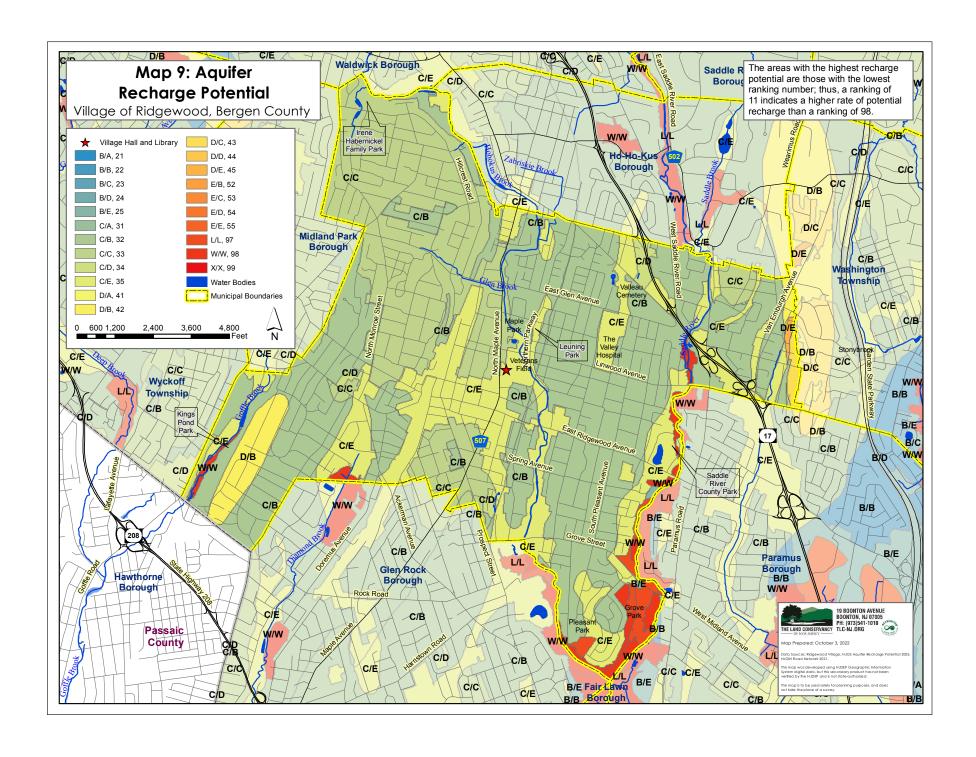
TABLE 17: STATEWIDE WELL YIELD RANKINGS AND BERGEN COUNTY GROUNDWATER RANKINGS										
Aquifer Rank	Median Well Yield (Gallons/Minute)	Groundwater Rank	Avg. Annual Infiltration (In/Yr)							
А	>500	A	18-21							
В	>250-500	В	12-17							
С	>100-250	С	8-11							
D	25-100	D	1-7							
E	<25	E	0							

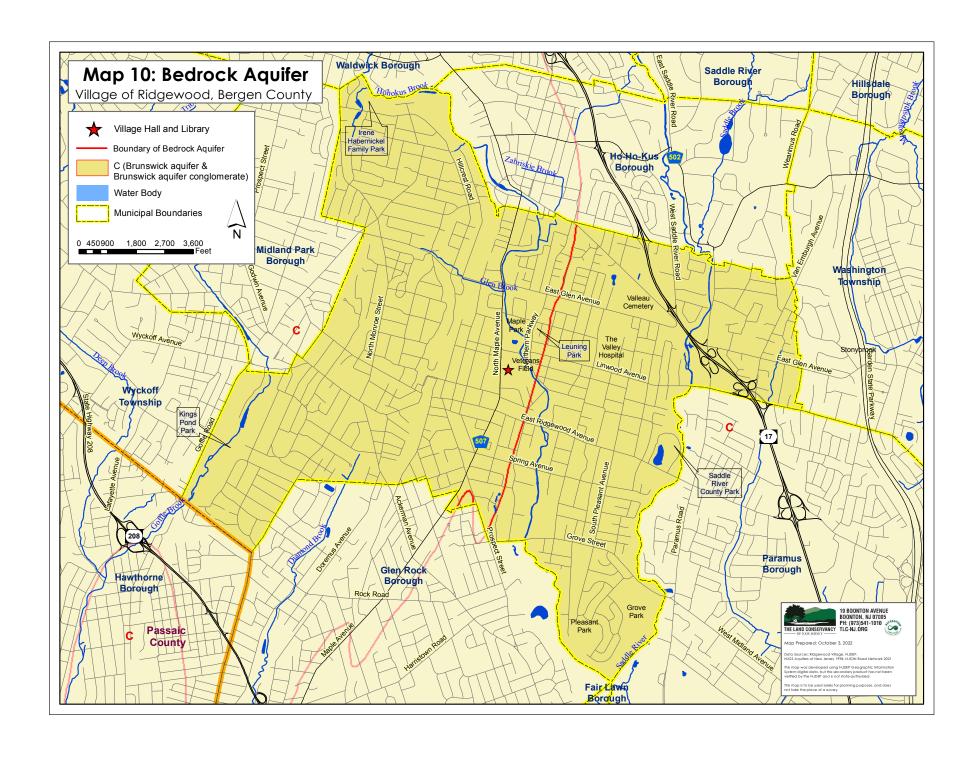
There are also hydric soils (L/L), wetlands and open water (W/W) and instances where no recharge is calculated (X/X). Source: NJDEP NJGS. Aquifer-Recharge Potential for Bergen County, New Jersey Https://www.nj.gov/dep/njgs/geodata/dgs07-1.htm

	TABLE 18: AQUIFER POTENTIAL RECHARGE RANKINGS										
Alpha Rank	Numeric Rank	ACRES	Percent								
B/B	22	0.17	0.004%								
B/E	25	3.82	0.10%								
C/B	32	1,708.50	46.07%								
C/C	33	924.07	24.92%								
C/D	34	36.82	0.99%								
C/E	35	788.94	21.27%								
D/B	42	96.90	2.61%								
D/C	43	16.71	0.45%								
D/E	45	5.08	0.14%								
L/L	97	42.26	1.14%								
W/W	98	85.46	2.30%								
	TOTAL	3,708.72	100%								

Source: NJDEP NJGS

The three Alpha Ranks highlighted in gray comprise 92% of Ridgewood.







# Public Water Supply and Wellhead Protection

The 1986 Federal Safe Drinking Water Act Amendments (Section 1428, P/L. 93-523, 42 USC 300 et. seq) directed all states to develop a Well Head Protection Program (WHPP) Plan for both public community (CWS) and public non-community (NCWS) water supply wells. A component of the WHPP is the delineating of Well Head Protection Areas. This delineation is the first step in defining the sources of water to a public water supply to prevent and clean up groundwater contamination.

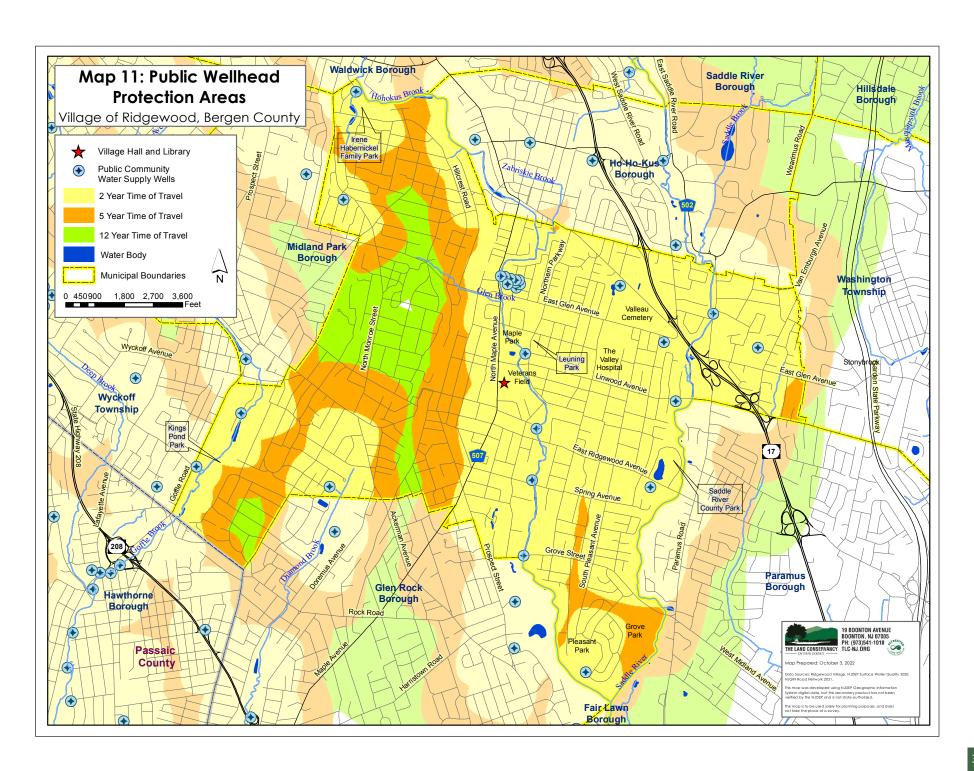
Wellhead Protection Areas (WPAs) are delineated for both public community and non-community wells. The delineations for these wells are two, five, and 12-year tiers. Each tier represents the horizontal extent of groundwater captured by a well pumping at a specific rate over those periods of time.

Twenty-five water supply wells are located within the Village of Ridgewood, as shown on Map 12. Additional water supply wells are located in the towns surrounding Ridgewood, including Ho-Ho-Kus Borough to the north, Glen Rock and Hawthorne Boroughs to the south, and Midland Park Borough and Wyckoff Township to the west.

The Village Council of the Village of Ridgewood is the governing authority for Ridgewood Water, a regional water utility servicing four municipalities: Ridgewood Village, Wyckoff

Township, and the Boroughs of Glen Rock and Midland Park. Ridgewood Water operates 52 deep wells within these four municipalities and also purchases water from the Suez Water company and the Hawthorne Water Department (during peak summertime demands).<sup>23</sup> In the summer of 2022, a third source of water will be added to this system, Passaic Valley Water Commission, via the newly constructed water interconnect. This should be effective August 1, 2022.

In 2018 and 2019, drinking water quality testing conducted by Ridgewood Water identified per- and poly-fluoroalkyl substances (PFAS) in five of its wells at concentrations exceeding the limits established by the EPA. As a result, the Ridgewood Water - PFAS Planning and Treatment Study was prepared in May 2020 to evaluate and recommend treatment strategies for reducing PFAS chemicals in the water supply.<sup>24</sup> In November 2020, the Ridgewood Village Council passed a resolution adopting the May 2020 Study as its formal interim strategy (until the document is no longer relevant and/or requires an update).<sup>25</sup>





#### **WETLANDS**

Wetlands are important natural resources that contribute significantly to an area's social, economic, and environmental health. Among the services they provide are filtration of chemicals, pollutants, and sediment from water; flood control; critical habitat for wildlife: recreation and tourism. The NJDEP defines a freshwater wetland as "an area that is inundated or saturated by surface water or groundwater at a frequency and duration sufficient to support, and that under normal circumstances does support, a prevalence of vegetation typically adapted for life in saturated soil conditions, commonly known as hydrophytic vegetation; provided, however, that the Department, in designating a wetland, shall use the three-parameter approach (that is, hydrology, soils, and vegetation) enumerated in the 1989 Federal Manual."26 (N.J.A.C. 7:7A) NJDEP has adopted this manual as the technical basis for identifying and delineating wetlands.

The NJDEP regulates virtually all activities in a wetland, including removing vegetation, filling, and placing obstructions. Depending on the environmental value of a wetland, there may also be a transition area, or buffer, around the wetland that will require a waiver issued by the NJDEP for any activity within that zone. A wetland containing endangered species habitat would require a 150-foot wide transition area, whereas a small wetland in a ditch might not require any transition area.

Most freshwater wetlands require a 50-foot transition area. Wetlands in New Jersey are classified into three different values: exceptional resource value, ordinary resource value, or intermediate resource value. The criteria for these classifications are described below.

#### EXCEPTIONAL RESOURCE VALUE WETLAND

- Dischargers into FW-1 water and FW-2 trout producing waters and their tributaries;
- Is a present habitat for threatened or endangered species; or
- Is a documented habitat for threatened or endangered species, and remains suitable for breeding, resting, or feeding by the species during the normal period these species would use the habitat.

# ORDINARY RESOURCE VALUE WETLAND

A freshwater wetland that does not exhibit any of the characteristics of an Exceptional Resource Value Wetland, which is:

- An isolated wetland, as defined at N.J.A.C.
   7:7A-1.4; and
- Is smaller than 5,000 square feet; and
- Has the uses listed below covering more than 50% of the area within 50 feet of the wetland boundary. In calculating the area covered by a use, NJDEP will only

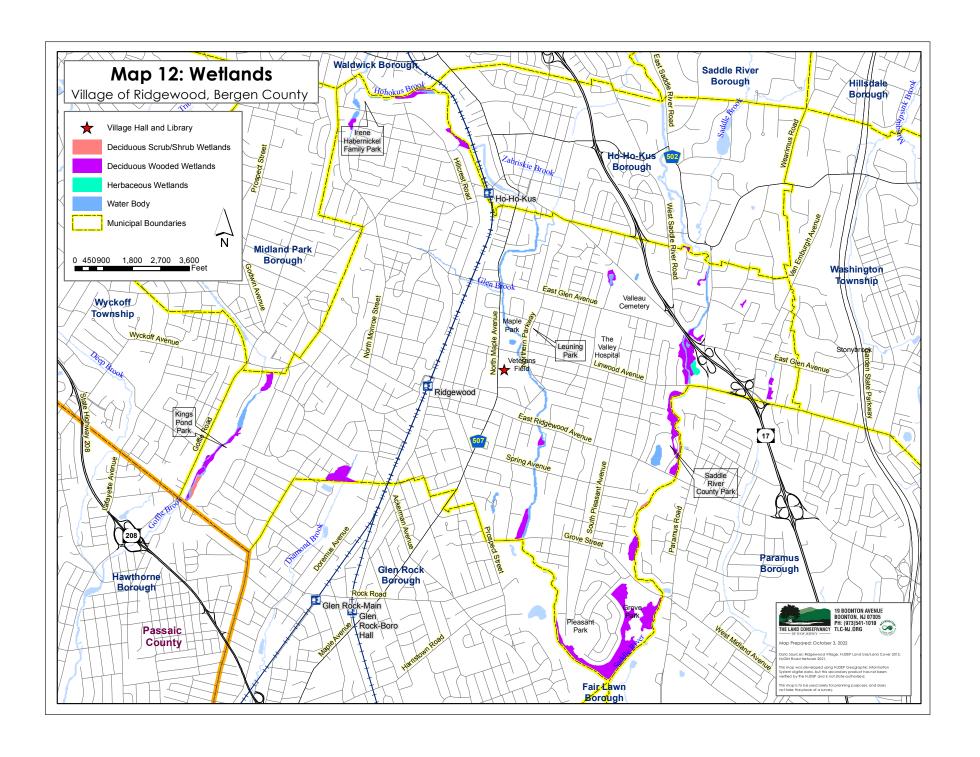
consider a use that was legally existing in that location prior to July 1, 1988, or was permitted under this chapter since that date:

- Lawns;
- o Maintained landscaping;
- o Impervious surfaces;
- o Active railroad right-of-way; and
- Graveled or stoned parking/storage areas and roads
- A drainage ditch;
- o A swale; or
- A detention facility that was uplands at the time it was created regardless of the wetland resource classification of the wetlands under these rules, or classification of the body of water, as FW-1 or FW-2 trout production, to which it discharges.

# Intermediate Resource Value Wetland

A freshwater wetland of intermediate resource value is any wetland not defined as exceptional or ordinary.

According to the NJDEP 2015 Land Use/Land Cover data, the Village of Ridgewood contains 89 acres of wetlands occupying 2.4% of the municipality.





(Map 12) The majority of these areas (95%) are classified as deciduous wooded wetlands. Although this information is based on NJDEP mapping, unmapped wetlands may exist within Ridgewood and would still be subject to NJDEP regulations. Wetlands require a professional delineation before a regulated activity could occur in or around them.

# RIPARIAN AREAS AND FLOOD ZONE AREAS

# RIPARIAN ZONES

In order to better protect the public from hazards of flooding, preserve the quality of surface waters, and protect wildlife and vegetation, the NJDEP has adopted Flood Hazard Area Control Act Rules (N.J.A.C. 7:13)<sup>27</sup> in order to incorporate more stringent standards for development in flood hazard areas and riparian zones. A riparian zone is land and vegetation within and adjacent to surface waters. Riparian areas in the Piedmont include all open waters, flood prone areas, and wildlife corridors (300-foot corridors along each stream bank). Activity within the regulated area of the flood hazard area and the riparian zone may be restricted if it includes or results in one or more of the following:

 The alteration of topography through excavation, grading and/or placement of fill;

- 2. The clearing, cutting, and/or removal of vegetation in a riparian zone;
- 3. The creation of impervious surface;
- 4. The storage of unsecured material;
- 5. The construction, reconstruction, and/or enlargement of a structure; and
- 6. The conversion of a building into a private residence or a public building.

The NJDEP recognizes riparian zones for all surface waters in New Jersey. In most areas Category 1 (C1) waters require a 300-foot buffer. Surface waters, including the FW2-NT designated streams in the Village, are subject to a regulated 50-foot riparian zone, measured from the top of the bank, along both sides of the surface waters.

Ridgewood's municipal code contains regulations regarding riparian zones within Section H of Chapter §190-120 Environmental Provisions (adopted in 2009 by ordinance number 3225)<sup>28</sup>. The municipal code defines riparian zones as, "the land and vegetation within and directly adjacent to all surface waters ... as shown on NJDEP's GIS hydrography coverages," and the regulations are applicable as an overlay to Ridgewood's existing zoning districts. The ordinance states that, "no new construction, development, use, activity, encroachment, or structure shall take place in a riparian zone." Section H also outlines

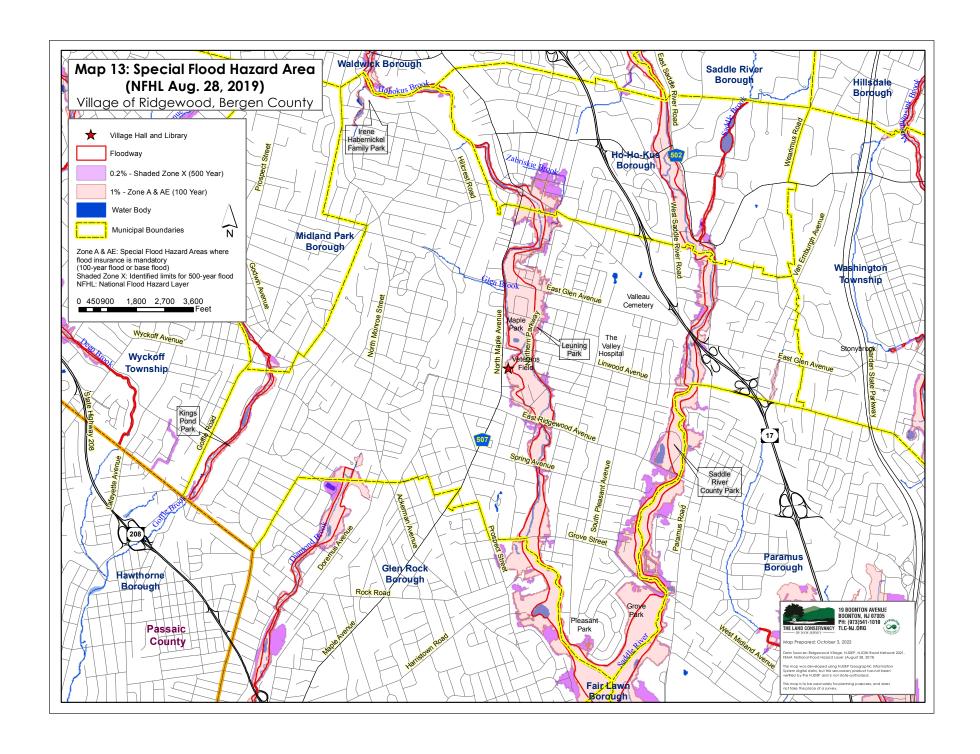
provisions regarding the delineation of riparian buffer zones, permitted and non-permitted uses, and exceptions.

