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The second area of concern has broader implications for the Borough as a whole. A variety of factors are coalescing to generate new forms of development pressures along the community's waterfront. These factors encompass the on-going change in development character along the riverfront, the need for substantive roadway, open space amenities, and other improvements, and the current economic climate. The Borough should seek to establish a waterfront plan which encompasses a flexible mixed planned development approach which recognizes the community's basic needs for a measured distribution of uses and intensity-of-use, transportation improvements, and open space amenity incorporating active and passive recreation elements, and associated facilities, while providing a range of development opportunities which will stimulate growth along the waterfront and serve the needs of the resident population.

Development of Vacant Land - Projections for Growth

The Borough has a limited amount of vacant land remaining to be developed. This acreage encompasses nearly 63 acres of privately owned land, comprising 8 percent of the Borough's total land area. The entire Hartz Tract, excluding developed portions, accounts for a total of 109 acres. The majority of this Hartz acreage is developed. Nearly all of the vacant land in the community is concentrated within the Borough's waterfront area. Additionally there are a number of other lots which are presently underdeveloped and have substantial redevelopment potential.

A significant number of these vacant sites have been the recipients of development approvals. Assuming a regional economic recovery and the prospective construction of only fifty percent of the various approved projects, the Borough could anticipate as many as 1,600 additional dwelling units by the year 2000. This would increase the community's population to nearly 7,500 residents. Commercial development could result in an additional 200,000 square feet of retail space and nearly 250,000 square feet of office space. A continuation of current economic conditions, on the other hand, could reduce these numbers by more than half, with the assumption that the projects which have recently begun construction, and a portion of the Hartz development, will proceed to completion.



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Development of a Balanced Housing Supply

The Borough of Edgewater contains a broad and varied housing stock consisting of detached and attached single-family dwellings, two-family residences, and multi-family residential units. Less than one-third of the occupied dwelling units in the Borough are owner occupied. This proportion of owner - to renter occupied units is anticipated to increase due to the community's condominium development and the limited conversion of single-and two-family residences to multi-family condominium dwellings.

Although the Borough has a variety of housing types it is noteworthy to recognize that the State has refined the housing issues to direct attention to the specific need for lower income housing rather than the mere provision of housing diversity. In 1986 the State established the Council of Affordable Housing (COAH) which is responsible for determining the State's lower income housing needs and for the allocation of that need to the individual municipalities. Additionally, the Municipal Land Use Law (MLUL) was amended to require all municipalities to adopt a housing plan element to its master plan which specifically addresses the community's low and moderate income housing obligation.

COAH has determined that Edgewater has a pre-credited housing need of 130 low and moderate income dwelling units. The Borough has affirmatively responded to this issue through the adoption of a Housing Plan which addresses the community's housing need through a combination of credits for existing qualified lower income units and rehabilitated units, and a provision for new inclusionary developments. All of these features are detailed in the Borough's Housing Plan Element of the Master Plan. It is noted that the Housing Plan has been submitted to COAH and received substantive certification from that agency on October 3, 1990.

Protection of the Local Housing Supply

The value of Edgewater as a desirable place to live is greatly dependent upon the condition and characteristics of its housing supply. Some areas of the community show signs of deteriorating conditions. If left uncorrected it may affect the housing quality of other nearby residences. To address this area of concern the Borough should actively



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participate in the County's housing improvement program in an effort to protect the quality of the local housing supply. The benefits of this program are two-fold. It incorporates a least-cost approach to stabilizing areas in transition, and it also enables the municipality to receive COAH credits for participation in the program.

Traffic and Circulation

There are a number of problems associated with Edgewater's street system. These problems are a function of an old roadway network and difficult terrain. The conditions vary in degrees and intensity depending upon the road and the particular segment of roadway. The most serious traffic circulation problems relate to insufficient paved and right-of-way widths, poor road alignment, visual obstructions reducing sight distances at intersections, and inadequate geometric design.

River Road requires certain improvements to serve future development in the community and to improve traffic safety. Similarly, a number of intersections require improvements. The Borough should consider utilizing recent State legislation authorizing the imposition of a Transportation Improvement District as a means to achieve the necessary circulation improvements. Suggested improvements are set forth in the Circulation Plan section of this report.



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LAND USE PLAN

Introduction

The Edgewater Land Use Plan indicates the proposed location, extent and intensity of development of land to be used in the future for various types of residential, commercial, industrial, recreational, public and semi-public purposes.

The Land Use Plan consists of two sections. The first section sets forth a series of general planning objectives and specific planning goals and policies. These objectives, goals and policy statements form the basis for the land use recommendations, which comprise the second section of this part of the document.

The Land Use Plan is intended to guide future development in Edgewater for the next six year period, in accordance with the applicable provisions of the Municipal Land Use Law, in a manner which protects the public health and safety and promotes the general welfare. This Plan is also designed to serve as the foundation for revisions to the Borough's land use regulations.

The land use recommendations set forth in the Plan essentially acknowledges and reaffirms the established and stable development pattern which characterizes most parts of the Borough. The Plan also proposes some modifications in areas which are either in the process of change or are typified by existing conditions warranting change.

More than a dozen categories of land use are indicated in the Plan, covering various types of residential and non-residential activities. Each land use category is described in the accompanying section which follows the enumeration of the Plan's goals and objectives.

Master Plan Objectives, Goals and Policies

The Borough of Edgewater Master Plan proposals for the physical, social and economic development of the community are predicated upon the following general objectives, goals and policies.



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Objectives:

The Master Plan is predicated on the following general objectives:

1. To encourage Borough actions to guide the appropriate use or development of all lands in Edgewater, in a manner which will promote the public health, safety, morals and general welfare;
2. To secure safety from fire, flood, panic and other natural and man-made disasters;
3. To provide adequate light, air and open space;
4. To ensure that the development within the Borough does not conflict with the development and general welfare of neighboring municipalities, Bergen County and the State as a whole;
5. To promote the establishment of appropriate population densities and concentrations that will contribute to the well-being of persons, neighborhoods, communities and regions and preservation of the environment;
6. To encourage the appropriate and efficient expenditure of public funds by the coordination of public development with land use policies;
7. To provide sufficient space in appropriate locations for a variety of residential, recreational, commercial and industrial uses and open space, both public and private, in a manner compatible with the character of the Borough and the environment;
8. To encourage the location and design of transportation routes which will promote the free flow of traffic while discouraging the location of such facilities and routes which would result in congestion, blight, or unsafe conditions;
9. To promote a desirable visual environment through creative development techniques and good civic design and arrangements;



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10. To promote the conservation of historic sites and districts, open space, energy resources and valuable natural resources, and to prevent sprawl and degradation of the environment through improper use of land;
11. To encourage planned unit developments which incorporate the best features of design and relate the type, design and layout of residential, commercial and recreational development of the particular site;
12. To encourage coordination of the various public and private procedures and activities shaping land development with a view of lessening the cost of such development and to the more efficient use of land;
13. To promote the maximum practicable recovery and recycling of recyclable materials from municipal solid waste through the use of planning practices designed to incorporate the State Recycling Plan goals.