In April 2020, NJDEP Division of Water Monitoring and Standards adopted a new rule that expands C1 waters to 600 miles of rivers and waterways in the state.<sup>29</sup> While this rule may not directly impact Ridgewood, increased protections of waterways will benefit water quality across the State.

#### FLOOD ZONES

Federal, state, and municipal governments oversee areas prone to flooding through various acts, laws, and ordinances. The intent is to minimize property damage and negative ecological effects by limiting development and protecting positive environmental influences in areas subject to frequent flooding.

At the federal level, the USGS maps flood prone areas and the Federal Emergency Management Agency (FEMA) evaluates and maps Special Flood Hazard Areas (SFHAs) that can be used in participating communities to determine flood insurance rates. On the state level, the NJDEP delineates Flood Hazard Areas along streams and regulates activities within these areas. In recent years, FEMA and the state have coordinated to integrate NJDEP flood hazard area parameters into FEMA updates. Municipal code may set standards that are stricter than either the state or FEMA.





# FEMA MAPPING AND FLOOD INSURANCE

#### Program

Special Flood Hazard areas, evaluated and mapped by FEMA, and other flood zones are used to create official Flood Insurance Rate Mapping (FIRM) that can be used in participating communities, such as Ridgewood, to determine flood insurance rates. Communities can choose to participate in the National Flood Insurance Program (NFIP), which requires mandatory flood insurance in areas mapped as Special Flood Hazard Areas. A Special Flood Hazard Area is defined as, "an area that would be inundated by the flood having one percent of chance being equaled or exceeded in any given year," also known as the base flood or 100-year flood zone. NFIP mapping also includes information of 500-year flood zones and various sub-levels within the 100-year zone.<sup>30</sup> As depicted on Map 13, the Village of Ridgewood contains approximately 61.5 acres of land within the Shaded Zone X (0.2% chance of an annual flood, 500-year event) and 400 acres within the Zone A and AE (1% chance of an annual flood, 100-year storm).

# NJDEP REGULATED WATER WAYS

At the state level, New Jersey regulates flood prone areas through the New Jersey Flood Hazard Area Control Act, N.J.A.C. 7:13, last amended on October 5, 2021.<sup>31</sup> The act recognizes the importance of not only avoiding building in unsafe places, but also

preserving vegetation that, "is essential for maintaining bank stability and water quality." The rules set standards for development in flood hazard areas and areas adjacent to surface waters in order to mitigate the adverse impacts of flooding that can be caused by such development. As defined by the rules, a flood hazard area exists along every regulated waterway that has a drainage area of 50 acres or more.

A Flood Hazard Area is defined as the area inundated by the flood hazard area design flood, which is equal to the 100-year flood plus a "factor of safety." It includes both a floodway and a flood fringe. There are six measures for determining the flood hazard area under the FHCA rules: the NJDEP delineation method; FEMA's tidal, fluvial, or hydraulic methods; the approximation method; or the calculation methods.

NJDEP regulated activities in a flood hazard area or riparian zone include:

- The alteration of topography through excavation, grading, and/or placement of fill;
- 2. The clearing, cutting, and/or removal of vegetation in a riparian zone;
- 3. The creation of impervious surface;
- 4. The storage of unsecured material;
- 5. The construction, reconstruction and/or enlargement of a structure; and

 The conversion of a building into a private residence or a public building. (N.J.A.C. 7:13-2.4)

The appropriate permit must be obtained in order to engage in any of these activities in a regulated area. There are several different categories of permits: permits by rule, general permits and individual permits. There are also area specific standards, depending on whether or not the area includes a channel, riparian zone, floodway, flood fringe, fishery resource, threatened and endangered species, or acid producing soils. Construction is not necessarily prohibited in a regulated area.

#### RIDGEWOOD VILLAGE MUNICIPAL PLANNING

The Village of Ridgewood has taken steps to address the adverse effects of flooding, as summarized by the following list of planning documents and ordinances:

• 2005 Stormwater Management Plan
(Proposed Revision December 29, 2020)

- The purpose of this plan is to address groundwater recharge, stormwater quantity, and stormwater quality impacts by incorporating stormwater design and performance standards for new major development (defined as projects that disturb one or more acres of land). The plan describes long-term operation and maintenance measures for existing and future stormwater facilities. The Village has limited stormwater best management



- practice structures or systems due to the level of build-out.<sup>32</sup>
- 2008 Floodplain Management Plan and 2015 Annual Update The purpose of the 2008 plan and 2015 annual update are to track the progress towards removing or remediating the repetitive loss structures out of their "high risk situations". 33
- 2009 Ordinance No. 3225 The Ordinance added provisions to regulate development of riparian zones to Ridgewood's Land Use and Development document through actions such as controlling downstream flooding and conserving natural features that are important to the land and water resources like prime wildlife habitats.<sup>34</sup>
- 2011 Hazard Mitigation Plan The plan contains a map identifying areas at risk of flooding, including repetitive loss properties, sites flooded during Hurricane Irene, and proposed hazard mitigation areas.<sup>35</sup>
- 2020 Flood Acquisition Plan The plan documented local impacts from past flood events and identified future project areas for potential acquisition by the Village based on review of FEMA flood hazard zones, FEMA repetitive loss data, USGS data from nearby stream gauges, and interviews with municipal representatives. Completion of the Flood Acquisition Plan was a requirement for participation in

- Bergen County's flood acquisition grant program.
- 2021 Ordinance No. 3844 The Ordinance most recently amended Chapter 190-83 Stormwater Management and Flood Protection of Ridgewood's municipal code. The regulations establish minimum stormwater management requirements and controls for major development and minor development. The chapter also outlines green infrastructure best management practices (GI BMPs) and nonstructural stormwater management strategies designed to achieve flood control, groundwater recharge, and pollutant reduction.<sup>36</sup>
- repealed the former Chapter 154 Flood
  Damage Prevention in its entirety and
  adopted a new Chapter 154 Floodplain
  Management regulations.<sup>37</sup> The chapter
  formally adopts flood insurance rate
  maps effective August 28, 2019; describes
  responsibilities of the Floodplain
  Administrator; establishes regulations
  for construction and site improvement
  designed to minimize flood losses;
  and outlines various requirements for
  inspections, permitting and submitting site
  plans and construction documents.

The Village of Ridgewood also participates in the Community Rating System (CRS) under the National Flood Insurance Program (NFIP). The CRS determines flood insurance premium reductions for residents. The CRS classes are rated from 9 to 1. Most communities enter the program at a CRS Class 9 or Class 8 rating, which gives residents in Special Flood Hazard Areas (SFHAs) a 5% discount on their flood insurance premiums for a class 9 or a 10% discount for Class 8.38 Ridgewood has a rating of Class 6 which allows for a 20% premium discount on all NFIP policies. Anyone in the Village can purchase flood insurance, as standard homeowners insurance does not cover damage from floods. Often, homeowners who have paid off their homes do not continue the flood insurance as required by most mortgage companies.39



#### **CLIMATE**

## Prevailing Air Currents

#### IN NEW JERSEY

According to the Office of the New Jersey State Climatologist (ONJSC) at Rutgers University, a "broad, undulating flow from west to east" dominates atmospheric circulation in the middle latitudes of North America, including New Jersey. "These 'prevailing westerlies' shift north and south and vary in strength during the course of the year, exerting a major influence on the weather throughout the State". In general, most areas in New Jersey experience 25 to 30 thunderstorms per year, with fewer storms near the coast than farther inland. About five weak tornadoes occur each year throughout the state.

### CLIMATE ZONE

New Jersey is divided into five distinct climate regions, or zones. Differences in geology, distance from the Atlantic Ocean, and prevailing atmospheric flow patterns produce distinct variations in the daily weather between each of these regions.

According to the ONJSC publication, "The Climate of New Jersey", the Village of Ridgewood is in the Central climate zone, which runs from the New York Harbor to the Delaware River near Trenton. Due to the urban nature of this region, large quantities of pollutants are produced by a high volume of automobile traffic and industrial waste.

#### TEMPERATURE AND PRECIPITATION

The ONJSC maintains temperature and precipitation data from monitoring stations throughout the state, with some records dating back to the 1890s. ONJSC divides the state into three climate divisions, with Bergen County falling under Division 1 (North). Division 1 includes the counties of Bergen, Somerset, Essex, Hudson, Passaic, Morris, Sussex, Union, Warren, and Hunterdon.

#### HISTORIC TRENDS IN DIVISION 1

Data for mean annual temperatures and annual precipitation along with yearly cooling and heating degree day totals have been collected and graphically represented to show a comparison and historic trends for Division 1's climate.<sup>41</sup> Heating degree days are the number of degrees the average daily temperature is below 65°F. Cooling degree days are the number of degrees the average daily temperature is above 65°F. These numbers provide data on the extent to which outside temperatures lead to increased energy use to cool or heat indoor spaces respectively.

This data is represented in Figure 8, Figure 9, and Figure 10, which show an overall upward trend in mean temperature for the Division 1 over the last 20 years, as well as an increase n yearly cooling degree days and a reduction in yearly heating degree days. Figure 11 shows there is a slight downward trend in precipitation; annual average precipitation has risen 4 inches over the last 20 years in Division 1.

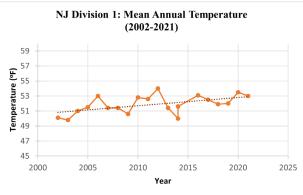


Figure 8. New Jersey Division 1: Mean Annual Temperature 2002-2021

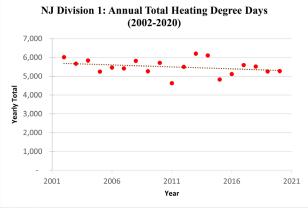
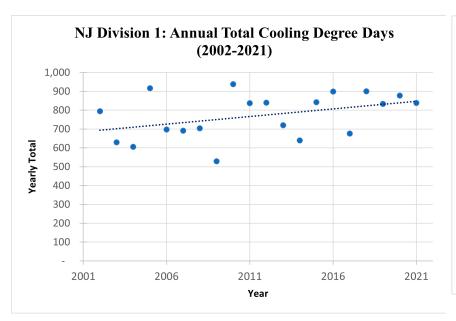


Figure 9. New Jersey Division 1: Annual Heating Degree Days 2002-2020





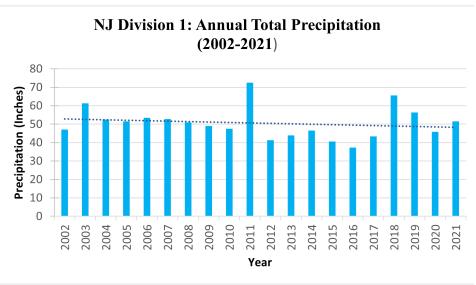


Figure 10. New Jersey Division 1: Annual Total Cooling Degree Days 2002-2021

Figure 11. New Jersey Division 1: Annual Precipitation 2002-2021

#### BERGEN COUNTY HISTORIC TRENDS

ONJSC monitoring stations track a variety of climate factors, including monthly and annual temperatures and precipitation in Bergen County. Not all stations track the same climate factors, and some stations were established at later dates than the earliest stations from the 1890s.

Table 19 shows the historic monthly average of temperatures in Bergen County from 1895-2021. The historic average of annual mean temperature for Bergen County is 51.4°F.

# COUNTY & LOCAL HISTORIC PRECIPITATION AVERAGES

Table 20 details the historic monthly and annual averages for precipitation (in inches) in Bergen County from 1895-2021. Historic annual mean precipitation for the County is 46.98 inches but annual average precipitation has risen by 3 inches in the last 20 years. A breakdown of precipitation averages by month is also included.

Table 21 details the historic monthly and annual snowfall averages (in inches) from the Canoe Brook monitoring station from 1949-2021. Bergen County does not monitor snowfall, so data from the closest monitoring station near the Village, Canoe Brook monitoring station, is used instead. The Canoe Brook station has a mean snowfall of 28.5 inches.

# LOCAL TEMPERATURE AND PRECIPITATION RECORDS

The National Weather Service report indicates that at the Caldwell Essex County Airport, the station closest to the Village reporting temperature and precipitation, the highest degree day was in July 1999 (91°F) and the coldest day (15.2°F) was reported in 2004. (Table 22)



		Table 19. Historic Monthly Annual Mean Temperatures (°F): Bergen County 1895-2021											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
Mean	28.7	29.9	38.6	49.5	60.1	69.0	74.1	72.1	65.0	53.9	43.0	33.0	51.4
Median	28.6	30.4	38.4	49.1	60.1	69.3	73.8	72	64.9	53.8	42.7	33.3	51.3
Min	17.6	16.4	29.3	43.9	52.2	62.3	69.1	65.9	60.3	46.7	35.9	21.7	47
Max	39.7	38.9	49.4	55.8	66.1	73.7	79.5	77.4	70.9	61.3	49.2	47	55.5
Count	128	128	128	128	127	127	127	127	127	127	127	127	127
Source: (	Source: Office of the New Jersey State Climatologist												

		Table 20. Historic Monthly Annual Mean Precipitation (inches): Bergen County 1895-2021											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
Mean	3.40	3.18	3.93	3.94	4.06	3.97	4.53	4.54	4.04	3.83	3.74	3.81	46.98
Median	3.16	2.84	3.68	3.71	3.99	3.52	4.21	4.21	3.49	3.51	3.62	3.65	46.55
Min	0.58	0.78	0.81	1.07	0.54	0.25	0.82	0.86	0.32	0.31	0.51	0.35	31.05
Max	10.28	7.11	9.31	11.05	10.91	11.26	12.15	17.4	11.73	15.25	10.08	9.09	72.63
Count	128	128	128	128	127	127	127	127	127	127	127	127	127
Source: (	Source: Office of the New Jersey State Climatologist												

	Table 21. Historic Monthly Annual Mean Snowfall (inches): Canoe Brook Monitoring Station 1949-2021												
-	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual
Mean	7.7	9.1	4.9	0.5	0	0	0	0	0	0	0.7	4.7	28.5
Median	5.3	6.2	2.5	0	0	0	0	0	0	0	0	3.5	28
Min	0	0	0	0	0	0	0	0	0	0	0	0	4.3
Max	29	31.7	25.5	12	T	T	0	0	0	0.3	8.2	22.2	78.5
Count	65	65	66	68	67	70	70	67	68	69	65	63	53
T = (<0.01" for precip, <0.1" for snow)													



# EXTREME PHENOMENA TROPICAL CYCLONES

According to the National Oceanic and Atmospheric Administration (NOAA), tropical cyclones are rotating, organized systems of clouds and thunderstorms that originate over tropical or subtropical waters.<sup>43</sup> Tropical cyclones tend to bypass New Jersey due to its protective location slightly to the west of coastal outcrops to the north and south. When they do affect New Jersey, they affect coastal areas, although a few have traveled inland.

The Village of Ridgewood is prone to the effects of tropical cyclones due to bank overflows from the Hohokus Brook and Saddle River during heavy rainfall. Recent notable tropical cyclones that have affected the Village are Hurricane Floyd in September 1999, Hurricane Irene in August 2011, Hurricane

Sandy in October 2012, and Hurricane Ida in 2021. According to the Village's 2020 Flood Acquisition Plan, there have been 102 flood claims resulting in nearly \$2.5 million in property damage from storms. <sup>44</sup> The Nor'easter of 2007 was also responsible for some damage. Hurricane Floyd and Irene produced such severe flooding that residents needed rescuing from their homes by boat.

According to ONJSC, the areas near the Village received between 0.88 to 1.06 inches of rainfall during Hurricane Sandy in 2012.<sup>45</sup> During Hurricane Ida in 2021, areas around the Village of Ridgewood received anywhere from 5.48 to 7.64 inches of rain.<sup>46</sup>

#### LANDSLIDES

No landslides have occurred in the Village of Ridgewood.

TABLE 22: TEMPERATURE (°F) AND RAINFALL RECORDS (INCHES), NEWARK, NJ (2021)								
Temperature (°F)	Record Temperature	DATE	2021 Record Temperature	2021 Date	2021 Average			
Temperature (High)	90.5	7/22/2011	103	6/30/2021	66.4			
Temperature (Low)	-14	2/9/1934	16	1/30/2021	49.5			
	Single Year			Daily Average	Highest 24 Hour			
Rainfall (inches)	Record	Date	Total (2021)	(2021)	total (2021)			
Precipitation (Maximum)	69.91	2011	55.05	0.15	8.44			
Precipitation (Minimum)	26.09	1965	55.85	0.15				
Source: National Weather Service <sup>42</sup>								

#### **EARTHQUAKES**

The NJDEP maintains a database of recorded earthquakes in New Jersey, with 213 as of June 2021.<sup>47</sup> They occur more frequently along the fault lines in northern-central New Jersey than in other parts of the state. These earthquakes are typically minor in nature, causing no damage. Since the 1950s, there have been 16 earthquakes in Bergen County, 69% of which are considered microquakes with magnitudes of 2.0 or less.

NOAA's website indicates the closest area to the Village of Ridgewood that tests for earthquakes is New York, in which there was most recently a 2.6-magnitude earthquake in March 2020.<sup>48</sup> The closest earthquake recorded near the Village of Ridgewood was a 0.5-magnitude quake in Hohokus Borough, Bergen County in 1997. The strongest earthquake recorded within 10 miles of the Village was 3.2 in magnitude near Old Tappan Borough, Bergen County in 1953.

#### CLIMATE CHANGE

In 2019, Governor Murphy signed Executive Order 89 into effect, creating the Interagency Council on Climate Resilience (ICCR).<sup>49</sup> The ICCR spans seventeen agencies that work together to maintain New Jersey's economic, environmental, and natural resources.<sup>50</sup> Executive Order 89 created the New Jersey Climate and Flood Resilience Program (CFRP), responsible for releasing the state's first Climate Resilience Strategy report. New Jersey



defines climate resilience as "the ability of social and ecological systems to absorb and adapt to shocks and stresses resulting from a changing climate, while becoming better positioned to respond in the future".

The Climate Resilience Strategy has six main goals:

- 1. Build resilient and healthy communities
- 2. Strengthen the resilience of New Jersey's ecosystems
- 3. Promote coordinated governance
- 4. Invest in information and increase public understanding
- 5. Promote climate informed investments and innovative financing
- 6. Coastal resilience

These goals are important to New Jersey's future, as the state is already experiencing the effects of climate change. Over the last century, the annual mean temperature in New Jersey increased by 2.9°F. Summers are growing longer and are getting hotter, while winters are getting shorter and warmer. Precipitation has also increased along with the frequency and length of coastal floods due to sea level rise.<sup>51</sup> Though the Village is protected from coastal flooding for now, there is a 68% chance of at least one 6-foot flood occurring in Bergen County between today and 2050.<sup>52</sup>

This warming trend can have impacts on the health of humans and the environment. The predicted effects on humans include heat stress, increased particulates in the air, and increased occurrences of insectspread diseases such as West Nile Virus in the winter season of northern climates. Ecosystem repercussions include changes to the water cycle, with the following potential consequences: loss of critical habitat, further stressing some already threatened and endangered species; impacts on water supply and agriculture; more intense rain events; more frequent periods of extended dryness; and increases in fires, pests, disease pathogens, and invasive weed species.<sup>53</sup>

# 2018 MID-ATLANTIC FOREST ECOSYSTEM VULNERABILITY ASSESSMENT

In October 2018, the USDA Forest Service produced a report studying the impact that climate change will have on a Mid-Atlantic region covering 60 million acres across New Jersey, Pennsylvania, Delaware, and most of New York and Maryland.<sup>54</sup> Similar to other reports, the USDA Forest Service predicted increased temperatures and precipitation along with drought risks. Other impacts that the Mid-Atlantic region will experience are an increased risk of wildfires, tree regeneration and recruitment will be affected by changing conditions, suitability for southern species will increase, suitability for northern species will decline, and damage from invasive plants, pests, and pathogens will increase.