Goals and Policies:

Goal 1 To maintain and enhance existing areas of stability in the community, encourage the proper relationship between land uses by promoting a spatial distribution of uses and establishing areas which have their own integrity and uniformity of purpose. In particular, to preserve and protect the residential character and prevailing density of the community by restricting incompatible land uses from established residential areas, and limiting intensities of use in accordance with the level of development prescribed herein.

Policy Statement The Borough of Edgewater recognizes that one of its most significant attributes is its broad land use arrangement incorporating a reinvigorated mix of uses along its southerly and central waterfront, characterized by higher intensity uses, and a stable residential pattern of comparatively more modest intensities-of-use encompassing the westerly portion of the Borough to the west of River Road wherein there are virtually no intrusions of nonresidential activity or higher density residential use. The Plan's land use recommendations are designed to concentrate higher intensity uses along selected portions of the waterfront, protect and reinforce the more modest prevailing residential



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development pattern in the westerly portion of the community, encourage high density residential development only in those areas specified in the Plan, preclude any introduction of incompatible non-residential use in the established westerly residential neighborhoods, encourage a reduction in the number of preexisting nonconforming uses, and reinforce the intensities of use recommended in the Plan.

Goal 2 To ensure that any prospective development and/or redevelopment is responsive to Edgewater's environmental features.

Policy Statement The Borough seeks to encourage development which is sensitive to the community's particular physical characteristics, and preserves the Borough's sensitive environmental elements. In particular, the Borough encourages development which preserves steeply sloped areas and protects the character of the Palisades which extend along the westerly portion of the community, and establish a land use policy which seeks a reduction in prospective intensity-of-use of those sites which are characterized by steep slope features. Additionally, the Borough seeks to protect wetlands and floodplains, and retain vegetation.

Goal 3 To preserve and enhance the amenities of the waterfront area by maintaining and encouraging additional active and passive recreation features which promote access to the waterfront, and by establishing a design policy which will ensure visual linkages to the Hudson River and New York skyline. A continuous waterfront open space and walkway system should be encouraged along the entire waters edge. The system should be designed in association with significant open space/park features which will serve as a unifying element which also provides visual and physical access to the waterfront.

Policy Statement The Borough recognizes that its waterfront represents a significant and unique resource which should be developed in a manner which benefits the entire community. Consequently, every effort should be made to ensure substantive visual and physical access to this area.



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Goal 4 To encourage and provide buffer zones to separate incompatible land uses.

Policy Statement The Borough recognizes the need to reinforce the delineation of boundaries separating residential and non-residential sections of the community. Appropriate buffer/screening devices are to be encouraged to separate incompatible land uses in order to minimize adverse impacts on residential properties. This should be accomplished primarily within the framework of appropriate open space buffer strips containing suitable planting elements and fencing features, in an effort to protect residential areas, provide separation between different types of uses, and to establish an overall landscape amenity as part of the community's character.

Goal 5 To provide a variety of housing types, densities and a balanced housing supply, in appropriate locations, to serve the Borough and region.

Policy Statement The Borough contains a broad and varied housing stock consisting of detached dwellings, townhouses and multi-family units. The Borough's policy is to continue to accommodate this broad array of housing, and encourage the provision of some additional multi-family residential development, in accordance with the specific delineations depicted on the Land Use Plan map, but not encourage any additional attached residential development beyond that which is depicted on the Land Use Plan map. The Borough's housing policy also recognizes that the State has refined the housing issues to direct attention to the specific need for lower income housing. Within that framework Edgewater has prepared and adopted a Housing Plan Element. This housing plan has been submitted to COAH and has received substantive certification. It affirmatively addresses the municipality's lower income housing obligation and represents the community's response to this particular issue.



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Goal 6 To preserve and enhance the Borough's commercial areas by defining their functional role in the community and enhancing the quality of life within the commercial center through an appropriate mixture of activities; encourage the assemblage of small properties to foster an efficient and attractive design; encourage the utilization of specified design elements identified in the Master Plan; and, to encourage the consolidation and expansion of off-street parking to provide greater convenience for shoppers.

Policy Statement The Borough seeks to encourage the continued development of the community's business district for retail and service commercial uses serving the daily needs of the areas resident population. The Borough's broad land use policy is to discourage strip commercial development along the River Road corridor. Consideration should be given to design features which encourage the integration of building, parking, landscaping and signage elements into a comprehensive and unified framework.

Goal 7 To promote a safe and efficient traffic circulation system that serves the community.

Policy Statement The Borough recognizes that the existing circulation system incorporates a number of inherent deficiencies which serve to impede traffic flow. The intent of the Plan is to improve the effectiveness and safety of intersections, improve roadway alignments and implement the provision of an improved and widened River Road and associated traffic signage and signalization as necessary. In particular, it is the objective of the municipality to render traffic improvements along River Road while incorporating those associated landscape amenities featured in this Plan which will serve as an aesthetic and functional improvement to the community.

Goal 8 To support the overall philosophy of the State Development and Redevelopment Plan (SDRP) as a means of providing growth management on a state-wide basis while retaining the principles of home-rule.



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Policy Statement The Borough maintains that the general intent of the SDRP, to manage growth within the framework of an assessment of needs and infrastructure capabilities, and the SDRP's specific tier designation for Edgewater, represents a reasonable approach to growth management.

Land Use Categories:

1. Residential Land Use. The Edgewater Land Use Plan recommends four categories to accommodate solely residential development. These include a range of low to high density residential designations designed to accommodate detached and attached residential development at varying intensities-of-use. Additionally, the Housing Plan, which is incorporated herein as another Master Plan element, identifies lower income and senior citizens housing sites.

Each of these categories are identified as follows:

- a. Low Density Residential. This land use category encompasses the Edgewater Colony development, located in the northernmost portion of the Borough on the east side of River Road, which is characterized by a unique developmental history and land use pattern. Approximately 26 acres of land, representing 4 percent of the Borough, fall within this category. This acreage is typified by a varied terrain, and is developed with approximately 115 detached dwellings distributed in an irregular pattern on private roads within the Colony. This delineation also encompasses a small number of adjoining isolated lots.

The Plan recommends that properties within this designation be developed at a density of approximately five dwelling units per acre. The Borough is particularly interested in preserving and retaining the established prevailing development character of this portion of the community, and the land use plan recommendation is consequently designed to reaffirm this existing pattern of development.



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- b. Moderate Density Residential. This land use delineation encompasses the older one-and two-family residential neighborhoods situated to the west of River Road. This area has developed in a relatively uniform residential pattern consisting of small lots of no more than approximately 5,000 square feet. It is recommended that future development in this area be in accordance with this established pattern and type of development, with new development essentially consisting of in-filling at comparable densities. Detached single-family dwellings are recommended at a density of 9 dwelling units per acre. The conversion of detached single-family to two-family use and the construction of a detached two-family dwelling will also be permitted, where a minimum lot size of 5,000 square feet per two-family unit and adequate on-site parking is provided. However, this is not meant to imply, nor should it be interpreted to suggest that, for other than the isolated infill lot on which a two-family unit(s) could occur, the borough encourages developments at densities of greater than nine units per acre in this area.

It is noted that, as set forth in the Goals and Policy Statement section of this document, a primary objective of the Borough is to minimize development in the steeply sloped westernmost section of the community. It is recommended that the Borough give consideration to steep slope regulatory controls which serve to reduce the prospective intensities-of-use than would otherwise be permitted in areas characterized by steep slope conditions.

- c. Medium Density Residential Use. This designation encompasses a variety of sites distributed throughout the municipality. It is designed to permit a density of approximately twenty dwelling units per acre. The category incorporates a number of existing garden apartments and townhouse developments distributed along the River Road corridor. It also incorporates some undeveloped acreage along Gorge Road, the Mailbag site, and additional property on River Road.



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The intent of this classification is to encourage multi-family residential development at a density of approximately twenty units per acre, within the framework of three story building construction. However, one exception to this limitation is the property on Gorge Road which is characterized by steep slopes, bedrock, and proximity to mid-rise and high-rise development. In this area it is recommended that a medium-rise building configuration of no more than ten levels be permitted.

- d. High Density Residential Use. High density residential uses have densities ranging from 30 to 50 dwelling units per acre. This category is designed to reflect existing and approved high-rise multi-family residential developments. This designation consequently includes the existing Admiral's Walk, Hudson Harbour and Caribbean House sites. Additionally it acknowledges those parcels which have previously been approved for high density development including the Commodore, Old Ferry sites, Alcoa Conversion, etc.

2. Planned Development Land Use. Two planned development designations encompass a substantial portion of the waterfront in the southerly portion of the community. In concept these designations are designed to permit the development of these large tracts of land as a single entity according to a plan which prescribes different types of uses in accordance with specific planning standards and design criteria. The two planned development tracts are identified as follows:

- a. A 109 acre tract commonly referred to as the Hartz site. The Hartz tract is the subject of an on-going development application proceeding before the Planning Board. It has achieved approvals of some of its residential and commercial components, including 520 dwelling units with an associated 20,000 square feet of non-residential space, and a 95,000 square foot retail center. Hartz seeks to develop the entire tract with approximately 1,300 dwelling units and 1.3 million square feet of non-residential space including office, retail, hotel and restaurant space, although no definitive concept plan for the entire tract has been approved;



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- b. An approximate 60 acre tract situated to the south of the Hartz site. This is a former industrial site with significant redevelopment potential. A planned development concept represents the most flexible approach to the revitalization of this tract.

It is recommended that the Hartz site be developed in general accord with the present applicable planned development provisions, although these provisions need substantive refinement to ensure more finite control on the part of the Borough. A number of regulatory controls also require refinement. Conceptually, minimally fifty percent of the planned development should be devoted to residential use, a maximum of forty percent of the site may be utilized to accommodate non-residential office and commercial use, and at least ten percent of the site should be utilized as useable active and/or passive grade-level open space. Within the areas delineated for residential and non-residential use, and incorporating the above noted usable active and/or passive grade level open space, minimally 25 percent of the site should be maintained as open area which would include landscaping areas serving buildings. Residential densities should range from 20 to 25 dwelling units per acre based on the total acreage allocated to residential use. Non-residential floor space should be limited to a floor area ratio of approximately 0.6 to 0.7 FAR based on the total acreage allocated to non-residential development, inclusive of a 0.1 FAR for retail space. The Borough should permit development to occur at the aforementioned upper ranges of density and intensity-of-use only upon a showing by an applicant that the vehicular and pedestrian traffic can be accommodated by the existing system or the proposed improvements, the proposed open space amenity is oriented toward the waterfront and the required waterfront walkway and represents a unifying and organizing element through the project, a substantive landscape amenity be instituted along the River Road corridor and front (west) portion of the site, and the submittal is consistent with the applicable provisions of the Borough Housing Plan which mandates a minimum number of low and moderate income dwelling units. Additionally, it is recognized that a number of active outdoor recreation uses would



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represent a reasonable interim use of a portion of this planned development tract, which would complement the existing uses on-site and provide a suitable and appropriate use of land between the one-set of the various on-going phases of development.

The southerly planned development tract may develop in a manner generally consistent with the aforementioned provisions noted above, with two notable exceptions. Due to the amount of retail space available in the community and this Plan, it is recommended that retail space not be incorporated in the planned development. Secondly, a minimum ten percent setaside for lower income development must be provided. In addition to these requirements, due to the development pattern emerging on the Hartz site and the land use pattern to the south, it is suggested that any design for this tract should properly locate its residential component to the north end of the site and non-residential use to the south. Development consistency with these features should also serve as additional elements, in addition to those referenced in the paragraph above, that the Borough would use to determine if an applicant is entitled to develop the tract in accordance with the aforementioned upper range of prescribed density and intensities-of-use.

It is noted that the above provisions represent a conceptual approach which will be refined in the implementing development ordinances.

An integral part of a planned development shall be the submission of a general development plan identifying the various aspects of the project. As prescribed by the Municipal Land Use Law the general development plan should set forth the proposed number of dwelling units, the amount of non-residential floor space, the residential density and the non-residential floor area ratio for the planned development, in its entirety, according to a schedule which sets forth the timing of the various sections of the development.