#### **GREENHOUSE GASES**

A Greenhouse Gas (GHG) is defined by the NJDEP as "an atmospheric gas that slows the rate at which heat radiates into space, thus having a warming effect on the atmosphere. GHGs include water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide, chlorofluorocarbons (CFCs), hydrofluorocarbons (HFCs), and some other halogenated gases."<sup>55</sup> To address the effects of GHGs, New Jersey enacted the Global Warming Response Act in 2007. This law requires:

- A reduction of GHGs to 20% by 2020, and
- A further reduction to 80% below 2006 levels by 2050

According to the NJDEP, New Jersey must meet these limits to avoid the most damaging impacts of climate change. In 2012, the latest year for which major sector estimates are available, total estimated emissions were 104.6 million metric tons of CO<sub>2</sub> equivalent (MMTCOe), well below the 2020 goal of 125.6 MMTCOe. The 2050 goal is much more ambitious: achieve approximately 25.5 MMTCOe.

On May 23, 2018, Governor Phil Murphy signed an Executive Order for the Energy Master Plan Committee to undertake an update to the 2015 Plan.<sup>56</sup> The transportation sector continues to be the major contributor to GHGs (44% in 2012) and vehicle miles traveled continue to increase while fuel efficiencies have leveled off.



In 2012, electricity generation was the second largest contributor at approximately 20% followed by residential at 11%, commercial at approximately 10%, and industrial at approximately 10%, combined to make 31% of gross statewide emission. Highly warming gases, waste management, and land clearing contributed approximately 12%, while terrestrial carbon sequestration (forests absorbing carbon) provided an offset of -7.9%.<sup>57</sup>

In 2019, Governor Murphy updated the Global Warming Response Act, requiring the NJDEP to collaborate with other state agencies and to share recommendations for reducing emissions. The update set goals to achieve 20% below 2006 levels by 2020 and 80% by 2050 also known as the 80x50 goal. Following this, the 80x50 Report was released in October 2020. It stated that New Jersey successfully lowered emissions 20% below 2006 levels as many power plants transitioned from using coal to natural gas, meeting the 2020 goal. To achieve the 80x50 goal, the report recommends the state phase out fossil fuels in favor of electric alternatives such as by deploying wind and solar energy, phasing out natural-gas powered utilities, statewide electric vehicle charging stations, promoting electric vehicles, and retiring gasoline-powered vehicles.58

On January 27, 2020, an updated Energy Master Plan for 2019 was released along with supportive legislature. Governor Murphy signed the Protecting Against Climate Threats (PACT). The PACT aims to get New Jersey using 100% clean energy by 2050 by relying on 100% carbon-neutral electricity generation and switching transportation and building sectors to electric power. The PACT authorizes the NJDEP to make regulatory reforms to pursue the state's climate goal.<sup>59</sup>

#### URBAN HEAT ISLAND EFFECT

Urban heat island effect is caused by the combination of a lack of tree cover and heat absorption by dark surfaces. In the Central climate zone of New Jersey, where the Village of Ridgewood lies, there is a high concentration of buildings and paved surfaces. Asphalt, concrete, and other paved surfaces contribute to the temperature, as these paved surfaces retain heat. The Central Zone experiences approximately 15-20 days annually of 90°F or higher. Localized high temperatures can cause heat-related illnesses and decrease the quality of life in these areas. Additionally, hotspots can be correlated with increased air conditioning which leads to elevated emissions of air pollutants, increased asthma rates and greenhouse gas emissions.

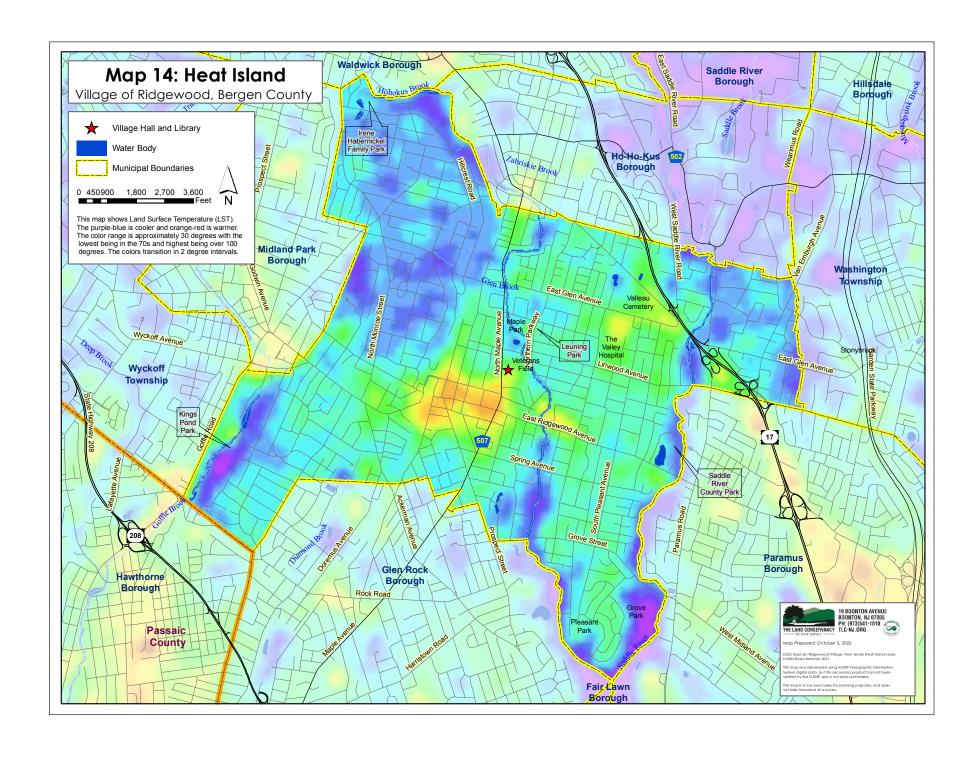
Map 14 illustrates land surface temperature in the Village and identifies hot spots within the municipality. There are seven hotspots in the Village, and these can be correlated with commercial areas, denser development, and high traffic areas. The map shows that the Central Business District, Valley Hospital, and Route 17 create hot spots in the Village.

#### CLEAN ENERGY INITIATIVES

On an individual level, rebates on energy efficient alternatives for household appliances, heating, cooling, and alternative energy systems are available through New Jersey's Clean Energy Program (NJCEP), which are administered by the New Jersey Board of Public Utilities. Commercial, industrial, and local government programs are also available.<sup>60</sup>

In 2011, the Village converted its Water Pollution Control Facility to 100% renewable energy generated by the facility's refinement process and received the 2014 Biogas Project of the Year Award from the American Biogas Council for their efforts. The Village has also utilized solar power since 2013 by expanding their photovoltaic solar system which produces 208,820 kilowatt hours of power annually.<sup>61</sup> The Village of Ridgewood now has solar panels at four locations: the main fire house, the emergency services building at 33 Douglas Place, Village Hall, and the water pollution control facility.<sup>62</sup>

In addition, the Village of Ridgewood has one public electric vehicle charging station (Figure 12). The Hudson Street Garage has four Level 2 chargers located on the second story of the parking deck.





#### SUSTAINABLE JERSEY

Sustainable Jersey is a nonprofit organization that certifies actions taken by municipalities in New Jersey to reduce waste, cut greenhouse gas emissions, and improve environmental equity. The organization provides the tools, training, and incentives needed for municipalities to achieve sustainability actions. The certification program allows municipalities to score points based on their sustainability achievements and gain Bronze, Silver, or Gold status.

The Village of Ridgewood is a participating municipality that became Silver Certified in 2017.63 The Village takes part in waste reduction programs including a Backyard Composting Program and a Reusable Bag Education Program. The Village also supports accessibility to local food through the Ridgewood Farmers Market and has a longstanding community garden. Opened in 1983, the Maple Park community garden has 31 plots available. As of 2017, the Village has completed the most projects within the Waste Management category, receiving a Silver Priority award for the prescription drug disposal program and the recycling and waste reduction education and compliance program. (Table 23)





Category	Action Item	Point			
	Animals in Community Education				
Animals in the Community	Companion Animal Management Pledge				
, L	Companion Animal Management Plan	10			
	Create Green Team				
community Partnership & Outreach	Community Education and Outreach				
, · · · ·	Hold a Green Fair				
Diversity & Equity	Lead Education and Outreach Programs	10			
Energy	Municipal Onsite Solar System	30			
Food	Community Gardens	10			
	Farmers Markets				
Land Use & Transportation	Making Farmers Markets Accessible				
	Anti-Idling Education and Enforcement Program				
Health & Wellness	Smoke-Free and Tobacco-Free Public Places	10			
	Raingardens	10			
	Innovative Community Project 1	10			
Innovative Projects	Innovative Community Project 2	10			
	Innovative Community Project 3				
Local Economies	Green Business Recognition Program	10			
	Water Conservation Ordinance	20			
	Environmental Commission				
Natural Resources	Water Conservation Education Program	10			
	Community Forestry Management Plan,NJUCF Accreditation	20			
	Tree Planting Programs	10			
	Municipal Communications Strategy				
Dublin Information 0 Formation	Improve Public Engagement in Planning and Zoning	10			
Public Information & Engagement —	Improve Public Engagement in Municipal Government				
	Online Municipal Public Service Systems	15			
	Prescription Drug Safety and Disposal	10			
	Recycling and Waste Reduction Education and Compliance				
	Community Paper Shredding Day				
We ste Mene seems and	Household Hazardous Waste				
Waste Management	Non-Mandated Materials Recycling	15			
	Recycling Depot	10			
	Backyard Composting Program	5			
	Reusable Bag Education Program	5			
	Total Points:	380			

358



#### **AIR**

Air quality in the Village of Ridgewood and New Jersey is monitored by the NJDEP through regional collection stations that ensure air quality standards are meeting the national standards set by the Clean Air Act. The pollutants measured in the air can vary greatly over the course of a year and even from day to day depending on weather conditions and traffic patterns. The local air testing stations in New Jersey measure maximum pollutant concentration, assess population exposure, determine the impact of major pollution sources, measure background levels, determine the extent of regional pollutant transport, or measure secondary impacts in rural areas. The information gathered is transmitted in real time and consolidated in yearly reports to ensure that both State and National Clean Air Standards are met.<sup>64</sup>

## National Clear Air Standards

In 1970, the federal government passed the Clean Air Act, setting standards to be met throughout the country. The Act was amended in 1990, with focus on four areas of pollution: acid rain, urban air pollution, toxic air emissions, and stratospheric ozone depletion. The amendment also introduced a permit program and strengthened enforcement. <sup>65</sup> Under the Act, it is the responsibility of the United States Environmental Protection Agency (EPA) to set National Ambient Air Quality Standards (NAAQS) for six common pollutants (ozone, carbon monoxide, sulfur

dioxide, nitrogen dioxide, fine particulates, and lead) and the responsibility of each state to develop State Implementation Plans (SIPs) to attain and maintain these standards. In New Jersey, that role is assigned to the NJDEP Division of Air Quality (DAQ) and its Bureau of Air Monitoring (BAM), which monitors the State's ambient air monitoring network.

### REGIONAL/LOCAL STATISTICS

The State uses the air quality data from its air monitoring network to determine which areas comply with NAAQS as well as overall trends in air pollution levels. The NJDEP produces yearly reports but also provides real-time reporting through its Air Quality Index website. 66 Although there are monitoring sites throughout the state, each site measures a limited set of pollutants; no one site tracks them all. (Figure 13)

The Air Quality Index (AQI) rates air quality based on the NAAQS. (Figure 14) A score of 50- 100 is considered a moderate level of concern. AQI pollutants include ozone, particulate matter, carbon monoxide, sulfur dioxide, and nitrogen dioxide (NO<sub>2</sub>).

In 2020, New Jersey exceeded the standards where the AQI was over 100. There were 6 days in 2020

when New Jersey exceeded the standards: five days due to ozone and one day due to particulate matter. These days were reported "Unhealthy for Sensitive Groups," such as children, elders, and those with asthma.

This decrease from 19 unhealthy days from the 2018 report to 6 unhealthy days in the 2020 report is due to state response to COVID-19 spread prevention measures. In March 2020, Governor Murphy's "Stay At Home" directive ordered the temporary closure of schools, offices, non-essential retail, recreational

# 2020 NORTHERN NEW JERSEY AIR MONITORING SITES

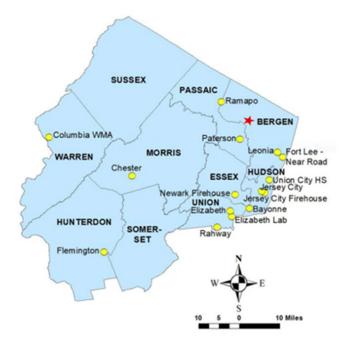


Figure 13. NJDEP Northern New Jersey Air Monitoring Sites (2020).

The red star indicates the Village of Ridgewood.



business, and non-essential construction which led to an overall reduction in vehicle traffic and electric power usage. 2020 had the lowest number of exceedance days since standards were established in 1965. The New Jersey Clean Air Council met in April 2022 in which the Bureau of Air Monitoring determined that COVID-19 measures most strongly affected ozone, NO<sub>2</sub>, and particulate matter.<sup>67</sup> However, the Bureau is still working on research to see if these effects carried into 2021.

### CRITERIA POLLUTANTS

The six pollutants for which standards have been set by the EPA - ozone, sulfur dioxide, carbon monoxide, nitrogen dioxide, particulate matter, and lead, are known as criteria pollutants. Criteria pollutants are those that take precedence in the United States air quality standards.

Over the period of 1997-2020, total concentrations of these air pollutants in New Jersey have decreased.<sup>68</sup> In New Jersey, air quality has improved significantly over the last fifty years since the first Earth Day in 1970. New Jersey has attained sulfur dioxide (except for a portion of Warren County), lead, carbon monoxide, fine particulates, and nitrogen dioxide standards.

#### Air Quality Index Levels and Associated Health Impacts

AQI Level of Health Concern	Numerical Value	Meaning					
Good	0 to 50	Air quality is considered satisfactory, and air pollution poses little or no risk.	Green				
Moderate	51 to 100	Air quality is acceptable; however, for some pollutants there may be a moderate health concern for a very small number of people who are unusually sensitive to air pollution.	Yellow				
Unhealthy for Sensitive Groups	101 to 150	Members of sensitive groups may experience health effects. The general public is not likely to be affected.	Orange				
Unhealthy	151 to 200	Everyone may begin to experience health effects; members of sensitive groups may experience more serious health effects.	Red				
Very Unhealthy	201 to 300	Health warnings of emergency conditions. The entire population is more likely to be affected.	Purple				
Hazardous	301 to 500	Health alert: everyone may experience more serious health effects.	Maroon				

Figure 14. Air Quality Index NJDEP Report (2020)

#### 070NF

Ozone (O<sub>2</sub>) is defined by the NJDEP 2020 Ozone Summary as a gas that consists of three oxygen atoms.<sup>69</sup> Ozone occurs naturally in the upper atmosphere where it offers protection from harmful ultraviolet rays. However, when found at ground level, ozone can have serious adverse health effects. Ground-level ozone is formed through a chemical reaction that requires nitrous oxides (NOx), volatile organic compounds (VOCs), and the presence of heat and sunlight. VOCs are chemicals with a high vapor pressure and low water solubility, often emitted as gases from certain solids or liquids.<sup>70</sup> Nitrous oxides, a family of poisonous gases, arise when fuels are burned at high temperatures.<sup>71</sup> Sunlight and heat are necessary for ground-level ozone production, so measurements are taken between April 1 and October 31.

Statewide, New Jersey is classified as a "marginal" ozone non-attainment area for NAAQS, with an overall score of 0.070 ppm for the three-year average of the 8-hour primary standard. New Jersey standards are not as stringent as the revised NAAQS, but New Jersey is getting close to meeting ozone NAAQS. In 2020, five of the six Unhealthy days occurred when ozone NAAQS were exceeded. However, the highest daily maximum 8-hour average concentration that occurred was 0.076 ppm recorded at the Leonia station. The NJ NAAQS for ozone is 0.070 ppm.<sup>72</sup>



	TABL	E 24: OZONE, 2020		
Monitoring Site	1-Hour Average Concentration New Jersey Standards: Primary: 0.12 ppm; Secondary: 0.08 ppm	8 hour Average Concentrations NAAQS Standard: 0.075ppm		pm
	Highe: Maximum Max (20		4th highest daily Maximum	2017-2020 4th hightest daily maximum
Leonia	0.099	0.076	0.066	0.072
(c. 12.6 mi)	0.099	0.076	0.066	0.072
Ramapo				
(c. 14.9)	0.092	0.07	0.062	0.065
Source: 2020 New Jersey Air Quality Report parts per million (ppm)				

The ozone monitoring stations closest to the Village are the Ramapo and Leonia seasonal ozone monitoring stations. These stations reported levels close to 0.072 (Leonia) for the period 2017- 2020. (Table 24) In 2020, five of the sixteen New Jersey stations reported levels above the 0.070 ppm per 8-hour standard. The highest 1-hour daily maximum in 2020 was also at Leonia at 0.099 ppm. The EPA's air quality index notes that there were 136 days in 2019 and 161 days in 2020 when the main pollutant was ozone for the New York-Newark-Jersey City region.<sup>73</sup>

The effort to lower ozone concentrations has focused on reducing emissions of VOCs. According to the NJDEP report, further improvements will require reductions in both VOCs and NOx. Levels of NOx in New Jersey are largely affected by emissions from regional upwind sources outside of New Jersey. States

impacting ozone levels in New Jersey include Illinois, Indiana, Kentucky, Maryland, Michigan, Ohio, Pennsylvania, Virginia, and West Virginia.<sup>74</sup>

#### SUI FUR DIOXIDE

NJDEP's 2020 Sulfur Dioxide Summary defines sulfur dioxide (SO<sub>2</sub>) as "a heavy, colorless gas with a suffocating odor that easily dissolves in water to form sulfuric acid. SO<sub>2</sub> gases can be formed when fuels containing sulfur are

burned, or when gasoline is extracted from oil." Most of the sulfur dioxide released into the air comes from electric utilities, followed by fossil fuel combustion, industrial processes, non-road equipment, and on-road vehicles. Sulfur dioxide can be harmful to people (primarily children, the elderly, and asthmatics) and the environment when it reacts with other gases and particulates in the air to form sulfates. These sulfates are a primary cause of reduced visibility in the eastern United States. Sulfur dioxide can also combine with other substances in the atmosphere to form acid rain, which damages forests, crops, aquatic environments, and decays building materials.

Regulations requiring the use of low sulfur fuels in New Jersey have been effective in lowering  $SO_2$  concentrations. No monitoring sites in New Jersey exceeded primary or secondary  $SO_2$  standards in 2018. The last year an exceedance of the national  $SO_2$  standards was recorded in the state was 1980. Table 24 shows data for the  $SO_2$  monitoring sites closest to the Village.