The general development plan should minimally include the following:



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- A general land use plan indicating the tract area and general locations of the land uses to be included in the planned development. The total number of dwelling units and amount of proposed nonresidential floor space, and the distribution and location of these uses is to be identified. The density and intensity-of-use of the entire development should be indicated;
 - A circulation plan showing the general location and types of transportation facilities and any proposed improvements to the existing transportation system, accompanied by a traffic report identifying the impacts of the project on the area and the need for improvements;
 - An open space plan showing the proposed land area and general location of parks and any other land areas to be set aside for conservation and recreational purposes and a general description of improvements proposed to be made therein;
 - A utility plan indicating the need for and showing the proposed location of sewage and water lines, and drainage facilities necessitated by the physical characteristics of the site;
 - A housing plan outlining the number of housing units to be provided and their bedroom count and size of units, and particularly identifying this data for the required designated low and moderate income dwellings;
 - A report describing the anticipated demand on municipal services to be generated and impacts to be faced by the municipality and local school district as a result of the projects' completion and relative to the project's proposed timing schedule.
3. Housing Plan For Affordable Housing. The Borough Housing Plan Element sets forth the manner in which Edgewater addresses its low and moderate income housing obligation. The Housing Plan incorporates inclusionary development, rehabilitation credits, and the community's senior citizen housing. The Housing and Land Use Plans are designed to be consistent and complement each other. It is noted that the Borough has filed its Housing Plan with the New Jersey Council



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of Affordable Housing, and has received substantive certification of the Plan from that agency in 1990. Refer to the Housing Plan for the specific proposals pertaining to the community's lower income housing plan.

4. Commercial Land Use. Commercial land uses are divided into two categories. These include an area permitting retail and service commercial uses as well as general business activities, and a retail/waterfront commercial category. These are described as follows:
 - a. Waterfront Commercial District. This land use category encompasses a number of sites on the east side of River Road in the area to the south of Route 5. These tracts are recommended to function as the Borough's primary commercial district. It should provide for a variety of retail and service commercial uses, as well as permit water-related activities such as marina facilities. Designs for development should be encouraged to take advantage of the area's physical location and accommodate physical and visual access to the riverfront. Commercial development plan which enhances public use and enjoyment of the shoreline should be encouraged in this area. This may be done through a variety of features, such as the provision of incentive zoning which would enable a greater amount of floor space on a site if a development plan incorporates substantial public open space along the required riverfront walkway.

A detailed set of recommendations for the River Road corridor servicing commercial (as well as residential and non-residential) areas, incorporating landscape elements, signage, parking features, etc., is set forth in a following section of this report. The detailed plan is designed to encourage the following:

- The assemblage of small properties should be encouraged to foster an efficient and attractive area;
- Consolidation of off-street parking areas by means of direct access to adjoining parking lots to provide greater convenience for shoppers and to reduce conflicting traffic movements along River Road;



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- Reduce the number of access points along River Road in order to improve traffic safety and vehicular flow;
- Provide and upgrade sites and the street corridor through planting street trees, sidewalk improvements and the provision of complementary signage and lighting features;
- Encourage the integration of building, parking, landscaping and signage elements into a comprehensive and unified framework.

The Land Use Plan recognizes that certain industrial uses within this land use designation are inconsistent with the prospective development character of the area. The redevelopment of such sites to a more compatible land use is to be encouraged.

- b. Retail and Business District. This land use category encompassing the west side of River Road generally between Garden Avenue and the area north of the River Road-Gorge Road intersection is designed to encourage the same type of commercial uses identified above exclusive of marina and related uses, as well as permitting office and general business activities which would complement the established development pattern.

Another retail/business designation encompasses property on the west side of River Road at Palisade Terrace. In this area a more restrictive range of uses should be provided to accommodate the needs of the area's residents. The use provisions should be limited to reflect the neighborhood character of this district. Area and bulk requirements should be maintained which reflect the modest dimensions and sites in this limited area.

5. Office and Research Category. This designation encompasses three tracts, including two in the southernmost portions of the Borough, and the Hills Brothers site. This designation seeks to encourage office development and associated or allied activities within the framework of a comprehensive unified approach to development of large tracts of land.



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The Plan also recognizes that the waterfront sites location and physical characteristics can accommodate hotel use at these locations. It is recommended that this type of use be permitted subject to the imposition of particular regulatory controls specifically related to this use, and the provision of substantive public open space amenity/physical and visual access to the waterfront. In order to encourage the development of a quality hotel it is recommended that the Borough consider such requirements as mandatory restaurant facilities, meeting room space, and indoor recreation facilities as part of the development, and substantive open space to enable visual access to the waterfront. This could be accomplished by permitting a taller building in this area, not to exceed the height of the Palisades, as measured opposite the site, or 180 feet, which ever is less, with an associated modest building footprint.

6. Industrial Land Use Category. The industrial land use category encompasses a limited number of sites on River Road south of Vreeland Terrace. This category is designed to reflect the trend from heavy industrial use to light impact industrial, assembly, office and technical development.
7. Public Land Use. The two public categories include an open space designation and an Other-Public category. The open space designation identifies all property in governmental ownership which is earmarked for active and passive recreation and open space use. It also incorporates recommendations to preserve portions of the Palisades along the Borough's westerly boundary. The other public category identifies all existing schools, municipal facilities, etc., exclusive of active and passive recreation and open space uses which have a separate delineation.
8. Waterfront Access and Design. Edgewater's waterfront represents one of the Borough's major assets. To ensure that this amenity is retained as an integral part of the community, and remain available to Borough residents as an active and passive recreation resource, it is recommended that a linear pathway along the waterfront be incorporated as a design element in all waterfront developments. Access easements to this linear pathway should be provided as part of new development to ensure access by all residents.



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It is also recommended that the zoning for waterfront properties include water-related activities such as marina facilities. Site designs for individual properties should be encouraged to orient their open space amenity to the waterfront and the required waterfront walkway system.



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TRAFFIC AND CIRCULATION PLAN

The traffic and circulation plan recommendations were developed in conjunction with the land use plan, and relates circulation improvements to the prospective intensities of use contemplated in the Borough. It is noteworthy that one of the critical problems confronting Edgewater is the limitations imposed on vehicular circulation. Since the Borough is primarily served by a single major transportation artery, which contains a number of inherent limitations, the future success of development in Edgewater requires that these limitations and associated inadequacies be corrected.

The Edgewater circulation plan illustrates certain recommendations which represent a first step toward improving vehicular flow. They include recommendations for necessary road widening, new road construction and intersection improvements. The improvements will likely take place in stages over a considerable time period in the future. The improvements will require a coordinated effort between the Borough, the County, the State and developers and property owners.

Improvements to River Road must recognize that although the roadway is a heavily travelled through-street, it is also the principal thoroughfare serving the community. The street serves as the center of the community's shopping and recreation functions, and also serves residential developments. Therefore, in an effort to improve the aesthetic character of this vital community element, the plan recommends that any future improvements to the roadway be designed as a part of a tree-lined boulevard with a landscaped median separating north and southbound traffic. Specific street intersections will require lights, and one or two locations could even require overhead walkways to facilitate pedestrian circulation. A subsequent section of this report details particular landscape corridor recommendations to improve this streetscape.

A variety of entities including the New Jersey Department of Transportation, the Hudson River Waterfront Development Commission, Bergen County Department of Planning and Economic Development and private developers have offered solutions to address the transportation needs of the River Road corridor. The New Jersey Transit Hudson River Waterfront Development Commission has undertaken an extensive assessment of existing conditions and future needs, and their report is to be published shortly. A review of the existing available data and array of improvement programs offered by the various entities noted



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above indicates that certain improvements are necessary if the transportation network is to operate in a safe and efficient manner and retain its ability to accommodate future growth. It is suggested that the following represent the minimum transportation improvements which need to be addressed by the State, County and local governments in conjunction with local developers. Additionally, it is noted that a final determination with respect to Borough policy may be influenced and modified by New Jersey Transit's forthcoming River Road report. The transportation improvements are identified as follows:

1. River Road Alignment

The Borough should encourage the establishment of a uniform 80 foot wide right-of-way along River Road from the North Bergen line to Route 5. A relocated River Road alignment is also incorporated in this recommendation for the Hartz Mountain Industries property, as depicted on the accompanying Land Use Plan Map presented at the end of the report (it is noted that this depiction is in a schematic form, and is designed to indicate the intent of the concept rather than a specific roadway location). The 80 foot wide right-of-way should include four eleven foot wide lanes to accommodate traffic flow, an approximate thirteen foot wide central landscaped median (see the accompanying landscape plan element for details) which will also incorporate turning lanes to facilitate left turn movements at various locations, and areas for shoulders, sidewalks and street trees. This is also detailed in the accompanying River Road corridor landscape plan. It is also suggested that consideration be given to the provision of occasional bus pull-off points along the corridor.

2. River Road and Gorge Road Intersection

This intersection serves two major arterials that access the waterfront. The New Jersey Transit preliminary report identifies the intersection as "an unsignalized Y intersection with River Road as the major street and Gorge Road as the minor, stop sign controlled street. The northbound and southbound lanes on River Road are 17 and 12.5 feet wide, respectively. The Gorge Road approach, which snakes down at a steep slope, is approximately 14.5 feet wide. Sight distance is very limited for Gorge Road traffic approaching the intersection."



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The report also noted that "vehicles are capable of negotiating the right turn from southbound River Road to Gorge Road; however, trucks attempting this maneuver must swing wide, which results in added congestion. During peak hour periods, it was observed that the majority of vehicles coming down Gorge Road did not stop at the stop line, but rather slowed slightly to merge with River Road traffic. In addition, some vehicles turn left from Gorge Road to River Road northbound. This results in a further deterioration of the intersection's serviceability, since gaps were not readily found in the stream of northbound and southbound River Road traffic."

A DOT report also highlighted similar conditions at this intersection. The DOT study also noted that there were a number of buildings located in such close proximity to the roadway that they obstruct sight distance. Their report included a number of recommendations designed to establish a more efficient and orderly flow of traffic. These recommendations are as follows:

- a. River Road be re-aligned and widened, necessitating the demolition of one three-story brick abandoned building and a one-story brick building located on the easterly side of River Road;
 - b. Gorge Road be re-aligned and relocated toward the west, necessitating the demolition of a two-story brick building and a one-story brick car-wash on the westerly side of River Road and Gorge Road;
 - c. The provision of a three-phase, semi-actuated traffic signal to replace the existing stop sign which presently controls traffic at this intersection;
 - d. A prohibition of on-street parking in the vicinity of the intersection.
3. River Road and Russell Avenue

This intersection, at Renaissance Square (former Alcoa building) is a signalized T intersection. River Road narrows at this point to a paved width of approximately 24 feet. Russell Avenue is a two-way roadway with an approximate 30 foot paved width.



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NJ Transit notes that the intersection's traffic signal "appears to be operating on a two-phase, 60-second cycle. The green time is set to favor River Road slightly. Pedestrian activity is light with parking permitted in Russell Avenue west of the intersection."

It is recommended that River Road be widened at this location, in the same manner that the rest of the corridor is proposed to be widened. However, it is noted that the existence of Renaissance Square on the west and the topographic differential which characterizes the area on the east side of the street may affect roadway widening opportunities at this location.

4. River Road and Dempsey Avenue

This is another T intersection which is characterized by a 75 degree skew. The signal at this intersection operates on a two-phase 80 second cycle, timed to provide River Road traffic with twice the green time allotted to Dempsey Avenue.

The northbound and southbound approach lanes on River Road are 12.5 and 24 feet wide, respectively. The southbound approach has two lanes, with the right lane primarily serving traffic heading west on Dempsey Avenue. The lane for the southbound traffic is 12 feet in width. Dempsey Avenue has a 50 foot paved width, and lacks a painted centerline to delineate its two-way operation. Parking is permitted on both sides of this street.

The proposed improvements to this intersection include:

- a. widening River Road, necessitating the demolition of a two-story brick building located on the east side of the street;
- b. re-aligning Dempsey Avenue for a distance of about 200 feet from the intersection, and provide centerline striping;
- c. replacing the existing traffic signalization with a three-phase, semi-actuated traffic control signal;



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- d. installation of fire-signals to facilitate access and egress to and from the fire house located on Hilliard Avenue;
- e. prohibiting parking on River Road and portions of Dempsey Avenue nearest the intersection.

5. River Road and Route 5

This is an unsignalized Y intersection. NJ Transit notes that the "River Road southbound traffic is under stop sign control with Route 5 traffic given the right-of-way. The lane widths for the River Road approaches are 15 to 16 feet, while the Route 5 lane width is about 17.5 feet wide. Each approach operates with one lane in each direction." The NJ Transit report also highlights the steep downgrade that must be negotiated by traffic on Route 5 eastbound. The signalization of this intersection is recommended to facilitate a safer and more efficient circulation system.

6. River Road and North Street

This is described as a "three-leg intersection with a 74 degree skew." River Road has a variable width at this location, while North Street maintains a continuous 22 foot width. The following improvements are recommended by DOT:

- a. River Road may be widened to a minimum width of 30 feet and realigned in the vicinity of the intersection. This will necessitate the acquisition of right-of-way on the east side of River Road at the intersection;
- b. Prohibit parking on both sides of River Road and portions of North Street nearest the intersection.