TABLE 25: SULFUR DIOXIDE, 2020					
Monitoring Site	3-year Avg. 99th %-tile of Daily Max 1-hr Avg (ppb)	3-hour Avg Max (ppm)	24-hour Avg Max (ppm)	12-Month Avg Max (ppm)	
Newark Firehouse (c. 17 mi)	3	0.0028	0.002	0.0002	
Jersey City (c. 18.2 mi)*	8	0.0306	0.012	0.002	

Source: NJDEP 2020 Sulfur Dioxide Summary

\*Missing 36% of annual data due to instrument problems and temporary site shutdown.



#### **CARBON MONOXIDE**

According to the NJDEP 2020 Carbon Monoxide Summary<sup>75</sup>, carbon monoxide (CO) is a colorless, odorless, poisonous gas formed when carbon in fuels is not entirely burned. The primary creators of carbon monoxide emissions are on-road and off-road vehicles, with boilers, incinerators, and forest fires also contributing. The symptoms of exposure are headaches and nausea, with those who have cardiovascular disease being the most affected.

Because on-road vehicle emissions are a major contributor of CO levels, there is a variation

throughout the day, with the highest peaks around 7 to 8 am, and another, lower but more extended rise between 4 and 8 pm.

In 2020, of the CO monitoring stations in New Jersey, the Fort Lee Near Road and Jersey City stations were in the closest proximity to the Village. All concentrations were well below the national and state standards.(Table 26)

TABLE 26: CARBON MONOXIDE, 2020						
MONITORING SITE	MAXIMUM 1-HR AVG.	2ND HIGHEST 1-HR AVG.	MAXIMUM 8-HR AVG.	2ND HIGHEST 8-HR AVG.		
Fort Lee Near Road (c. 12 mi)	1.7	1.5	1.2	1.1		
Jersey City (c. 18.2 mi)*	2.8	2.2	2.0	1.9		

<sup>1-</sup>Hour and 8-Hour Averages in Parts per million (ppm) 1-Hour standard (35 ppm); 8-hour standard (9 ppm)

<sup>\*</sup>Site was temporarily shut down from 10/31/2020 to 12/31/2020

TABLE 27: NITROGEN DIOXIDE (NO2) 2020					
	1-HOUR AVE	RAGE (PPM)	AGE (PPM) 12-MONTH AVERAGE (P		
MONITORING SITE	2020 98TH %-TILE 2017-2019 98 %-TILE 3 YR AVG		MAXIMUM (RUNNING 12 MONTH)	CALENDAR YEAR	
Fort Lee Near Road (c. 12 mi)	51	62	17	15	
Jersey City (c. 18.2 mi)*	54	56	21	17	

Parts per billion (ppb) National Standards: 1-Hour (0.100 ppm); 12-Month (0.053 ppb) \*Station was shut down October 30th through the end of year due to water damage

#### NITROGEN DIOXIDE

According to the NJDEP 2020 Nitrogen Dioxide Summary<sup>76</sup>, nitrogen dioxide ( $NO_2$ ) is a reddishbrown, highly reactive gas that is formed in the air through the oxidation of nitric oxide (NO). When it reacts with other chemicals, it can form ozone, particulate matter, and other contributors to acid rain and haze. Oxides of nitrogen (NOx) are combinations of gases comprising mostly of  $NO_2$  and NO. They are emitted from fuel-related sources, which include vehicle exhaust, the burning of coal, natural gas and oil, industrial processes such as welding, and household gas stoves and heaters. NO is released into the atmosphere as NOx but easily converts to  $NO_2$ .

NO<sub>2</sub> can aggravate or cause respiratory illness and prolonged exposure can permanently damage the lungs. Along with NO, NO<sub>2</sub> can irritate the eyes, nose, throat and lungs and cause nausea and tiredness. The environmental effects of nitrogen oxides can include changes in the composition of the flora in wetland and terrestrial ecosystems, acidification of freshwater bodies, eutrophication of estuarine and coastal waters, increases in levels of toxins harmful to fish and other aquatic life, and decreased visibility.

New Jersey began routinely monitoring NO<sub>2</sub> in 1966. The last year in which annual average NO<sub>2</sub> concentration exceeded standards was in 1974 and the state has not exceeded 1-hour NAAQS since their implementation in



2010. Since 1975,  $NO_2$  concentrations in New Jersey have fallen steadily when the average concentration was 0.04 ppm. Neither the state nor the individual stations have exceeded the health standard of 0.053 ppm since 1975. The Fort Lee, Elizabeth, and Newark stations had the highest 1-hour concentrations, however they did not violate the NAAQS.

Two stations closest to the Village, Fort Lee and Jersey City, reported record highs for the year. Fort Lee had the highest 3-year average (2018-2020) at 62 ppb. Jersey City had the highest calendar-year average and the highest 12-month average of NO<sub>2</sub> both measured at 21 ppb (Table 27). Data collection in Jersey City is incomplete due to water damage induced shutdown from October 30th to the end of the year.

Of the ten reporting stations, none recorded  $NO_2$  exceedances for the 2020.  $NO_2$  concentrations scored well within the NAAQS, but oxides of nitrogen continue to be of concern because of their role in the formation of other pollutants, particularly ozone and fine particles.

#### PARTICULATE MATTER

Particulate matter<sup>77</sup> can be any man made or natural particles found in the air, such as dust, dirt, smoke, sea salt, and liquid droplets. At any size, these particles can affect the environment. The total of all particles, of whatever size, is referred to as "Total Suspended Particulates"

TABLE 28. PARTICULATE MATTER, 2020						
	PM2.5 DATA		PM10 DATA			
MONITORING SITE	Measur	Measured in micrograms per cubic meter (μg/m³)				
MONITORING SITE	ANNUAL MEAN CONC.	HIGHEST 24-HR CONC.	ANNUAL MEAN CONC.	HIGHEST 24-HR CONC.		
Fort Lee Near Road (c. 12 mi)	9.55	28.4				
Jersey City (c. 18.2 mi)*	8.82	46.2	12.1	37		
Source: NJDEP 2020 Particulate Matter Summary						

(TSPs). Particles less than 10 micrometers in diameter (PM10) are called "Inhalable Particulates" because they can be inhaled into and accumulate in the respiratory system. Particles less than 2.5 micrometers (PM2.5), called "Fine Particulates," are believed to pose the greatest health risk. At greatest risk are children, the elderly, and individuals with heart and lung diseases, such as asthma.

In 2020, all areas of New Jersey were in attainment for Inhalable Particulates, PM10. The closest of the three PM10 monitoring stations to the Village is Newark Firehouse, where the lowest daily concentration was  $37\mu g/m^3$  versus the national standard of  $150\mu g/m^3$ .

All sites met the annual standard for Fine Particulates, PM2.5, but two sites exceeded the 24-hour standard. The Rahway and Newark Firehouse monitoring stations both exceeded the 24-hour standard on December 12th, 2020. Newark Firehouse, the closest station

to Ridgewood, had a 24-hour concentration of 46.2  $\mu$ g/m³ which was above the 35  $\mu$ g/m³ standard. (Table 28)

#### LEAD

Lead is a hazard to the health of humans and the environment, whether the source is lead in the air, in paint on walls, in our water, or in our soils. When taken into the body, lead circulates via the blood and accumulates in the bones. It affects the oxygen carrying capacity of the blood and can negatively affect the nervous system, kidneys, immune system, reproductive, developmental, and cardiovascular systems. It most commonly causes neurological effects in children and cardiovascular effects in adults. On a secondary level, lead from the air or water bodies may accumulate in soils and sediments, adversely affecting biodiversity.

According to the EPA, taking lead out of onroad motor vehicle gasoline has been the primary reason for a decline in lead in the air.



Between 1980 and 2014, the EPA reported a 98% decrease in national average. Contributors to lead in the air today include ore and metal processing and leaded aviation fuel. In 2008, the NAAQS level was set at 0.15µg/m³ for a rolling 3-month average. As of 2013, there are 21 areas nationwide that are in non-attainment with the closest locations being in central Pennsylvania.

In 2020, lead was monitored at the Newark Firehouse. Due to the COVID-19 shutdown, no measurements could be taken between March 4th and July 8th, 2020. The measurements that do exist ranged between 0.001 and 0.003 µg/m³. The United States has decreased its lead concentrations for outdoor air by over 99% since 1980.

#### AIR TOXICS

Additional air pollutants that may cause adverse health effects but are not criteria pollutants are referred to as Hazardous Air Pollutants (HAPs) or air toxics. Almost 200 air toxics have been identified on the list of HAPs maintained by the EPA.

The EPA issues a National-Scale Air Toxics
Assessment (NATA), which the NJDEP adapts
to evaluate the types and amounts of air
toxics people are exposed to in New Jersey.
NJDEP compares the estimated NATA air
concentrations to their chemical-specific
health benchmarks and divides the modeled
air concentration by the health benchmark
to get a risk ratio. If the risk ratio for a specific

chemical is greater than one, it may be of concern, increasing the risk for cancer or other negative health effects. In general, higher population densities result in greater emissions of and exposure to air toxics.<sup>78</sup>

In 2020, the station closest to Ridgewood, Elizabeth, measured four different air toxics that exceeded the health benchmarks set by the EPA. These results can be seen in Table 29.

The 2018 New Jersey Air Quality Report listed eleven air toxics above the health benchmark compared to the four in the 2020 report. The four chemicals listed here, acetaldehyde, acrolein, benzene, and formaldehyde, were above the health benchmark on the 2020 report. The two chemicals with the highest risk ratios reported at the Elizabeth Lab site are acrolein and formaldehyde.

Acrolein is a colorless or yellowish liquid that is used to make tear gas, drugs, and plastics. It is extremely irritating to the eyes, skin, and lungs if inhaled. It is on the Hazardous Substance List and should be handled with extreme caution.<sup>79</sup>

Formaldehyde is used mainly to produce resins used in particleboard products and as an intermediate in the synthesis of other chemicals. The major sources of emissions to the air are forest and wildfires, stationary

TABLE 29: AIR TOXICS FOR ELIZABETH LAB ABOVE THE HEALTH BENCHMARK					
POLLUTANT	ANNUAL MEAN (MM/M³)	HEALTH BENCHMARK (MM/M³)	ANNUAL MEAN RISK RATIO		
Acetaldehyde	1.021	0.45	4		
Acrolein	0.285	0.02	33		
Benzene	0.239	0.13	6		
Formaldehyde	2.39	0.077	38		
Source: NJDEP 2020 Air To.	xics Summary				

internal combustion engines and turbines, pulp and paper plants, petroleum refineries, power plants, manufacturing facilities, incinerators, and automobile exhaust emissions.<sup>80</sup>

#### **SOURCES**

The source of air toxics varies for each pollutant. On-road mobile sources of air toxics emissions are vehicles: non-road mobile sources include aircraft, trains, lawnmowers and leaf blowers, boats, dirt bikes, and construction vehicles. Nonpoint sources of air toxics emissions include heating, fuel and pesticide use, dry cleaners, and consumer products, such as adhesives, sealants, paint, personal care, and other household products.81 Point sources are identified by the NJDEP as "large facilities that emit a significant amount of air pollution during manufacturing, power generation, heating, incineration, or other such activity" as well as "smaller facilities including those that are required to report their emissions under the federal Toxic Release Inventory program and the state's Community Right-To-Know program".



An additional category of contributions to emissions is background and secondary sources. Background concentrations generally cannot be sourced to current, local emissions. Secondary concentrations refer to chemicals that have been transformed in the air from an air pollutant into another chemical, which may have a different level of toxicity.

#### RADON

Radon gas is radioactive, coming from the breakdown of natural uranium. Radon is odorless and tasteless, so special tests are the only current way to detect it. People can be exposed to radon if there is a crack in the foundation of a building or small opening in pipes, through which radon can seep.<sup>82</sup> Radon releases radioactive energy, causing lung damage and lung cancer. In the United States, radon is the second main cause of lung cancer, which kills around 20,000 people a year.<sup>83</sup>

In 2015, Bergen County was mapped under the low-to-moderate potential for radon.<sup>84</sup> The NJDEP 2015 Radon Potential Map rated the Village of Ridgewood as Tier 2 (moderate radon potential), where at least 25 homes having 5-24% radon concentrations greater than or equal to 4 pCi/L.<sup>85</sup>

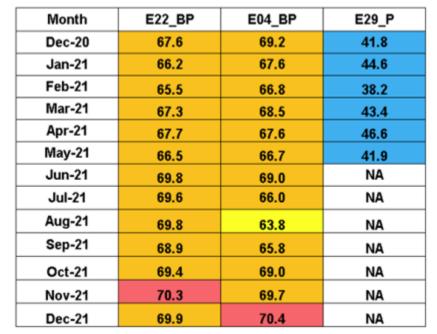
## Noise and Odors

#### NOISE

The NJDEP helps regulate noise in New Jersey through the Noise Control Act of 1971, which helps them track complaints about noise. This Act covers noises made from airplanes, highways, industrial and commercial areas, and residential noise. Noises that are classified as nuisances can be considered a public health nuisance, enforced by the local health agency or the Code of Criminal Justice. Noises are considered a public health nuisance when they are "unreasonably or unnecessarily loud". State regulations are set at 50 decibel limits from the hours of 10:00 pm to 7:00 am and

65 decibels during the day, though individual municipalities are able to set more stringent ordinances.<sup>86</sup>

According to Village code, making unnecessary loud noise is prohibited as well as any noise that "steadily or intermittently annoys, disturbs, injures or endangers the comfort, repose, peace or safety of any individual".<sup>87</sup> In recent years, there have been noise complaints related to sports activity, seasonal leaf blower use, train horns in residential areas, and air traffic.



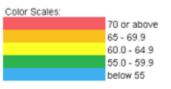


Figure 15. Monthly Averages of ADNL at Newark for 2021



One source of air traffic-relate noise pollution is the Village's proximity to both Teterboro Airport (9 miles) and Newark Airport (17 miles). Low flying aircrafts following the Route 17 corridor are the main source of air traffic-related noise pollution. To measure this, there are two noise monitoring sites in Newark and one in Elizabeth. Figure 15 shows the monthly averages of Aircraft Day-Night Average Sound Level (ADNL) in Newark (monitoring site E04\_BP and E29\_BP) and Elizabeth (E22\_BP).88

#### **ODORS**

The NJDEP classifies odor under air pollution when it interferes with people's general enjoyment. One of the levels to control odors is using NAAQS, as some odors come from hazardous substances. The Village considers odor a nuisance and regulates the usage of exhaust vents, fans, and pipes.<sup>89</sup>

### METEOROLOGY AND POLLUTION

Pollution levels are affected by meteorological events, including wind speed and direction. Additionally, weather and solar radiation play a role in how pollutants spread and interact with their environment. By looking at meteorological events, people can predict pollution levels based on how emissions and chemicals interact with the weather, air pressure, wind speed and direction, and so on.

Because of New Jersey's global position, it is affected by a variety of air streams, so that the weather each day is variable, which means so are the pollutant levels. The most recent meteorological report for the state is from the 2018 Air Quality Report which collected meteorological data from eight stations. The Elizabeth station measured almost all parameters including temperature, relative humidity, wind speed, wind direction, barometric pressure, and rain, excluding solar radiation. At the Elizabeth Station, the mean annual temperature was 55°F and the annual rain was recorded as 44.34 inches. The relative humidity mean in 2018 for Elizabeth was 60%, and the annual average barometric pressure was 30.02 inches of Hg.<sup>90</sup>



## **KNOWN CONTAMINATED SITES**

Soil and groundwater contamination are tracked by the state and federal governments at varying degrees of contamination. This includes the following type of sites and locations:

- Brownfields extensive or long-term remediation, point source facilities that require continuous monitoring
- Community Right to Know Programs point source sites that require ongoing, continuous monitoring; and
- Known Contaminated Sites point source occurrences are specific and limited.

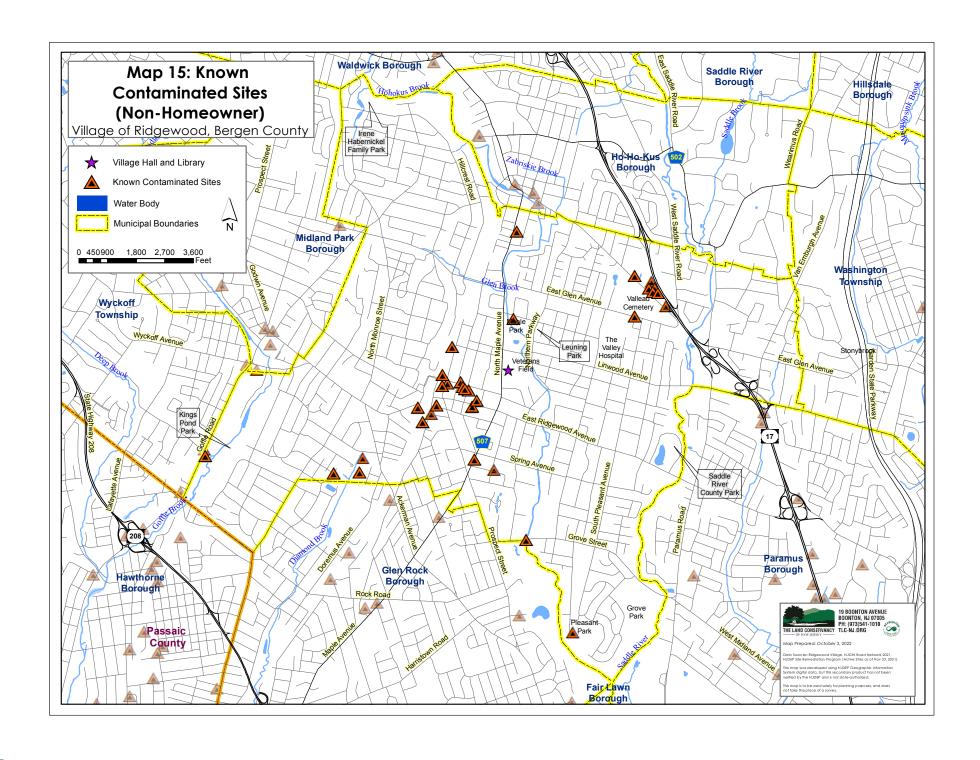
As of 2021, the NJDEP Site Remediation Program maintains a list of 14,461 sites with 11,205 of those sites listed as active cases managed by a New Jersey Licensed Site Remediation Professional (LSRP)<sup>91</sup>. Sites that have been confirmed as contaminated and are undergoing remedial investigation, cleanup, or awaiting assignment of a LSRP include private residences, active/abandoned manufacturing/commercial properties, and gas stations. The list does not include sites that have been successfully remediated. There are 26 active Known Contaminated Sites in the Village of Ridgewood, all of which are non-homeowner sites.

TABLE 30: COMMUNITY RIGHT TO KNOW SITES				
PI NUMBER	FACILITY NAME	PHYSICAL ADDRESS	STATUS	
00000036700	Gateway Cleaners	83C Godwin Avenue	CRTK/RPPR	
00000069108	Homes And Estates Media Inc.	208 Kenilworth Road	CRTK/RPPR	
00000071341	Glamour Dolls Inc.	415 Hawthorne Place	CRTK/RPPR	
	Pierre & Michel Authentic	38 East Ridgewood	6071//0000	
00000073481	French Bakery Ridge	Avenue	CRTK/RPPR	
	V 015:1	171 East Ridgewood	CDTI//DDDD	
00000075049	Yogo Ol Ridgewood LLC	Avenue	CRTK/RPPR	
00000076791	Hood Brothers Landscaping LLC	146 Phelps Road	CRTK/RPPR	
	Verizon New Jersey, Inc.	178 East Ridgewood	CDTI (DDDD	
00244304461	(NJ00461)	Avenue	CRTK/RPPR	
	Public Service Electric & Gas			
00585211163	Со	115 Chestnut Street	CRTK/RPPR	
31644000000	The Valley Hospital	223 N Van Dien Avenue	CRTK/RPPR	
48222900000	NILG UST 1, LLC (NJ0248)	51 Walnut Street	CRTK/RPPR	
	Midland Avenue Automotive	FOCAL II AA II A	CDTIV (DDDD	
54166700000	Inc	596 North Maple Avenue	CRTK/RPPR	
	Bergen Convenience Flagship	100 5 . 17	CDTI (DDDD	
67930400000	Inc.	490 Route 17	CRTK/RPPR	
		657 Franklin Turnpike	COTIVIDADO	
73133700000	Danny Petroleum LLC	Route 17 South	CRTK/RPPR	
00000074079	Central Garage	218 Chestnut Street	EPCRA Only	
00000076069	Triumph Plastics LLC	99 Bartley Flanders Road	Exempt	
22761600000	Ridgewood Spotless, LLC	15 Godwin Avenue	Exempt	
27557900064	Speedway LLC #3466	465 Goffle Road	Exempt	

## **Brownfields**

A brownfield is "any former or current commercial or industrial site, currently vacant or underutilized and on which there has been, or there is suspected to have been, a discharge of a contaminant." The State of New Jersey encourages municipalities and counties to

redevelop their brownfields as part of Smart Growth initiatives. According to NJDEP's NJ-GeoWeb website, no brownfield sites were identified within in the Village Ridgewood.<sup>93</sup>





## COMMUNITY RIGHT TO KNOW

The Community Right to Know (CRTK) program is responsible for collecting and disseminating data on hazardous substances produced, stored, or used at companies in New Jersey. Companies or organizations storing certain hazardous substances in levels above specific threshold amounts are required by state and federal law to file annual reports. The Release and Pollution Prevention Report (RPPR) is used to collect information for the NJDEP Community Right to Know and Pollution Prevention programs. The RPPR gathers data on toxic chemicals from multi-media environmental releases, on-site waste management, and off-site transfers, collectively known as material accounting. The Emergency Planning Community Rightto-Know Act (EPCRA) is a federal regulation that "establishes requirements ... regarding emergency planning and Community Right-to-Know reporting on hazardous toxic chemicals" to increase public knowledge and information about chemical uses.94

There were 17 active sites in the Village of Ridgewood for the year 2021 that met the threshold for the State CRTK. (Table 30)

#### KNOWN CONTAMINATED SITES

The Known Contaminated Sites (KCS) List for New Jersey includes those sites and properties within the state where contamination of soil or groundwater has been confirmed at levels equal to or greater than applicable standards. Known Contaminated Sites may include:

- Active Sites are those with confirmed contamination that have one or more active cases and any number of pending and/or closed cases;
- Pending Sites are those with one or more pending cases, no active cases, and any number of closed cases; and
- Closed Sites are those with only closed cases and no active or pending cases.

The KCS list was produced in response to the Brownfield and Contaminated Site Remediation Act (N.J.S.A. 58:10-23.16-17) which required the preparation a list of sites affected by hazardous substances. It also satisfied obligations under the New Jersey New Residential Construction Off-Site Conditions Disclosure Act (N.J.S.A. 46:3C1 et seq.). Sites included can undergo a wide variety of remedial activities, ranging from relatively simple "cut and scrape" cleanups to highly complex cleanups. The sites with complex contamination issues can have several sources

of contamination, which can affect both soil and groundwater at the same time.

The Site Remediation Reform Act, N.J.S.A. 58:10C-1 et seq. (SRRA), enacted in 2009, has helped to speed up the remediation process, "thus helping to decrease the threat of contamination to public health and safety of the environment, and to quickly return underutilized properties to productive use." Active sites are rated with B, C1, C2, C3, or D depending on the type of severity of the contamination defined as follows:

- B: Remedial level associated with emergency response, simple removal activities of contaminants usually no impact to soil or groundwater.
- C1: Remedial levels are associated with simple sites one or two contaminates localized to soil and the immediate spill or discharge area.
- C2: Remedial levels are associated with more complicated contaminant discharges such as multiple site spills and discharges,

TABLE 31: KNOWN CONTAMINATED SITES						
STATUS				TOTAL		
CATEGORY	ACTIVE	PENDING	CLOSED	TOTAL		
Homeowner	0	10	143	153		
Non-Homeowner	26	1	69	96		
Total	26	11	212	249		

Source: NJDEP DataMiner Https://njems.nj.gov/DataMiner. (Accessed June 2022)

Active Sites with Confirmed Contamination

Closed Sites with Remediated Contamination by County

Pending Sites with Confirmed Contamination



CITE ID	DIAMARE	DIMANE	ADDRESS	CEA	REMED
SITE ID	PI NUMBER	PI NAME	ADDRESS	STATUS	LEVE
652482	845664	Hudson Street Lots	25 31 Hudson St		В
124780	G000008572	Ridgewood Ash Landfill	Demarest St		C1
11353	001739	Ridgewood NJ 0248	51 N Walnut St	Ongoing	C2
25056	003647	Richters Service Station	209 S Maple Ave	Ongoing	C2
43368	005499	The Corner Garage	24 Franklin Avenue	Ongoing	C2
11340	006359	Bergen Convenience Flagship Inc	490 Route 17 South	Lifted	C2
11361	006666	Speedway 3466	465 475 Goffle Road	Ongoing	C2
11365	008944	Triangle Tiger LLC Service Station	10 Godwin Avenue	Lifted	C2
44522	010548	Town Garage Former	120 Franklin Avenue		C2
20219	011787	Brogan Cadillac Inc	100 South Broad Street	Ongoing	C2
11362	014977	Ridgewood Cleaners	168 East Ridgewood Avenue		C2
56184	030632	J.H Ferguson & Sons Inc	607 Franklin Turnpike	Ongoing	C2
45650	031728	Allatto's Auto Repair	25 Franklin Avenue		C2
45977	031973	Budget Rent A Car	103 Franklin Avenue	Ongoing	C2
182567	238936	Lucerne Co	175 197 East Ridgewood Ave		C2
371168	459291	132 Franklin Avenue	132 Franklin Avenue		C2
157675	498830	Former NJMVC Inspection Station	150-174 Chestnut Street	Ongoing	C2
535078	671673	615 Franklin Turnpike	615 Franklin Turnpike		C2
689474	967081	625 Franklin Turnpike	625 Franklin Turnpike		
82252	G000024218	Maple Food Market	553 Maple Avenue North		
64110	G000008956	Ridgewood Village WD Grove Street Well	Grove Street		C3
64121	G000009032	Ridgewood Village WD West End Ave Well	West End Avenue		C3
64194	G000009568	Ridgewood Village WD Walthery & Twinney	Walthery Avenue & Red Birch Street		C3
83687	G000035877	46 Chestnut Street	46 Chestnut Street	Ongoing	C3
651910	844160	Community Gardens	268 Meadowbrook Avenue		



or more than one contaminant, with both soil and groundwater impacted or threatened.

- C3: Remedial levels are associated
  with highly complex and threatening
  sites. These sites can have multiple
  contaminants, some at high concentrations
  with unknown sources continuing to
  impact soils, groundwater and possibly
  surface waters and potable water
  resources. These sites are dangerous for
  direct contact with contaminated soils.
- D: Same conditions as C3 except that D levels are also usually designated Federal "Superfund Sites."

Sites with documented groundwater contamination may also contain a Classification Exception Area (CEA), defined by NJDEP as "an area within which one or more constituent standards and designated uses are suspended."95 A CEA is an institutional control prohibiting the use of groundwater for a defined period of time. Table 30 describes the Known Contaminated Sites within the Village Ridgewood, noting the status (active, pending or closed) and whether the site is a homeowner property. Table 32 and Map 15 locate the 26 active sites with confirmed contamination (non-homeowner) located within the Village, noting the CEA status and remedial level.

## **INFRASTRUCTURE**

### TRANSPORTATION

#### ROADWAYS

The United States Federal Highway Administration has developed a Highway Functional Classification system for several forms of roadways. Two of these categories include Arterials and Collectors:

Arterials carry large volumes of traffic at relative high speeds and may connect to interstate highway network. Route-17, the only arterial road in the Village of Ridgewood, is a four-lane highway (divided by a median) that traverses the eastern portion of the Village from North to South. It provides a direct route to the George Washington Bridge, the Lincoln Tunnel, and other access points into New York.

Collectors provide access and traffic circulation within residential neighborhoods, commercial, and industrial areas and connect local roads with arterials. East-west collector roads in the Village of Ridgewood include Ridgewood Avenue, Linwood Avenue, Spring Avenue, and Grove Street. North-south collectors include Lincoln Avenue, Monroe Street, Broad Street, and Van Dien Avenue.

#### MASS TRANSIT

Twenty percent of the Village's residents commute to work using public transit.<sup>97</sup> Mass transportation in the Village consists of regularly scheduled bus and train service, which make connections to Secaucus, Hoboken, and Port Jervis.

Rail. Passenger rail service is available to Village residents. The Ridgewood Station sits on the corner of West Ridgewood Avenue and Garber Square, providing direct routes to Secaucus, Hoboken, and Port Jervis, New York. This train line originates from Port Jervis Station in New York as the MTA Metro-North Port Jervis Line. As the line crosses into New Jersey, it then becomes the Main Line with a direct route to Secaucus before terminating at Hoboken. While there is no direct route to Newark or Manhattan, passengers can transfer to those routes via Secaucus Junction.

Bus. There are seven New Jersey Transit bus routes in the Village as outlined in the Circulation Element. Routes 162, 163, and 164 provide service between the Ridgewood Bus Terminal and New York Port Authority. The 175 offers daily service to the George Washington Bridge Bus Station. The 722 offers limited weekday service to Paterson and Paramus Park Mall. The 746 provides daily service to Paterson. The 752 runs to the Hackensack Bus Terminal on weekdays and Saturdays.



## **BICYCLE & PEDESTRIAN**

While more residents prefer mass transit to commute, biking is still a popular activity within the Village. The Village has one bicycle trail from Saddle River County Park through Grove Park with parts overlapping into Fair Lawn Borough and one painted bicycle lane along North and West sides of Franklin Avenue between North Broad Street and West Ridgewood Avenue.<sup>99</sup>

The 2015 Central Bergen Bicycle & Pedestrian Plan reports that sidewalk coverage is best in Ridgewood and Glen Rock, although some gaps are present, and conditions may vary. Sidewalk coverage is important for pedestrian safety, promoting walkability, and mobile autonomy for the elderly and disabled. Pedestrian circulation in the Village is primarily accessed via a network of sidewalks on most streets. These sidewalks link residential neighborhoods to schools, the train station, the downtown, and recreational areas.

In 2011, the Village of Ridgewood adopted a Complete Streets policy. Complete Streets policies policies for pedestrians, bicyclists, and other users of New Jersey roadways ... Policy is implemented through the planning, design, construction, maintenance and operation of new or rehabilitated transportation facilities within public rights of way that are federally or state funded, including projects processed or administered by the New Jersey Department

of Transportation." The Village's policy requires that:

All public street projects undertaken by the Village shall be designed and constructed as Complete Streets" whenever it is feasible to do so in order to safely accommodate travel by pedestrians, bicyclists, public transit, and motorized vehicles and their passengers, with special priority given to bicyclist and pedestrian safety subject to the following conditions:

- Pedestrian and bicycle facilities shall not be required where they are prohibited by law.
- Public transit facilities shall not be required on streets not serving as transit routes and the desirability of transit facilities will be determined on a project specific basis.

#### **Community Transportation Services**

Bergen Community Transportation (BCT) provides transportation services to the disabled, senior citizens, veterans, and welfare to work residents within Bergen County. <sup>101</sup> BCT provides transportation to medical centers, senior activity centers, shopping centers, education, recreation, post-stroke programs, and competitive and non-competitive employment opportunities. BCT extends their services to many municipalities within the county, including the Village of Ridgewood. <sup>102</sup>



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## Consistency with Other Plans





## INTRODUCTION

The Municipal Land Use Law requires that a Master Plan review and include a policy statement about the relationship between the proposed development of the municipality and the following other plans:

- 1. The Master Plans of contiguous municipalities
- 2. The State Development and Redevelopment Plan (SDRP)
- 3. The Bergen County Master Plan
- 4. The Bergen County Solid Waste Management Plan

Ridgewood borders eight municipalities, seven of which are in Bergen County, and one of which is in Passaic County. Ridgewood's zoning and land development patterns are mostly residential throughout the Village, and with several small exceptions, the land bordering neighboring municipalities is zoned for, and developed with, residential uses.

The Route 17 Corridor that runs through the eastern part of the Village borders Ho-Ho-Kus and Paramus. The Ridgewood portion of the corridor is zoned for residential uses adjacent to Ho-Ho-Kus and for highway commercial uses adjacent to Paramus.

In the north central portion of the Village, North Maple Avenue extends into Ho-Ho-Kus. The B-3 Zone, which permits commercial uses and multi-family inclusionary housing developments encompasses the Ridgewood portion of the North Maple Avenue corridor. The development pattern has been mainly commercial and presently there are several vacant and potentially re-developable sites along the east side of the street.

In the southwest corner of the Village, the Goffle Road corridor is primarily commercial adjacent to Wyckoff and Hawthorne. Like North Maple Avenue, this area is in the B-3 Zone, which permits commercial development like what exists today, and inclusionary multifamily developments.

There are several parcels in the B-2 Zone on South Broad Street at the southern end of the Village adjacent to Glen Rock.

## **NEIGHBORING MUNICIPALITIES**

## GLEN ROCK BOROUGH (BERGEN COUNTY)

Glen Rock borders the southern side of Ridgewood between Lincoln Avenue and the Saddle River. The Broad Street and Maple Avenue corridors have commercial developments near the Ridgewood border and provide direct access to downtown Ridgewood. The rest of the border areas are residential in a development pattern consistent with Ridgewood. Ridgewood's Water Pollution Control Facility is located in Glen Rock at 561 Prospect Street; it abuts the Ho-Ho-Kus Brook, which forms part of the municipal boundary.

In Ridgewood, the R-1, R-2, R-110, R-125, R-7, and B-2 Zones border Glen Rock. The B-2 Zone on South Broad Street is adjacent to the C-3 Wholesale Commercial district in Glen Rock, which is a compatible commercial zone. The rest of the abutting areas are in residential zones in both municipalities that are consistent in scale and use.

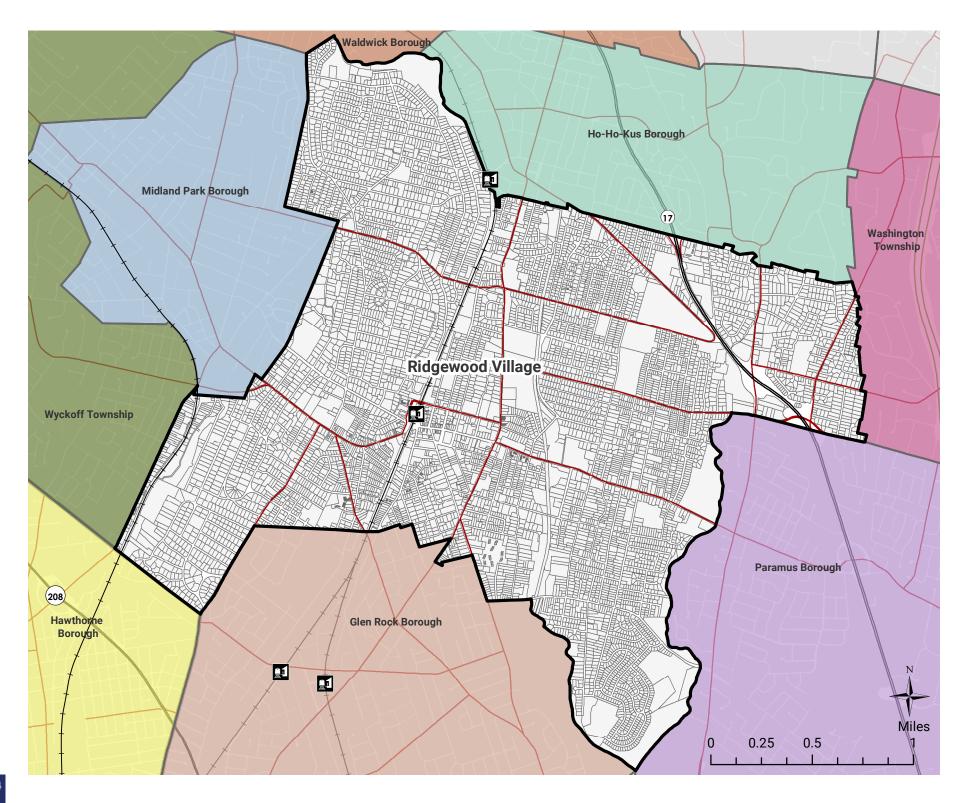
The Glen Rock Master Plan was most recently reexamined in 2020, at which time a Housing Element and Fair Share Plan was also adopted. No changes were proposed for properties abutting Ridgewood, and the Plan found that the land use and development patterns between the two municipalities are consistent.

## Hawthorne Borough (Passaic County)

Hawthorne Borough, in Passaic County, borders the southwest corner of Ridgewood. The Goffle Road corridor continues south from Ridgewood into Hawthorne. This corridor is developed with a mix of commercial uses. The remainder of the border is in the R-1, R-110, and R-125 zones, which are all zoned and developed with residential uses.

In Hawthorne, the R-1 and R-2 Zones abut the Ridgewood municipal border. The residential uses permitted in those zones are generally compatible with the land use pattern in Ridgewood, although moderately more intense in Hawthorne.

The Hawthorne Master Plan was most recently reexamined in 2011. The Reexamination





Report recommended rezoning a portion of the R-1 Zone to the R-1.5 Zone, which would encompass most of the border with Ridgewood. This zoning amendment has not been implemented but would not represent a major departure from the existing zoning or a change in classification that would conflict with the land use and development patterns in Ridgewood. The Report notes that although the two-family residential uses permitted in a portion of Hawthorne are not directly compatible to the single-family zoning in Ridgewood, the development patterns are similar enough to not create a significant mismatch.

## Ho-Ho-Kus Borough (Bergen County)

Ho-Ho-Kus Borough borders the northern edge of Ridgewood extending along the Ho-Ho-Kus Brook along Franklin Turnpike and Racetrack Road to the Washington Township boundary past Eastgate Road. In the northwestern part of the Village, the brook and train tracks, along with topographic changes, create a sharp border across which there are no vehicular or pedestrian connections. The R-1, R-2, R,125, and B-3 zones border Ho-Ho-Kus. The B-3 Zone along the North Maple Avenue corridor has commercial development, and potential mixed-use or inclusionary residential development that is consistent with the land development pattern in Ho-Ho-Kus.

In Ho-Ho-Kus, the neighboring zones include the R-1 Single-Family Zone in the eastern

part of the Borough, the R-2 Single-Family Zone on both sides of the Route 17 corridor and through most of the central part of the Borough, the GB Commercial Zone near North Maple Avenue, the R-4 Two-Family Zone near the train station, and the IP-1 and IP-2 Industrial Park Zones off of Hollywood Avenue below the Upper Ridgewood Tennis Club. For the most part, the land use patterns are consistent between the two municipalities with residential zones abutting each other, and the commercial and higher density residential zones along the North Maple Avenue corridor being consistent in both towns. The Industrial Park zones and uses are a significant mismatch between the two towns, but the topography creates a barrier such that there are no impacts in Ridgewood.

The Ho-Ho-Kus Master Plan was most recently amended in 2020. No changes were proposed in the Master Plan that impacted the land use designations adjacent to Ridgewood.

# MIDLAND PARK BOROUGH (BERGEN COUNTY)

Midland Park Borough borders the west side of Ridgewood from just north of Hillcrest Road to Lake Avenue. The municipal boundary does not follow streets, so there are properties that are split between the two towns. In Ridgewood, the bordering properties are in the R-1, R-2, R-110, and R-125 single-family residential zones with patterns of residential development on a mix of lot sizes.