7. River Road and Henry Hudson Drive

This unsignalized, very wide intersection is also a three-leg Y intersection. At this location, River Road has a width of about 34 feet north of the intersection (in Fort Lee) and a variable width at and south of the intersection. Henry Hudson Drive has a width of approximately 22 feet. The proposed improvements to this intersection include the following:



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- a. widen and realign River Road to 46 feet;
- b. construct two channelization islands to control and direct traffic movements;
- c. prohibit parking at all times on River Road;
- d. acquire land for additional right-of-way at the southeasterly corner of the intersection and on the west side of River Road;

- e. install a guide rail in front of the property located on the west side of River Road between Burdette Court and Massa Lane.



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RIVER ROAD CORRIDOR LANDSCAPE PLAN

Introduction

The Borough of Edgewater River Road Corridor Landscape Plan represents a design component which complements the land use recommendations set forth in the Land Use Plan. The purpose of this plan element is to provide a framework to enhance the physical character of the River Road corridor, which represents the single major north-south route through the community.

The corridor study encompasses that segment of River Road which extends from the municipal boundary with North Bergen northward to its intersection with New Jersey State Highway Route 5. This area coincides with a proposed widening and improvement program for River Road. The corridor landscape plan is intended to be implemented as part of the overall planned improvements to River Road.

Design Concept Approach

An analysis of the area's existing conditions reveals that there is a nominal landscaping element present along River Road. This general lack of landscaping creates a visually barren and aesthetically harsh appearance along the streetscape.

In an effort to address this issue a schematic landscape design has been prepared for that segment of River Road described above. The schematic design incorporates a number of landscaping and streetscape elements to visually improve and upgrade the appearance of River Road.

Design Elements

The corridor landscape plan incorporates a number of design elements which, when integrated into the proposed improvements to River Road, will serve to improve the physical and visual amenity of the roadway. These elements, which are highlighted in the attached schematic sketch and streetscape elements, are identified as follows:



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1. **Central Landscaped Median Strip.** This Plan is designed to actively encourage the provision of a landscaped boulevard-type character for the River Road corridor. The conceptual River Road Landscape Improvement Plan set forth on an accompanying page schematically depicts the provision of a thirteen foot wide central landscaped island within an eighty foot wide right-of-way. This planted island should include a mix of shade trees planted 40 feet apart, groundcover including perennials and annuals, shrubs and sod;
2. **Landscaped Strip Along Street Frontage.** Another principal feature of the River Road Corridor Concept is the provision of a substantive landscape element on private property in the area immediately adjacent to the River Road right-of-way. The Plan seeks to encourage a 15 foot wide substantive landscape strip along the street line, which will incorporate a select number of similar features to create an attractive unifying theme along the corridor. (It is specifically noted that this conceptualization study only incorporates a 15 foot wide area adjacent to the right-of-way, and does not encompass or limit developers relative to any additional landscape features in required or desired front yard setback areas). Conceptually, the Plan calls for the use of shade trees, evergreen screening where determined to be appropriate, shrub mass, ornamental trees, decorative paving, etc. Additionally, the plan depicts the use of stylized lighting fixtures, benches, trash receptacles and bus kiosks.

The following table identifies a variety of trees, shrubs and groundcover which are recommended as suitable and appropriate plantings for this area. The table includes shade trees, ornamental trees and evergreens, as well as a variety of groundcovers, shrubs and perennials/annuals which will add color and diversity to the overall landscape amenity. It is recommended that, to produce the desired effect within a short period of time, the Borough requires the following tree standards be imposed: Shade trees 3½-4" caliper; ornamental trees 3-3½" caliper, evergreen trees 6-8' tall.



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TABLE 26
RECOMMENDED LANDSCAPE SPECIMENS
RIVER ROAD CORRIDOR
EDGEWATER, NJ

<u>BOTANICAL NAME</u>	<u>COMMON NAME</u>
<u>Shade Trees</u>	
<i>Acer plantanoides</i> 'Crimson King'	King Crimson Maple
<i>Acer rubrum</i> 'October Glory'	October Glory Red Maple
<i>Acer saccharum</i> 'Green Mountain'	Green Mountain Sugar Maple
<i>Celtis occidentalis</i>	Hackberry
<i>Fraxinus americana</i>	White Ash
<i>Fraxinus lanceolata</i>	Green Ash
<i>Gleditsia triacanthos inermis</i>	Thornless Honeylocust
<i>Koelreuteria paniculata</i>	Golden Rain Tree
<i>Platanus acerfolia</i>	London Planetree
<i>Quercus coccina</i>	Scarlet Oak
<i>Quercus palustris</i>	Pin Oak
<i>Quercus phellos</i>	Willow Oak
<i>Sophora japonica</i> 'Regent'	Regent Scholartree
<i>Tilia cordata</i> 'Greenspire'	Littleleaf Linden
<i>Zelkova serrata</i> 'Green Vase'	Green Vase Zelkova
<u>Ornamental Trees</u>	
<i>Malus baccata</i>	Siberian Crab
<i>Malus eleyi</i>	Eley Flowering Crab
<i>Malus hopa</i>	Hopa Red Flowering Crab
<i>Phellodendron amurense</i>	Amur Corktree
<i>Prunus serrulata</i> 'Amanogawa'	Amanogawa Cherry
<i>Prunus serrulata</i> 'Kwanzan'	Kwanzan Cherry
<i>Prunus yeodensis</i>	Yoshino Cherry
<i>Sorbus alnifolia</i>	Korean Mountain Ash
<u>Evergreen Trees</u>	
<i>Cryptomeria japonica</i> 'Yoshino'	Yoshino Cryptomeria
<i>Ilex opaca</i>	American Holly (Male/Female)
<i>Pinus strobus</i>	White Pine
<i>Pinus thunbergii</i>	Japanese Black Pine
<i>Thuja occidentalis nigra</i>	Dark American Arborvitae