In Midland Park, the R-1 One-Family residential zone comprises most of the abutting area. Two sections of R-2 Multi-Family Residential Zones flank Godwin Avenue south of West Ridgewood Avenue. The B-3 Zone encompasses several properties along Godwin Avenue that border Ridgewood. A multi-family overlay zone along South Cottage Avenue abuts Ridgewood as well. The residential density and commercial uses in Midland Park between West Ridgewood Avenue and Lake Avenue are substantially more intense than the residential development patterns on the Ridgewood side.

A section of I-2 Manufacturing Zone along Lake Avenue abuts the R-2 Zone in Ridgewood. However, the Midland Park side is developed with an Acme Supermarket, and the Ridgewood side is developed with the Kuiken Brothers building supply business, so despite the zoning mismatch, the land uses are generally compatible.

Midland Park's most recent Master Plan Reexamination Report was adopted in 2019. The Report includes recommendations for permitting additional uses including fitness and training, indoor recreation, microbreweries and microdistilleries in the I-1 and I-2 Zone, which could potentially impact Ridgewood. In addition, the Report recommends amending the Land Use Plan to incorporate the multifamily overlay districts, which were adopted in 2018.



There are some existing inconsistencies between the development patterns along the southern end of the municipal boundary between Midland Park and Ridgewood. However, these are existing conditions that are not recommended to change in a dramatic way. The new Ridgewood Master Plan does not impact Midland Park, and the existing development patterns in Midland Park provide certain complementary uses that may benefit Ridgewood residents in the west part of the Village.

## PARAMUS BOROUGH (BERGEN COUNTY)

Paramus abuts most of the eastern edge of Ridgewood south of Linwood Avenue. The municipal boundary is formed by the Saddle River, and most of the property along both sides of the municipal boundary is within Saddle River Park.

The Ridgewood zoning is Highway Commercial along the Route 17 corridor, R-1 on the east side of Route 17, R-2 and R-125 along the Saddle River and OB-1 Office-Business Zone along East Ridgewood Avenue.

The highway commercial land uses align with the commercial corridor along Route 17 in Paramus, which is in the HCC-2 zone. Elsewhere the residential zones (R-75 and R-100, plus the CR Conservation / Recreation Zone) have consistent land use and density patterns in both towns. The OB-1 Zone borders Paramus adjacent to the NB Neighborhood business

Zone, so the non-residential zones align despite being separated by the Saddle River Corridor.

The Paramus Master Plan was most recently reexamined in 2015. There are no recommendations in the Reexamination Report that impact Ridgewood.

## WALDWICK BOROUGH (BERGEN COUNTY)

Waldwick Borough borders the northeastern corner of Ridgewood between Ho-Ho-Kus and Midland Park. Most of the municipal boundary is along the Ho-Ho-Kus Brook adjacent to the Upper Ridgewood Tennis Club and Habernickel Park. The only direct connection between the municipalities is along Andover Terrace.

In Ridgewood, the adjacent zoning is the R-1 and R-125 Zones. In Waldwick, the neighboring zone is the R-1 Single-Family Residential Zone, so there is consistency in terms of the zoning.

The Waldwick Master Plan was most recently reexamined in 2018 along with a Housing Element and Fair Share Plan. No changes were proposed to the Borough's zoning that would impact Ridgewood.

## Washington Township (Bergen

## COUNTY)

Washington Township borders the northeastern corner of Ridgewood. In Ridgewood, the area is entirely residential in the R-1 Zone. The corresponding zone in Washington is the AA One-Family Zone with minimum half acre lot sizes. The development patterns and zoning are consistent between the towns.

The Washington Township Master Plan was most recently reexamined in 2019. The Report does not contain any recommendations for zoning amendments or land use changes that would impact Ridgewood.

## Wyckoff Township (Bergen County)

Wyckoff borders the southwest edge of Ridgewood along the Goffle Road corridor. The zoning in Ridgewood consists of the B-3 Zone along the southern part of Goffle Road, the R-2 Residential zone, one property in the T Transition Zone, and one property in the B-2 Zone at Lake Avenue. The land use pattern follows the zoning with single-family residences in the residential zone and a mix of commercial uses in the B-3 and B-2 zones.

In Wyckoff, the adjacent zoning is L-1 Industrial, B-1 and B-2 Commercial, and R-15 Single-Family Residential. The development patterns along the municipal boundary mirror each other consistently. The industrial and business zones in Wyckoff are developed with similar uses to the B-3 Zone in Ridgewood, and the residential zones abut each other.

The Wyckoff Master Plan was last reexamined in 2020. There are no recommendations in the Reexamination Report for zoning amendments or land use changes that impact Ridgewood.



## STATE DEVELOPMENT AND REDEVELOPMENT PLAN

The State Development and Redevelopment Plan (SDRP) was last amended in 2001. The 2001 Plan includes eight statewide goals that are generally consistent with the Village of Ridgewood's Master Plan. The goals include:

- 1. Revitalize the State's Cities and Towns
- 2. Conserve the State's Natural Resources and Systems
- Promote Beneficial Economic Growth, Development, and Renewal for all Residents of New Jersey
- 4. Protect the Environment, Prevent and Clean Up Pollution
- 5. Provide Adequate Public Facilities and Services at a Reasonable Cost
- 6. Provide Adequate Housing at a Reasonable Cost
- Preserve and Enhance Areas with Historic, Cultural, Scenic, Open Space, and Recreational Value
- 8. Ensure Sound and Integrated Planning and Implementation Statewide

To implement these goals, the SDRP includes a State Plan Policy Map that defines Planning Areas. Planning Areas are defined based on spatial, demographic, and

physical characteristics. Each Planning Area includes policy goals and is meant to guide development or preservation. Planning Areas are used to determine eligibility for certain state programs, tools, and incentives.

Ridgewood is nearly entirely within Planning Area 1 (PA1), which is known as the Metropolitan Planning Area. The only area technically outside PA1 is the portion of Bergen County's Saddle River Park identified as a park on the State Plan Map.

According to the SDRP, Planning Area 1 has the following characteristics:

- 1. Density of more than 1,000 people per square mile.
- 2. Existing public water and sewer systems
- 3. Land area greater than one square mile
- 4. A population of not less than 25,000 people
- 5. Areas that are surrounded by lands that meet the criteria of a Metropolitan Planning Area, are geographically interrelated with the Metropolitan Planning Area and meet the intent of this Planning Area.

The stated intent of PA1 is:

1. Provide for much of the State's future redevelopment

- 2. Revitalize cities and towns
- 3. Promote growth in compact forms
- 4. Stabilize older suburbs
- 5. Redesign areas of sprawl
- 6. Protect the character of existing stable communities

Ridgewood's Master Plan is consistent with the intent of the Metropolitan Planning Area. The principles, goals, and objectives of the Plan align with the goals of revitalization and limited compact growth while protecting existing stable communities.

## **BERGEN COUNTY MASTER PLAN**

# Bergen County Parks Master Plan - 2019

The County adopted a new parks master plan in 2019. The document outlines goals related to preservation of open space, improving access and connectivity, and providing additional recreation and open space amenities.

Ridgewood's Duck Pond opened in 1952 and was one of the original county parks. Feedback provided during preparation of the plan indicates that maintenance is a problem at Duck Pond.

Saddle River Park is one of the County's most significant parks. It runs along the eastern



border of Ridgewood and provides an important recreational amenity in the Village and throughout the County.

The Open Space Availability evaluation in the Plan indicates that Ridgewood is "slightly underserved" in parks and open space.

## Vision Bergen - 2011

Ridgewood is identified as part of the "Northwestern" region of Bergen County in the Vision Bergen Plan. The regional designations are based on history, geography, development density, population distribution, and transportation networks.

The Land Use section of the Plan describes the Northwestern region as having a suburban land use pattern with larger residential lots and lower residential densities than most of the County. Route 17 is identified as the main commercial thoroughfare. The Plan identifies the well-established and important community character while acknowledging that careful, well-designed redevelopment and infill projects can provide positive enhancements.

There are no specific land use policies set forth in the Vision Bergen plan. A more comprehensive update to the County Master Plan is forthcoming. Ridgewood's Master Plan is consistent with the existing Bergen County Planning documents.

# BERGEN COUNTY SOLID WASTE MANAGEMENT PLAN

The County Solid Waste Management Plan outlines an "open market solid waste disposal strategy" that allows waste generated in Bergen County to be disposed of at any properly licensed facility, regardless of location.

The County has undertaken an aggressive recycling program to divert material from landfills. Ridgewood's recycling program is meeting and exceeding the County's minimum goals. Ridgewood will continue to work with the County on all applicable programs, reporting, and monitoring to ensure that recycling is being maximized and tracked.

Ridgewood's Master Plan, particularly the Utilities and Recycling Plan Elements are consistent with the County's Solid Waste Management Plan.









## **IMPLEMENTATION ACTION MATRIX**

This chapter is a summary of the recommendations of each Element and applies the **how** (Actions to be taken), the **who** (the responsible party for completing the recommendation), the **when** (anticipated time frame for which each recommendation could be completed), **cost** (the estimated level of effort to complete each recommendation), and the cross reference of where each recommendation fits in with other elements of the Master Plan. The following key is provided in the Introduction section of this Master Plan and has been recreated here for ease of use.

#### **Time Frame:**



= Short Term (0 to 6 months)



= Medium Term (6 months to 2 years)



= Long Term (2+ years)

#### **Level of Effort**

\$

= Low Cost (May be staff time or professional soft-costs that are easily budgeted)

\$\$

= Medium Cost (May need capital expenditures or special earmarked budget)

\$\$5

= High Cost (May require bonding, long-term investment, outside funding)

#### **Master Plan Element Cross References**



= Land Use Element



= Circulation Element



= Downtown Economic Development Element



= Sustainability Element



= Community Facilities Element



= Recycling Element



= Utilities Element



= Historic Preservation Element



= Open Space and Recreation Element (With ERI)

#### **Action Matrix Example:**

RECOMMENDATION	ACTIONS	RESPONSIBLE PARTY
LU-1: Review residential front yard setback standards	Ordinance Update	Village Council / Planning Board / Staff / Planning Consultant
LU-2: Review standards for open porches.	Ordinance Update	Village Council / Planning Board / Staff / Planning Consultant
LU-3.1: Review parking standards	Planning Study; Review Best Practices; Ordinance Update	Village Council / Planning Board / Staff / Planning Consultant

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## LAND USE ELEMENT ACTION MATRIX

RECOMMENDATION	ACTIONS	RESPONSIBLE PARTY
LU-1 ORDINANCE RECOMMENDATIONS		
LU-1.2: Review Residential Front Yard Setbacks	Ordinance Update	Village Council / Planning Board / Staff / Planning Consultant
LU-1.2: Review Porch Standards	Ordinance Update	Village Council / Planning Board / Staff / Planning Consultant
LU-1.3: Review Parking Requirements  LU-1.3: Review Parking Requirements	Planning Study; Review Best Practices; Ordinance Update	Village Council / Planning Board / Staff / Planning Consultant
LU-1.4: Move conditional use standards from Chapter 244 to Chapter 190	Ordinance Update	Village Council / Planning Board / Staff / Planning Consultant
LU-1.5: Review Building and Lot Coverage Requirements  \$\Bigs\\$\$	Ordinance Update	Village Council / Planning Board / Staff / Planning Consultant
LU-1.6: Review Habitable Floor Area Standards	Ordinance Update	Village Council / Planning Board / Staff / Planning Consultant
<b>LU-1.7:</b> Consider Modifying or Eliminating the TTransition Zone	Ordinance Update	Village Council / Planning Board / Staff / Planning Consultant



RECOMMENDATION	ACTIONS	RESPONSIBLE PARTY
<b>LU-1.8:</b> Modify the Definition of Impervious Coverage	Ordinance Update	Village Council / Planning Board / Staff / Planning Consultant
LU-1.9: Review and Act on 2016 Reexamination Report Recommendations	Ordinance Update	Village Council / Planning Board / Staff / Planning Consultant
LU-1.10: Review Lot Size Requirements	Planning Study; Ordinance Update	Village Council / Planning Board / Staff / Planning Consultant
LU-2 USE RECOMMENDATIONS		
LU-2.1: Review Use Definitions  \$\begin{align*} \\$ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\	Ordinance Update	Village Council / Planning Board / Staff / Planning Consultant
LU-2.2: Monitor the Cannabis Use Market	Planning Study; Review Best Practices	Village Council / Planning Consultant
LU-2.3: Consider Use Options for Places of Worship	Ordinance Update	Village Council / Planning Board / Staff / Planning Consultant



RECOMMENDATION	ACTIONS	RESPONSIBLE PARTY		
LU-3 DESIGN STANDARD RECOMMENDATIONS				
LU-3.1: Update Lighting Standards	Ordinance Update	Village Council / Planning Board / Staff / Planning Consultant		
LU-3.2: Update Landscaping Standards	Ordinance Update	Village Council / Planning Board / Staff / Planning Consultant		
LU-4 REDEVELOPMENT PLAN RECOMMENDATIONS				
LU-4.1: Review and Update the North Walnut Street Redevelopment Plan  LU-4.1: Review and Update the North Walnut Street	Planning Study; Plan Update	Village Council / Planning Board / Staff / Planning Consultant		
LU-4.2: Prepare the Valley Hospital Redevelopment Plan	Redevelopment Plan Preparation	Village Council / Planning Board / Affordable Housing Planner		
LU-5 HOUSING DIVERSITY RECOMMENDATIONS				
LU-5.1: Plan for Senior Housing Options	Planning Study; Review Best Practices; Ordinance Update	Village Council / Planning Board / Staff / Planning Consultant / Age- Friendly Ridgewood		
LU-5.2: Pursue Opportunities for Special Needs and Supportive Housing	Ordinance Updates; Engagement with Non-Profits	Village Council / Planning Board / Staff / Planning Consultant / Ridgewood Community Access Network		
<b>LU-5.3:</b> Establish Standards for Visitability and Universal Designs	Ordinance Updates; Engagement with Non-Profits	Village Council / Planning Board / Planning Consultant / Age-Friendly Ridgewood		



RECOMMENDATION	ACTIONS	RESPONSIBLE PARTY		
LU-6 SCENIC CORRIDORS AND VIEWS RECOMMENDATIONS				
<b>LU-6.1:</b> Amend the Zoning Ordinance to Regulate Important Scenic Corridors and Views	Ordinance Update	Village Council / Planning Board / Staff / Planning Consultant		
<b>₽</b>		July 1 Identify Consumers		
LU-7 TREE ORDINANCE RECOMMENDATIONS				
<b>LU-7.1:</b> Align Ordinance with Community Forestry Management Plan ("CFMP")	Ordinance / CFMP Updates	Village Council / Shade Tree		
<b>(b)</b> \$ <b>(9)</b>	Ordinance / Crivil Opdates	Commission		
<b>LU-7.2:</b> Support the Shade Tree Commission	Seeking Grants; Providing Support	Village Council / Shade Tree		
(C) (C) \$ (9)		Commission		
<b>LU-7.3:</b> Monitor Effect of New Tree Planting Requirements and Update them if Necessary	Monitoring; Potential Ordinance Updates	Village Council / DPW / Shade Tree Commission		
<b>(b)</b> \$ <b>(9)</b>				
LU-7.4: Track the New Tree Fund				
<b>(b)</b> \$ <b>(9)</b>	Monitoring	Village Council / DPW / Finance		
LU-8 SENIOR AND ACCESSIBILITY RECOMMENDATIONS				
LU-8.1: Study Accessibility and Equity of Village Facilities		Consultant / Age-Friendly		
<b>© ©</b> \$\$	Prepare Study	Ridgewood / Ridgewood CAN		
LU-8.2: Expand Programming and Education about Aging in Place	Host Programs and Make	Village Council / Age Friendly Ridgewood / Ridgewood CAN /		
<b>C C S</b>	Information Available	Senior Center		



RECOMMENDATION	ACTIONS	RESPONSIBLE PARTY
LU-9 STORM RESILIENCY RECOMMENDATIONS		
LU-9.1: Flood Resilience	CRS Program Participation;	Village Engineer / DPW / Planning
⊕	Ordinance Updates	Consultant / Village Council
LU-9.2: Adapt to Flooding	Water a Automore	Village Engineer / DPW / Planning
□ □ □ □ \$\$\$	Various Activities	Consultant / Village Council
LU-9.3: Move Away from Flooding	Ordinance Updates; Potential Buy- Outs	Village Council / Village Engineer / Planning Consultant
● ● ● \$\$\$		
LU-9.4: Policy and Governance	Collaborate with Other	Village Council / Village
<b>PP\$\$</b>	Municipalities; Pursue Funding; Review Shared Services	Engineer / Village OEM
LU-9.5: Emergency Response and Preparedness		Village Council / Village Engineer /
© © © \$\$\$ <b>®</b>	Various Activities	DPW / OEM / First Responders
LU-9.6: Outreach, Education, and Capacity Building		Village Council / Village Engineer /
<b>PP\$\$</b>	Education and Information	Communications



# **CIRCULATION ELEMENT ACTION MATRIX**

RECOMMENDATION	ACTIONS	RESPONSIBLE PARTY
CE-1: ADDRESS ROADWAY SAFETY TO MAKE STREETS SAFE FOR ALL AGES AND ABILITIES FOR THE ENTIRE VILLAGE		
CE-1.1: Prioritize engineering improvements for bicycle and pedestrian facilities that factor in Complete & Green Streets based on a bicycle and pedestrian network plan.	Planning Consultant/Planning Board/ Adopt / implement a bicycle & pedestrian network plan	Village Council / Planning Board / Village Engineer / Staff
<b>CE-1.2:</b> Consider adopting a traffic calming policy that empowers the local stakeholders to participate in identifying problem areas and improving safety.	Draft policy	Village Council / Planning Board / Village Engineer / Staff
<b>CE-1.3:</b> Consider adopting a Vision Zero policy and applying the Federal Highway Administration's Safe System Approach. Regularly address crash hot spots in the Village.	Draft policy	Village Council / Planning Board / Village Engineer / Staff
CE-1.4: Improve pedestrian access and roadway safety from Ridgecrest apartments and United Way Housing to the downtown and key community destinations.	Coordination with Apartment Managers	Planning Board / Planning Consultant / Village Engineer / Apartment Managers
<b>CE-1.5:</b> Approach the County with requests for advancing recommendations in the Central Bergen Plan and the circulation element.	County Coordination, Bicycle & Pedestrian Plans	Planning Consultant / Planning Board / Village Engineer / Village Council
CE-1.6: Address key crash factors in the Village such as improving lighting, conducting education campaigns for distracted driving, piloting slow-streets and traffic calming measures.	Identify programs/engineering improvements tied to crash factors, County & NJDOT Coordination	Planning Consultant / Planning Board / Village Engineer / Village Council
<b>CE-1.7:</b> Consider installing Gateway treatments along key regional corridors to mark a change in environment when entering the Village.	Develop plan/design for gateway treatments, County & NJDOT Coordination	Planning Consultant / Planning Board, Vilalge Engineer / Village Council / County / NJDOT



RECOMMENDATION	ACTIONS	RESPONSIBLE PARTY
<b>CE-1.8:</b> Install traffic calming measures as well as appropriate warning devices and mitigation for roads with sight distance issues at curves such as at the intersection of Linwood Avenue and Northern Parkway.	Develop Traffic Calming Plan, Coordination with County and NJDOT	Planner, Planning Board, Engineer, Village Council, County, NJDOT
CE-1.9: Consider reducing the speed limit to 25 mph on most roadways in the Village.	Speed study, Coordination with County and NJDOT	Planner, Planning Board, Engineer, Village Council, County, NJDOT
CE-2: ADVANCE THE VILLAGE OF RIDGEWOOD'S COMPLETE & GREEN ST	TREETS POLICY 😰	
CE-2.1: Further develop and strengthen the Village's Complete Streets Policy to include implementation elements in accordance with NJDOT's Model Complete & Green Streets Policy, "Complete & Green Streets for All"; add Green Street elements, equity and inclusion guidance, establish a Complete Streets Advisory Committee to provide input into Complete & Green Streets implementation projects, and consider passing a Complete Streets Ordinance to strengthen implementation.	Develop Complete Streets Implementation Plan, NJDOT and County Coordination	Planner, Planning Board, Engineer, Village Council, County, NJDOT
CE-2.2: Develop a Complete & Green Streets Implementation Plan that prioritizes access to schools, parks, transit, and the downtown.	Develop Complete Streets Implementation Plan; Community, NJDOT and County Coordination	Planner, Planning Board, Engineer, Village Council, County, NJDOT
CE-2.3: Provide the County with the updated Complete & Green Streets Policy or Ordinance and with periodic updates regarding implementation plans and projects.	Ongoing County coordination	Planner, Planning Board, Engineer, Village Council, County
CE-2.4: Apply for grants and funding to implement Complete and Green Streets projects.	Develop funding list; prepare grant applications	Planner, Planning Board, Engineer, Village Council
CE-2.5: Formally adopt design standards for bicycle and pedestrian improvements, for example, NJDOT Complete Streets Design Guide, NACTO Guidance documents, AASHTO, FHWA.	Planner and Planning Board evaluation, adopt design standards	Planner, Planning Board, Engineer, Village Council



RECOMMENDATION	ACTIONS	RESPONSIBLE PARTY
CE-3: DEVELOP A VILLAGE-WIDE BICYCLE AND PEDESTRIAN NETWORK THAT CONNECTS RESIDENTIAL NEIGHBORHOODS WITH KEY PUBLIC DESTINATIONS, ESPECIALLY DOWNTOWN, SCHOOLS, PARKS AND TRAILS, AND TRANSIT HUBS/STOPS.		
CE-3.1: Update and implement the 2015 "Bergen County Bicycle and Pedestrian Plans" with a focus on access to parks, schools, transit (rail & bus) and the Central Business District; formally adopt the plan as a Complete Streets Network Plan.	Adopt Complete Streets network, Planner evaluation	Planner, Planning Board, Engineer, Village Council, CBD
CE-3.2: Provide the Complete Streets Network Plan to the County and coordinate implementation on County roads; incorporate neighborhood greenways on local roads into the network to provide low stress routes that complement (but do not replace) pedestrian and bicycling facilities and identify improvements on higher volume and speed County roadways.	Coordination with County	Planner, Planning Board, Engineer, Village Council, County
CE-3.3: As much as possible, provide facilities that separate pedestrians and bicyclists from traffic, such as sidewalks and protected bicycle lanes; encourage the development of off-road facilities for walking and biking.	Engineer/Planner evaluation, develop network plan, County & NJDOT coordination	Planner, Planning Board, Engineer, Village Council
CE-3.4: Develop a plan for installation of protected bicycle lanes.	Engineer/Planner evaluation, develop network plan, County & NJDOT coordination	Planner, Planning Board, Engineer, Village Council, County, NJDOT
CE-3.5: Develop existing signed bicycle routes into an expanded neighborhood greenway network in the short-term and connect to the future bicycle and pedestrian network in the long term.	Engineer/Planner evaluation, develop network plan, County & NJDOT coordination	Planner, Planning Board, Engineer, Village Council, County, NJDOT
CE-3.6: Improve multi-modal access to off-road multi-use trails such as the Saddle River Pathway and the Dunham Trail.	Engineer/Planner evaluation, County & NJDOT coordination	Planner, Planning Board, Engineer, Village Council, County, NJDOT
<b>CE-3.7:</b> Consider pilot and demonstration projects to test the efficacy of bicycle and pedestrian infrastructure.	Engineer/Planner evaluation, develop list of potential locations for pilot projects, County & NJDOT coordination	Planner, Planning Board, Engineer, Village Council, County, NJDOT



RECOMMENDATION	ACTIONS	RESPONSIBLE PARTY
<b>CE-3.8:</b> Use the typologies presented in the Circulation Element to guide the development of bicycle and pedestrian facilities and improvements on roadways in the Complete & Green Streets Network.	Engineer/Planner evaluation, County & NJDOT coordination	Planner, Planning Board, Engineer, Village Council, County, NJDOT
<b>CE-3.9:</b> Develop and implement a Village-wide Bicycle and Pedestrian Wayfinding Plan based on the Network.	Engineer/Planner evaluation, County & NJDOT coordination	Planner, Planning Board, Engineer, Village Council, County, NJDOT
<b>CE-3.10:</b> Consider connecting the residential neighborhood on the northeast corner of Ridgewood via the pedestrian overpass across Route 17 to the Park n' Ride.	Engineer/Planner evaluation, County & NJDOT coordination	Planner, Planning Board, Engineer, Village Council, County, NJDOT
<b>CE-4:</b> COORDINATE ACROSS MUNICIPAL DEPARTMENTS AND WITH SCH POLICIES THAT ENCOURAGE, EDUCATE, AND ENFORCE SAFE TRAVEL.	OOLS TO SUPPORT WALKING AND BIK	NG THROUGH PROGRAMS AND
<b>CE-4.1:</b> Coordinate with the recreation and parks department and with schools to hold educational and encouragement programs in parks and to teach safe walking and bicycling skills.    \$\begin{align*} \begin{align*}	Planner coordination and evaluation, Parks and Recreation Department and Schools coordination	Planner, Planning Board, Engineer, Village Council, Parks and Recreation Department, EZ Ride, Schools
<b>CE-4.2:</b> Coordinate with residents and public works to regularly maintain sidewalks throughout Ridgewood on an annual basis.	Planner coordination with Public Works and resident groups	Planner, Public Works
<b>CE-4.3:</b> Coordinate with the police department to regularly enforce safe driving, walking, and bicycling laws.	Planner coordination with Police Department	Planner, Police department
<b>CE-4.4:</b> Conduct a Village-wide Safety Campaign to raise driver awareness of the need to respect all transportation modes and encourage safe driving.	Planner coordination with Police Department	Planner, Planning Board, Engineer, Village Council, Police Department



RECOMMENDATION	ACTIONS	RESPONSIBLE PARTY
<b>CE-4.5:</b> Encourage residents to walk or bicycle in lieu of driving to local destinations, especially schools, parks, downtown, and the train station, by providing network maps, holding weekly public rides, and conducting events that promote active transportation.	Planner coordination with Police Department, EZ Ride	Planner, Planning Board, Engineer, Village Council, Police Department, EZ Ride, Citizens Safety Advisory Committee
<b>CE-5:</b> CREATE A VIBRANT, WELCOMING, AND ACCESSIBLE DOWNTOWN PEDESTRIANS; ENCOURAGE THE CREATIVE USE OF PUBLIC SPACE.	PRIORITIZING THE SAFETY, CONVENIEN	NCE, AND COMFORT OF
<b>CE-5.1:</b> Conduct a parking inventory and multi-year study to understand the impact of the pandemic and post-pandemic environment and recent redevelopments and ways to improve circulation and reduce mode conflicts in the downtown.	Engineer/Planner study, County & NJDOT coordination	Planner, Planning Board, Engineer, Village Council, County, NJDOT
<b>CE-5.2:</b> Adopt a policy that prohibits sidewalk riding downtown to reduce conflicts between pedestrians and bicyclists.	Adopt policy	Planner, Planning Board, Engineer, Village Council, County, NJDOT, Citizens Safety Advisory Committee
<b>CE-5.3:</b> Conduct a safety education campaign focused on the downtown area, highlighting safety issues specific to the downtown, such as bicycle riding on sidewalks.	Planner coordination with Police deparment, Coordination with EZ Ride and Citizens Safety Advisory Committee	Planner, Planning Board, Engineer, Village Council, County, NJDOT, Citizens Safety Advisory Committee
<b>CE-5.4:</b> Improve wayfinding signage throughout the downtown to orient visitors to the central business district, key public destinations, and the parking garage; include pedestrian-oriented wayfinding.	Engineer/Planner study, County & NJDOT coordination	Planner, Planning Board, Engineer, Village Council, County, NJDOT
<b>CE-5.5:</b> Provide bicycle parking at key destinations and along the periphery of the downtown so bicyclists can park their bikes and walk into the core.	Engineer/Planner study, County & NJDOT coordination	Planner, Planning Board, Engineer, Village Council, County, NJDOT
CE-5.6: Consider converting streets in the central business district into one-way streets, e.g., Franklin Avenue, Ridgewood Avenue to allow installation of pedestrian and bicycle infrastructure such as wide sidewalks, and bicycle lanes without the loss of parking.	Engineer/Planner study, County & NJDOT coordination	Planner, Planning Board, Engineer, Village Council, County, NJDOT



RECOMMENDATION	ACTIONS	RESPONSIBLE PARTY
CE-5.7: Design streetscapes for the comfort and convenience of people on foot or bicycle; provide pedestrian-scale amenities, including features such as curb bump outs; pedestrian islands in intersections; crosswalk installation or enhancement; and seating, shade, and lighting appropriately placed along pedestrian routes. Develop a plan and schedule for installation, repair and replacement of amenities.	Engineer/Planner study, County & NJDOT coordination	Planner, Planning Board, Engineer, Village Council, County, NJDOT
CE-5.8: Annually fund and Implement Sidewalk/Crosswalk Improvements; establish a phased sidewalk and crosswalk improvement project in the annual capital improvement program, each year funding an additional increment of improvements.	Engineer/Planner develop list of recommendations	Planner, Planning Board, Engineer, Village Council
<b>CE-6:</b> ACCOMMODATE COMMERCIAL LOADING, PARKING AND DELIVER TRAFFIC AND CIRCULATION IMPACTS	Y IN WAYS THAT ARE EFFICIENT WHILE	MINIMIZING ( )
CE-6.1: Adopt a curbside management policy	Engineer/Planner draft policy	Planner, Planning Board, Engineer, Village Council
<b>CE-6.2:</b> Consider specific hours for loading and delivery downtown.	Engineer/Planner study	Planner, Planning Board, Engineer, Village Council
<b>CE-6.3:</b> Continue parking management strategies like the 15-minute parking spots.	Engineer/Planner evaluation	Planner, Planning Board, Engineer, Village Council
<b>CE-6.4:</b> Conduct a parking inventory/study regularly to understand the impact of the pandemic/post-pandemic environment and recent redevelopments.	Engineer/Planner study, County & NJDOT coordination	Planner, Planning Board, Engineer, Village Council, County, NJDOT
CE-7: ENCOURAGE TRANSIT (BUS & RAIL) USE BY IMPROVING ACCESS TO TRANSIT FACILITIES AND ADDRESSING FIRST & LAST MILE IMPROVEMENTS		
<b>CE-7.1:</b> Consider reorganizing the train station area transit hub with access to bus service to facilitate the ability to walk or bike to and from transit stops.	Planner/Planning Board Study, NJ TRANSIT coordination	Planning Consultant / Planning Board / Village Council / NJ TRANSIT



RECOMMENDATION	ACTIONS	RESPONSIBLE PARTY
CE-7.2: Redesign Van Neste Square as a pedestrian center that can accommodate diverse programming to attract people on foot and bicycle to downtown Ridgewood.	Planner/Planning Board Study, NJ TRANSIT Coordination	Planning Consultant / Planning Board / Village Council / NJ TRANSIT
CE-7.3: Consider a jitney/shuttle into the downtown at peak times to reduce car dependency and provide access to all users	Planner/Planning Board Evaluation	Planning Consultant / Planning Board / Village Council
CE-8: ANTICIPATE EMERGING TRENDS AND TRANSPORTATION MODES, A	AND CONSIDER SMART CITY INNOVATI	ONS. 💮 😰
CE-8.1: Monitor autonomous vehicle use in New Jersey and coordinate with the County and other transportation partners to address impacts on circulation, parking, and traffic.	Planner/Planning Board research / County Coordination	Planning Consultant / Planning Board / County
CE-8.2: Consider partnering with neighboring municipalities or other entities to advance Smart City innovations cost effectively. Examples include installation of small cell systems (5G) that would offer Ridgewood's large work-from home population with faster file transfer speeds and make many infrastructure-focused "Smart City" technologies possible for Village use (e.g. digital street-lighting control systems, roadway heating systems, and real time parking applications).	Planner / Planning Board Evaluation and Coordination with neighboring municipalities	Planning Consultant / Planning Board / Village Council / Neighboring municipalities
CE-9: SUPPORT THE DEVELOPMENT OF ELECTRIC VEHICLE INFRASTRUC	TURE IN THE VILLAGE AS NEEDED	
<b>CE-9.1:</b> Develop and implement a plan to site Electric Vehicle infrastructure; develop incentives to support electric vehicle use to encourage installation of charging stations.	Planner/Planning Board Evaluation and Ordinance	Planning Consultant / Planning Board / Village Council



## DOWNTOWN ECONOMIC DEVELOPMENT ELEMENT ACTION MATRIX

RECOMMENDATION	ACTIONS	RESPONSIBLE PARTY
DT-1 LAND USE CHANGES		
DT-1.1: Recommended Uses	Ordinance Updates Implementing Master Plan Recommendations	Village Council / Planning Board / Staff / Planning Consultant
DT-2 SMALL-SCALE RESIDENTIAL INFILL		
C \$\$ 6	Planning Study; Ordinance Updates	Village Council / Planning Board / Staff / Planning Consultant
DT-3 DESIGN AND AESTHETICS		
DT-3.1: Implement Greening Techniques  P P \$\$\$	Public Investment in Streetscape Improvements	Village Council / Village Engineer / DPW
DT-3.2: Enhance the Village Tree Canopy	Install New Plantings; Monitor the Health of Existing Trees	Village Council / Village Engineer / DPW / Shade Tree Commission
DT-3.3: Use Technology to Enhance Visitor Experiences	Install New Infrastructure	Village Council / DPW
DT-3.4: Require Art In Vacant Storefronts	Ordinance Update	Village Council / Planning Board / Staff / Planning Consultant
DT-3.5: Install Rotating Artwork Under the Tracks	Establish Locations for Art and Program for Selecting Art	Village Council / Arts Council / DPW / Board of Education



RECOMMENDATION	ACTIONS	RESPONSIBLE PARTY
DT-4 OPPORTUNITY AREAS		
DT-4.1: Van Neste Square / Memorial Park	Planning / Engineering Study; Right-of-Way Modifications	Village Council / Village Engineer / Planning Consultant
DT-4.2: North Walnut Street Redevelopment Area	Redevelopment Plan Updates	Village Council / Planning Board / Staff / Planning Consultant
DT-5 FLEXIBLE STREETS AND CURBSIDE PICK-UP		
DT-5.1: Communicate with Business About Short-Term Parking Needs	Outreach to Business Community	Village Council / Staff
DT-5.2: Develop Visual Cues to Identify Short-Term Parking	Create and Install Visual Cues	Village Council / Village Engineer / DPW
DT-5.3: Inform Users of Parking Options  \$\Bigsir \bigsir \bigsir \text{\text{\$}} \text{\text{\$}}	Update and maintain website / apps	Village Staff
DT-5.4: Update Website to Identify Short-Term Parking  \$ \begin{align*} \cdot   \\     \\     \\         \\  \te	Update and maintain website / apps	Village Staff / Parking App Provider
DT-5.5: Continue to Explore Flexible Streets	Evaluate Options for Seasonal, Periodic, and Special Events	Village Council / Village Engineer



RECOMMENDATION	ACTIONS	RESPONSIBLE PARTY
DT-5.6: Review Curb Space Allocation for Various Functions	Monitor and Review Parking Needs and Other Uses of Curb Space	Village Engineer / Planning Consultant
DT-5.7: Improve Pedestrian-Oriented Spaces  D	Create Diverse and Flexible Options for Pedestrian Spaces	Village Council / Village Engineer / Planning Consultant
DT-6 COMMUTING TRENDS AND PATTERNS		
DT-6.1: Ensure Flexible Office Uses are Permitted  \$\( \begin{align*} \black \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\	Ordinance Updates	Village Council / Planning Board / Staff / Planning Consultant
DT-6.2: Review Zoning Related to Office Uses	Ordinance Updates	Village Council / Planning Board / Staff / Planning Consultant
DT-6.3: Work with Chamber of Commerce to Market and Identify Flexible Work Options	Informational Website, Marketing Materials, and Social Media	Village Council / Chamber of Commerce / Staff
DT-6.4: Encourage Local Merchants to Create Weekday Specials and Events	Informational Website, Marketing Materials, and Social Media	Village Council / Chamber of Commerce / Staff
DT-6.5: Identify Areas Where Additional Office Space may be Appropriate  \$\times\$ \$\times\$\$	Ordinance Updates	Village Council / Chamber of Commerce / Planning Board / Planning Consultant



RECOMMENDATION	ACTIONS	RESPONSIBLE PARTY
DT-7 PARKING RECOMMENDATIONS		
DT-7.1: Review Downtown Parking Standards and Usage  \$ \infty \\$	Ordinance Review and Update	Village Council / Village Engineer / Planning Consultant
DT-7.2: Consider Variable Parking Pricing  \$\begin{align*} \begin{align*}	Evaluate pricing options for time of day, day of the week - long-term commuter parking trends	Village Council / Village Engineer
DT-7.3: Provide Flexibility for Reuse of Existing Buildings	Ordinance Review and Update	Village Council / Planning Board / Staff / Planning Consultant
DT-7.4: Balance Parking and Other Uses to Create Pedestrian Friendly Spaces	Monitor parking use to evaluate use of public realm	Village Council / Village Engineer / Planning Consultant
DT-8 BRANDING, ADVERTISING, AWARENESS, EVENTS		
DT-8.1: Evaluate the Establishment of a Special Improvement District (SID)	Explore Case Studies and Best Practices	Village Council / Chamber of Commerce
DT-8.2: Improve Public Awareness of Downtown Events	Informational Website, Marketing Materials, and Social Media	Village Council / Chamber of Commerce / Staff
DT-8.3: Develop a Greater Digital Presences	Informational Website, Marketing Materials, and Social Media	Village Council / Chamber of Commerce / Staff



RECOMMENDATION	ACTIONS	RESPONSIBLE PARTY
DT-9 PROCESS		
<b>(b)</b> \$	Evaluate application and review process to eliminate "red tape"	Village Council / Zoning Officer / Staff / Planning Consultant

## **GREEN BUILDING AND SUSTAINABILITY ELEMENT ACTION MATRIX**

RECOMMENDATION	ACTIONS	RESPONSIBLE PARTY
GBS-1 GREEN BUILDING STANDARDS		
GBS-1.1: Public Education	Make materials about green building available through the Village Website	Village Staff / Professionals / Green Ridgewood
GBS-1.2: Create a Green Building Standards Section in the Ordinance	Develop Ordinance Section	Village Council / Planning Board / Staff / Planning Consultant
GBS-1.3: Incorporate a Green Building Checklist into the Ordinance	Develop Ordinance Section	Village Council / Planning Board / Staff / Planning Consultant
GBS-2 RENEWABLE ENERGY GENERATION AND CONSERVATIO	N	
GBS-2.1: Pursue Opportunities to Install Solar Panels and other Renewable Energy Systems on Public Property and Facilities	Monitor funding programs and identify opportunities	Village Council / Staff / Professionals
GBS-2.2: Incorporate Battery Technology with Renewable Energy to Provide Back-Up Emergency Power	Identify funding programs and appropriate locations	Village Council / Staff / Professionals