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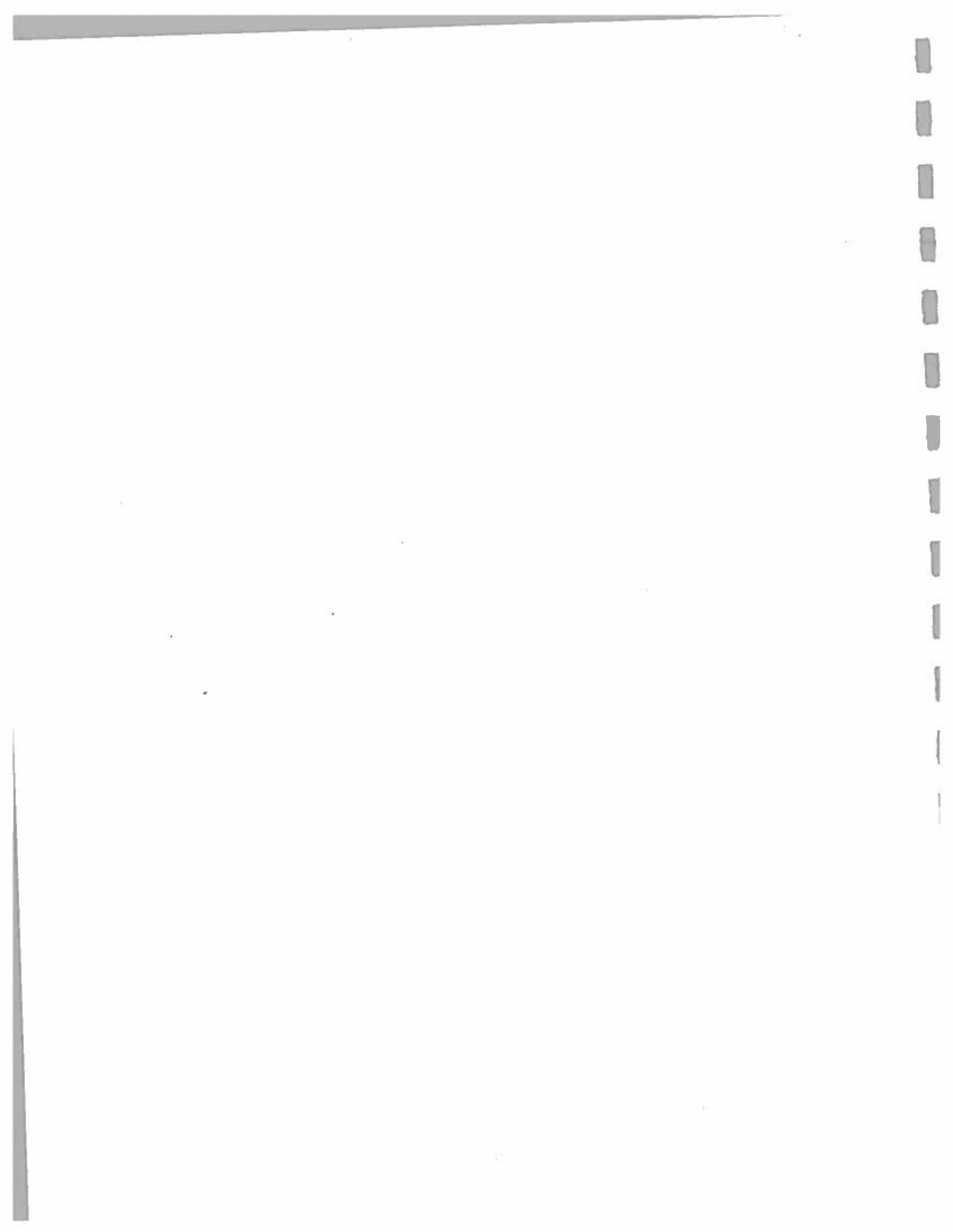
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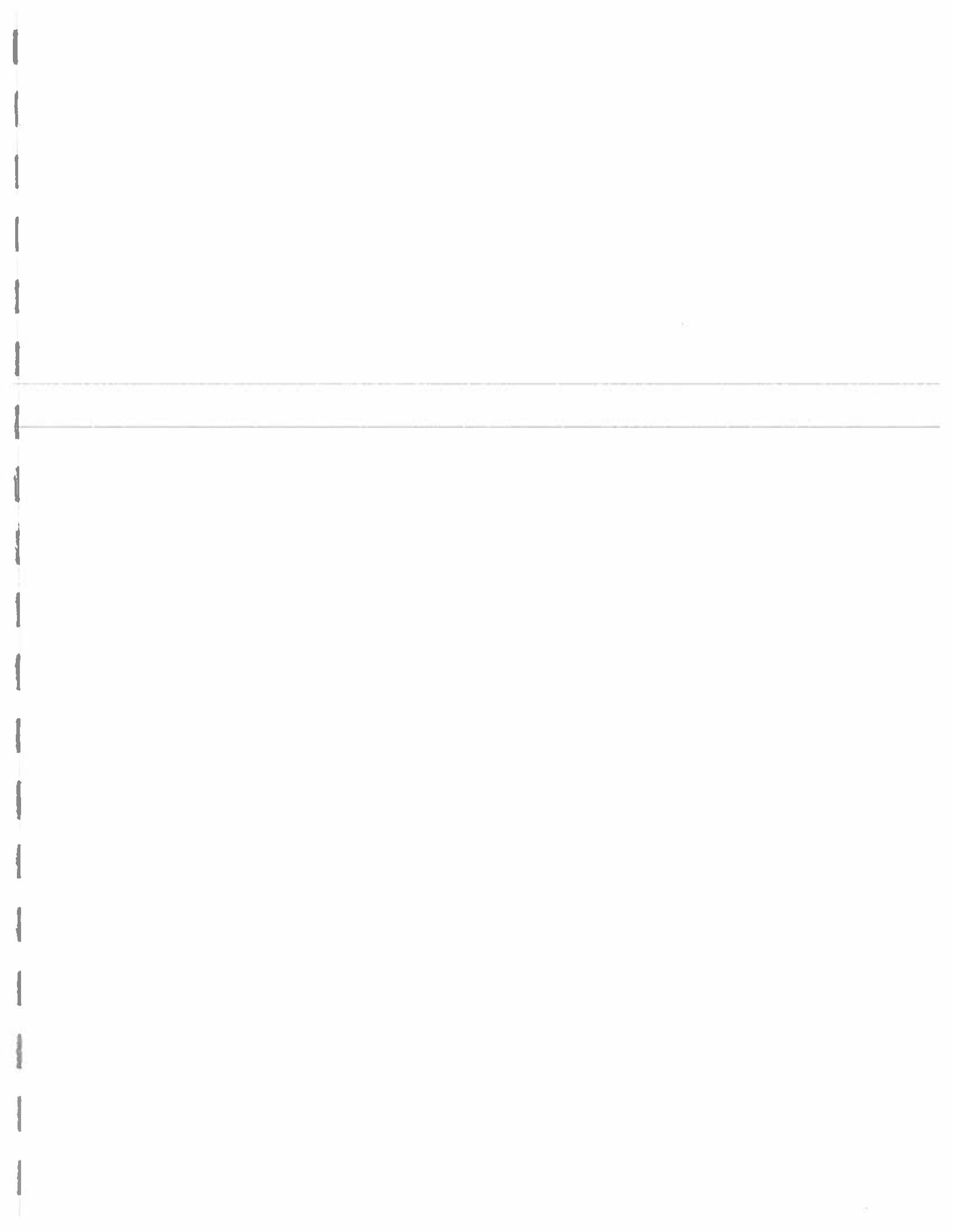
Table 26 (cont'd)