RECOMMENDATION	ACTIONS	RESPONSIBLE PARTY
GBS-2.3: Encourage Use of Ground Source Heat Pumps	Provide information on Village website	Village Staff / Professionals / Green Ridgewood
GBS-2.4: Add Solar Panels as a Permitted Accessory Use in all Zones	Ordinance Update	Village Council / Planning Board / Staff / Planning Consultant
GBS-2.5: Promote Energy Efficiency and Use Reduction through Green Building and Public Education	Make materials about energy efficiency and green building available through the Village Website	Village Staff / Professionals / Green Ridgewood
GBS-2.6: Evaluate the Feasibility of a Microgrid System	Commission a review and study from outside consultant	Outside Consultant
GBS-3 AIR QUALITY		
GBS-3.1: Create a Timeline to Phase in Electric Vehicles in the Municipal Fleet  S\$\$	Establish policy and timeline for long-term replacements	Village Council / DPW
GBS-3.2: Discourage and Eventually Prohibit Natural Gas Connections in New Construction	Provide information and eventually amend ordinance	Village Council / Staff / Professionals
GBS-3.3: Continue to Enforce Anti-Idling Regulations Throughout the Village	Review and Enforce Village Policies	Village Council / DPW / Police Department



RECOMMENDATION	ACTIONS	RESPONSIBLE PARTY
GBS-3.4: Work to Enhance the Village's Tree Canopy	Tree Planting and Maintenance Plan	Village Council / DPW / Shade Tree Commission
GBS-3.5: Consider a Ban on the use of Gas-Powered Lawn Maintenance.	Provide information and eventually amend ordinance	Village Council / Staff / Professionals
GBS-4 STORMWATER MANAGEMENT AND FLOODING		
GBS-4.1: Monitor Stormwater Management Best Practices and Incorporate Higher Standards Where Applicable	Ordinance review and update when needed	Village Council / Village Engineer / Planning Consultant
GBS-4.2: Educate Property Owners about Small-Scale Green Infrastructure Elements	Provide information on Village website	Village Staff / Professionals / Green Ridgewood
GBS-4.3: Pursue Green Streets Designs	Evaluate opportunities as part of paving and street repair projects	Village Council / Village Engineer
GBS-4.4: Review Impervious Coverage Thresholds in the Land Use and Development Ordinance	Ordinance review and update when needed	Village Council / Staff / Professionals
GBS-4.5: Include Enhanced Stormwater Standards for Properties Near Flood Hazard Areas  \$\Bigsir \\$\$	Ordinance review and update when needed	Village Council / Staff / Professionals



RECOMMENDATION	ACTIONS	RESPONSIBLE PARTY
GBS-4.6: Work with NJDEP, Bergen County, and Municipal Neighborhoods to Develop Modeling for the Purpose of Identifying Best Practices for Flood Hazard Reduction	Pursue partnership with other governmental stakeholders	Village Council
GBS-4.7: Review and Evaluate Impact of NJPACT Standards  (L) \$	Review draft standards when they are released	Village Council / Planning Board / Professionals
GBS-4.8: Consider Opportunities to Acquire Flood Prone Properties	Identify funding programs and appropriate locations	Village Council / Staff
GBS-5 WASTE MANAGEMENT		
GBS-5.1: Make Physical Improvements to Waste Management Infrastructure	Pursue needed upgrades as identified	Village Council / DPW
GBS-5.2: Promote Recycling, Composting, and Food Scrap Recycling  \$ \$ \$	Enforce and update policies and programs	Village Council / DPW / Green Team
GBS-5.3: Improve General Waste Reduction  \$ \infty \$ \infty \infty\$	Enforce and update policies and programs	Village Council / DPW / Green Team
GBS-6 WATER CONSERVATION		
GBS-6.1: Incorporate Water Efficiency Standards for Indoor and Outdoor Use	Provide information and eventually amend ordinance	Village Council / Professionals / Green Ridgewood



RECOMMENDATION	ACTIONS	RESPONSIBLE PARTY
GBS-6.2: Encourage the use of Rainwater and Graywater Capture Systems	Provide information and eventually amend ordinance	Village Council / Professionals / Green Ridgewood
GBS-6.3: Continue to Enforce, and if Necessary, Expand Limitations on Lawn Watering During Periods of Drought.	Review and enforce Village policies	Village Council / Code Enforcement
GBS-6.4: Encourage Low-Maintenance Native Landscaping  \$\Bigs\\$	Provide information and eventually amend ordinance	Village Council / Professionals / Green Ridgewood
GBS-7 NATURAL RESOURCES		
GBS-7.1: See the ERI and Open Space and Recreation Plan Elements for Details about Natural Resources and Specific Recommendations	See other recommendations	
GBS-7.2: Promote Tree Planting, Maintenance, and Expansion of the Tree Canopy	Tree Planting and Maintenance Plan	Village Council / DPW / Shade Tree Commission
GBS-8 PUBLIC HEALTHY, SAFETY, AND WELFARE		
GBS-8.1: Provide Adequate Parks, Recreation, and Open Space, Education, and Wellness Facilities	Develop a recreation plan and follow open space recommendations	Village Council / Staff / Professionals
GBS-8.2: Ensure the Village's Special Needs Community is Considered in Planning and Investment Decisions	Consider these needs in policy decisions	Village Council / Staff / Community Access Network



RECOMMENDATION	ACTIONS	RESPONSIBLE PARTY
<b>GBS-8.3:</b> Explore Options for Developing a Food Rescue / Donation Program	Review best practices and potential partners	Village Staff / Professionals
C S		
<b>GBS-8.4:</b> Understand and Prepare for Future Infectious Disease Outbreaks	Build local capacity and work with neighbors	Village Council / Staff
(b)(b)(\$\$\$		

## **COMMUNITY FACILITIES ELEMENT ACTION MATRIX**

RECOMMENDATION	ACTIONS	RESPONSIBLE PARTY
<b>CF-1:</b> Prepare an architectural and engineering needs assessment of all building facilities for Fire, Police, and Emergency Services	Commission Needs Assessment	Villaga Council / Consultant
DD \$\$	Commission Needs Assessment	Village Council / Consultant
<b>GF-2:</b> Pursue funding opportunities through available grants to improve existing facilities/services and facilitate new opportunities.	Identify funding programs and needed improvements	Village Council / Staff / Consultant
<b>PP \$\$\$</b>		
<b>GF-3:</b> Plan for upgrades to equipment for the Village's emergency personnel.	Continue to identify needs and provide capital budget	Village Council / Staff
<b>PP</b> \$\$		



RECOMMENDATION	ACTIONS	RESPONSIBLE PARTY
CF-4: Continue expanding the programs at the Patrick A. Mancuso Senior Center, the Anne Zusy Youth Center, and the Community Center at large and actively advertise events and opportunities on the Community Center's website.	Develop new programs and public information	Village Council / Staff / Community Groups
CF-5: Continue to advance and advertise the Public Library as a communication center.	Distribute regular public information and updates	Staff / Library
CF-6: Monitor the solar panels that are located on various municipal buildings and consider opportunities to expand the solar initiatives to other buildings.	Explore funding opportunities and cost / benefit of installations	Village Council / Staff / Professionals
<b>CF-7:</b> Work with the Board of Education to continue pursuing sustainability measures throughout the various school buildings and grounds as well as education opportunities for students.	Support Board of Education efforts	Village Council / Board of Education / Green Ridgewood
CF-8: Monitor the enrollment trends in the public schools and plan for future growth.	Work with the Board of Education	Village Council / Board of Education
CF-9: Coordinate where appropriate with the Village Historic Preservation Commission and Ridgewood Historical Society.	Identify and pursue coordination	Staff / Historic Preservation Commission
<b>CF-10:</b> Continue to pursue funding opportunities through both state and federal grants.	Identify and pursue funding	Village Council / Staff



## **RECYCLING ELEMENT ACTION MATRIX**

RECOMMENDATION	ACTIONS	RESPONSIBLE PARTY
R-1: Continue and expand outreach initiatives to support and encourage recycling throughout the Village and reduce the amount of solid waste that goes to the landfill.	Monitor best practices and continue Village's efforts	Village Council / DPW / Green Ridgewood
R-2: Partner with the Public Library to provide another outlet for information dissemination.   \$\hbegin{align*} \hbegin{align*} align	Promote and disseminate information	Village Council / Public Library / Green Ridgewood
R-3: Place recycling containers adjacent to every waste container within the Village rights-of-way.	Provide containers downtown and on public property	Village Council / DPW
R-4: Review the feasibility of increasing recycling pick-up to once a week rather than twice a month.	Study impacts and cost/benefit	Village Council / DPW
R-5: Further the Village's current initiatives of environmentally friendly lawn care by promoting the "Cut It and Leave It" grass clippings initiative.	Provide public information	Village Staff / DPW
R-6: Increase the composting efforts within the Village through public education, flyers, Q&A's, outreach, the public school system, etc.	Provide public information	Village Staff / Green Ridgewood / Board of Education
R-7: Coordinate with the Board of Education to bring composting education and initiatives to school activities and clubs such as the Ridgewood Youth Environmental Council.	Work with the Board of Education	Village Council / Board of Education



RECOMMENDATION	ACTIONS	RESPONSIBLE PARTY
R-8: Analyze outcomes of the Food Scrap Recycling Pilot Program and determine the best next steps to promote food scrap recycling.	Study impacts and cost/benefit	Village Council / DPW
R-9: Continue to pursue funding opportunities through both state and federal grants.	Identify and pursue funding	Village Council / Staff

## **UTILITIES ELEMENT ACTION MATRIX**

RECOMMENDATION	ACTIONS	RESPONSIBLE PARTY
<b>U-1:</b> Continue to foster communications with consumers and promote and distribute information as available.		Village Council / Staff / Ridgewood Water
(C) (C) (S)	Provide public information	
<b>U-2:</b> Coordinate future infrastructure upgrades and improvements across all sectors to ensure efficiency in the efforts.	Communicate and plan between departments and with utility companies	Village Council / Staff / DPW / Utilities
<b>GGG\$\$\$</b>		
<b>U-3:</b> Continue to monitor the water supply issues in the Village, adjusting the water restriction stages as necessary.	Work with Ridgewood Water to ensure stable and adequate supply	Village Council / Village Engineer / Ridgewood Water
(b) (c) (c) (c) (c) (c) (c) (c) (c) (c) (c		
<b>U-4:</b> Monitor the sanitary sewer collection system as most of the pipes are at or past their life expectancy and are experiencing Inflow and Infiltration (I&I) issues.	Conduct an I&I study to identify problems and develop a plan to resolve them	Village Council / Village Engineer / Consultant
<b>CC</b> \$\$		



RECOMMENDATION	ACTIONS	RESPONSIBLE PARTY
<b>U-5:</b> Work with Ridgewood Water to identify water supply demand for future build-outs of anticipated development.	Work with Ridgewood Water to ensure stable and adequate supply	Village Council / Village Engineer / Ridgewood Water
U-6: Encourage green infrastructure where feasible, for both new development and when upgrading or replacing existing infrastructure utilities.	Plan for green infrastructure in public projects	Village Council / Village Engineer
U-7: Support the implementation of Wi-Fi hot spots in public places to provide internet access to residents and visitors.	Work with downtown businesses to provide public Wi-Fi	Village Council / Downtown Businesses
U-8: Coordinate tree species for new plantings so that they do not conflict with existing overhead wires.	Tree Planting and Maintenance Plan	Village Council / DPW / Shade Tree Commission
U-9: Continue to monitor the solar installations and review other potential locations to implement additional systems on municipal properties and facilities.	Explore funding opportunities and cost / benefit of installations	Village Council / Staff / Professionals
<b>U-10:</b> Ensure emergency and other municipal services are equipped with adequate emergency and back-up generators.	Include generator installation, maintenance, and upgrades in capital improvement program	Village Council / DPW
<b>U-11:</b> Create a map that identifies all available public Wi-Fi hot spots so that residents, business owners, and visitors can clearly identify and find their locations.	Provide public information	Village Council / Staff



RECOMMENDATION	ACTIONS	RESPONSIBLE PARTY
<b>U-12:</b> Develop a separate application form and checklist for wireless telecommunication applicants so that applications can be reviewed in accordance with FCC regulations that differ than a standard development application.	Ordinance and process updates	Village Council / Staff / Planning Consultant
U-13: Continue to monitor the advancements in wireless technologies and prepare amendments to ordinances as needed.  LLLLLLLLLLLLLLLLLLLLLLLLLLLLLLLL	Monitor best practices and update ordinances as needed	Village Council / Staff / Planning Consultant
U-14: Continue to pursue funding opportunities through both state and federal grants.	Identify and pursue funding	Village Council / Staff

## HISTORIC PRESERVATION ELEMENT ACTION MATRIX

RECOMMENDATION	ACTIONS	RESPONSIBLE PARTY
HP-1: Revise boundaries of local historic districts and individual landmarks to include previously overlooked historic resources and to remove properties which have been demolished or are no longer contributing historic resources	Ordinance updates to reflect boundaries	Village Council / Planning Board / HPC / Planning Consultant
HP-2: Nominate 10 New Sites to the New Jersey State and National Registers of Historic Places.	Prepare Nominations	Village Council / HPC / Professionals
HP-3: Establish an advisory non-binding HPC review of all applications submitted to the Construction Code Official for properties within historic districts and identified individual landmarks.	Review and Ordinance Updates	Village Council / Planning Board / HPC



RECOMMENDATION	ACTIONS	RESPONSIBLE PARTY
<b>HP-4:</b> Develop an interactive map on the Village of Ridgewood website identifying all historic districts and individual landmarks in the Village.	Develop and host map	Village Staff / HPC / Consultant
(b) \$\$		
<b>HP-5:</b> Increase communication and coordination between the Buildings Department, Planning Board, Zoning Board, and the Historic Preservation Commission.	Establish and follow communication policy	Staff / Boards / HPC / Professionals
<b>(b)</b> \$	,	
HP-6: Explore the expansion of the Village Center Historic District zoning district ordinance to encompass the designated residential historic districts and individual landmarks in the Village.	Review qualifying properties and amend ordinance as appropriate	Village Council / Planning Board / HPC / Planning Consultant
<b>HP-7:</b> Investigate the possibility of implementing demolition delay regulations that discourage demolition and require exploration of alternatives in designated historic districts and for individual landmarks.	Evaluate options and prepare ordinance amendments	Village Council / Planning Board / HPC / Planning Consultant
(P) \$ (f)		
HP-8: Promote the rehabilitation of historic properties.	Provide public education and resources	Village Council / Boards / HPC
<b>HP-9:</b> Amend the Zoning Ordinance to regulate and restrict development that may be potentially harmful or incompatible with important viewsheds and scenic corridors.	Review zoning options and update ordinance as appropriate	Village Council / Planning Board / HPC / Planning Consultant
HP-10: Investigate the feasibility of applying for Certified Local Government Status from the State Historic Preservation Office to expand local historic preservation efforts.	Review process and pursue designation if appropriate	Village Council / HPC / Professionals



RECOMMENDATION	ACTIONS	RESPONSIBLE PARTY	
<b>HP-11:</b> Explore the possibility of allowing for changes of use in historic structures.	Review best practices and update ordinances if needed	Review best practices and update Village Council / Planning Boa	Village Council / Planning Board /
(b) \$ (6)		HPC / Planning Consultant	
<b>HP-12:</b> Consider the designation of historic roadways, bridges, trees, and other structures in the Village that warrant preservation protections.	Review and pursue designation if appropriate	Village Council / HPC / Professionals	
<b>PPP\$\$</b>			
<b>HP-13:</b> Develop educational opportunities that would help broaden the public's knowledge of the Village's historic preservation efforts through the online historic map and hosting informational events, among other methods of outreach.	Disseminate information and host programs	HPC	
<b>CC</b> \$			

## OPEN SPACE AND RECREATION ELEMENT ACTION MATRIX

ACTIONS	RESPONSIBLE PARTY
Adopt the Open Space and Recreation Plan Update as part of the Master Plan.	Planning Board
Submit the Open Space and Recreation Plan Update to the Green Acres program at the New Jersey Department of Environmental Protection.	Village Staff
Conduct an on-the-ground review of priority parcels using field visits and aerial mapping.	Village Staff / Consultant



ACTIONS	RESPONSIBLE PARTY
Meet with PSE&G to negotiate a lease agreement to use the right-of-way as a trail.	Village Council / Staff
Investigate opportunities for expanding local parks using the analysis presented in the Plan	
Update.	Villaga Council / Staff
(b) \$\$	Village Council / Staff
Reach out to the owners of the Upper Ridgewood Tennis Club to discuss a shared use agreement for the site with the goal of purchasing the fee interest in the property.	
<b>©©</b> \$	Village Council / Staff
Work with neighboring municipalities and Bergen County to coordinate shared land preservation, bicycling/trail initiatives, and protection of shared resources.	
©©\$\$	Village Council / Staff
Re-enroll in the Green Acres Planning Incentive (PI) grant program.	
(b) (\$	Village Staff
Develop and adopt a stewardship plan for maintaining and enhancing municipally preserved lands, including identifying funding sources and responsible bodies (committees, volunteer	
organizations, and municipal departments).	Village Staff / Consultant
(b) (c) \$\$	
Offer local educational opportunities to create home-based stewardship programs benefitting local wildlife and ecosystems, such as the National Wildlife Federation Backyard Habitat	
Certification Program or best management practices related to lawn care and road salt usage to further reduce non-point source water pollution.	Village Staff / Committees / Volunteers
<b>PP\$\$</b>	



ACTIONS	RESPONSIBLE PARTY
Work with the Historic Preservation Commission to expand local opportunities for conservation and education.	Village Staff / HPC
Develop an Adopt a Park program, starting with smaller, neighborhood parks.	Village Council / Commitees / Volunteers
Create a standardized process to contact landowners of priority parcels regarding granting the Village "first refusal" rights on future sales of their properties.	Village Council / Staff
Implement a park stewardship program to maintain and improve the functionality of the lands within the Village's public spaces.	Village Council / Staff / Committees / Volunteers
Investigate and apply for possible grant opportunities to expand bicycling/walking trails.	Village Council / Professionals / Consultant
Encourage tax incentives for the preservation and adaptive reuse of historic buildings.	Village Council
Meet with regional and neighboring municipal committees and commissions, and non-governmental environmental organizations to discuss acquisition priorities and partnership opportunities.	Village Council / Professionals



ACTIONS	RESPONSIBLE PARTY
Install wayside or interpretive signs in public parks to share information and offer educational material on the value of land stewardship.	Village Staff / Professionals / Committees / Volunteers
Establish park management volunteer days to engage residents in stewardship programs including removal of invasive plants, tree plantings, clean up, and site restoration.	Village Council / Staff / Committees / Volunteers
Continue to apply for and investigate grant opportunities to protect the Village's open space areas, including the Bergen County Preservation Trust Fund and Green Acres Program.	Village Council / Professionals
Host an annual tour to inventory potential new acquisitions, survey areas in need of stewardship, and observe best usage for properties already acquired.	Village Staff / Professionals
Continue to develop and implement a comprehensive bicycle/pedestrian plan that will provide alternative transportation between residential neighborhoods and public parks and connections with neighboring municipalities and regional initiatives.	Village Council / Professionals
Continue to offer ongoing and diverse recreational programs for all Village residents.	Village Council / Staff / Committees / Volunteers
Continue to pursue open space preservation opportunities in the Village.	Village Council / Staff / Professionals



ACTIONS	RESPONSIBLE PARTY
Promote historic easements through Preservation New Jersey and the New Jersey Historic	
Trust.	Village Council / HPC
PP \$\$ (iii)	
Continue funding the municipal Open Space Trust Fund to purchase additional lands and	
support any debt services for future acquisitions and consider increasing the tax levy, if needed, to support future purchases/debt services	Village Council
PP \$\$\$	
Celebrate and publicize all successful open space projects with community events.	
(P)	Village Council