Shrub & Ground Covers

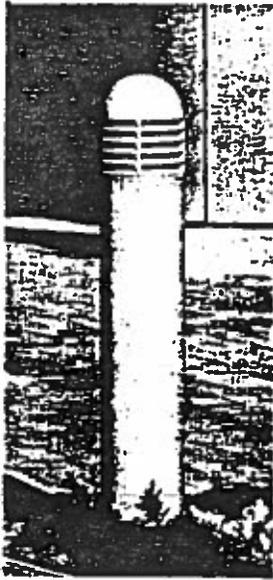
Acanthopanax pentaphyllum	Fiveleaf Aralia
Berberis thunbergii	Japanese Barberry
Cydonia japonica	Flowering Quince
Euonymus alatus compactus	Dwarf Winged Euonymus
Forsythia in variety	
Ilex crenata in variety	
Juniperus chinensis in variety	
Juniperus horizontalis in variety	
Hedera helix	English Ivy
Kalmia latifolia	Mountain Laurel
Ligustrum in variety	
Lonicera fragrantissima	Winter Honeysuckle
Pachysandra terminalis	Japanese Spurge
Pieris japonica	Japanese Andromeda
Rhamnus frangula columnaris	Tallhedge Buckthorn
Spiraea vanhouttei	Vanhoutte Spirea
Symphoricarpos in variety	
Syringa vulgaris	Common Purple Lilac
Taxus baccata repandens	Spreading English Yew
Vinca Minor	Periwinkle

The Plan also calls for a number of stylized streetscape elements. These include stylized street lighting fixtures, bollard lights, bus shelters, trash receptacles, benches and tree grates. These elements are depicted on the accompanying pages.



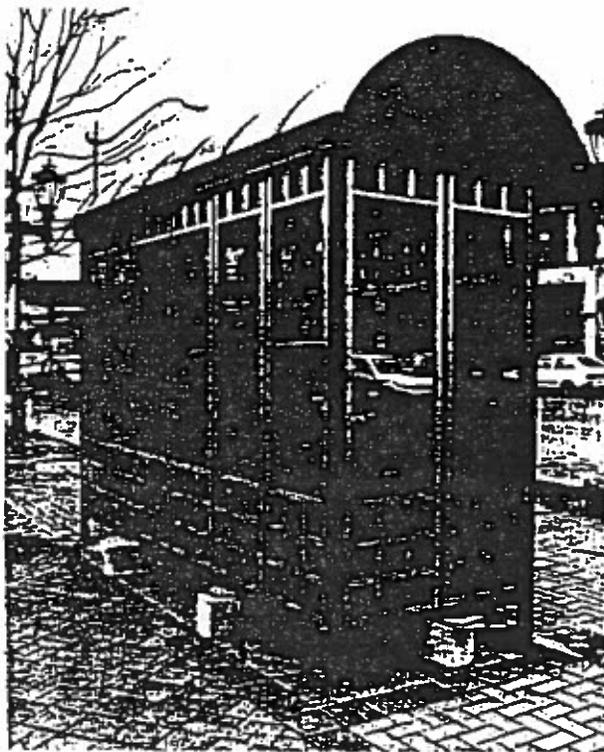
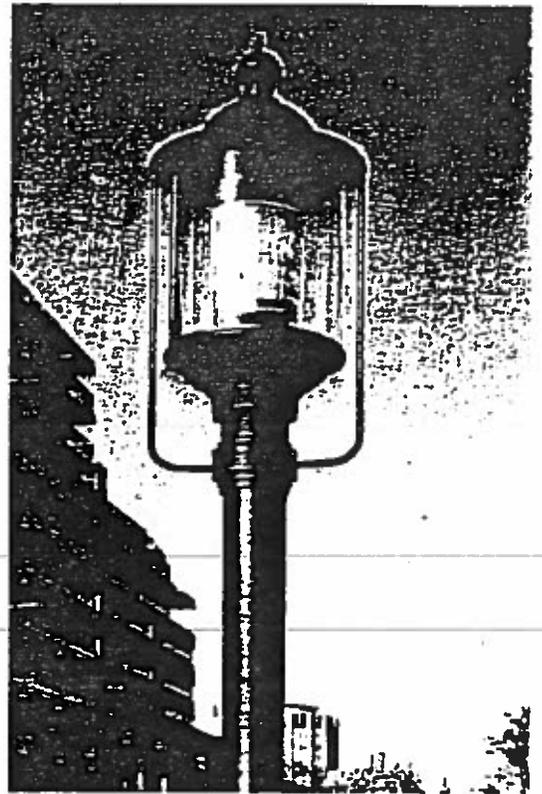




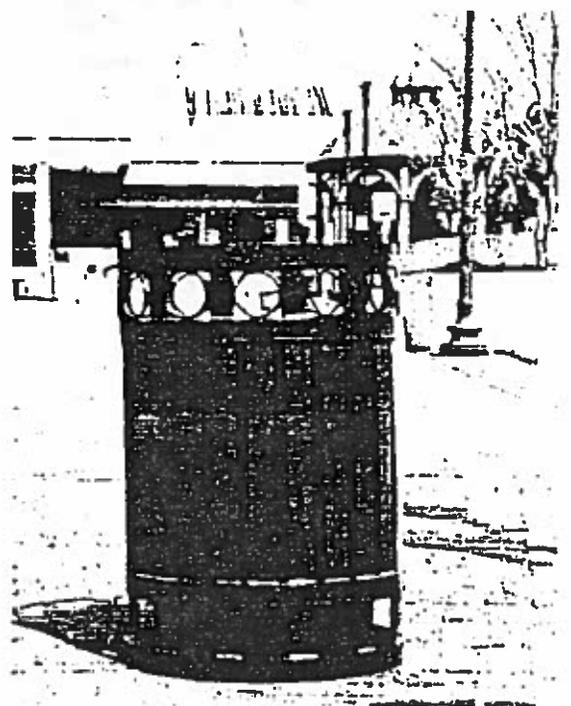


BOLLARD

STREET
LIGHTING FIXTURE

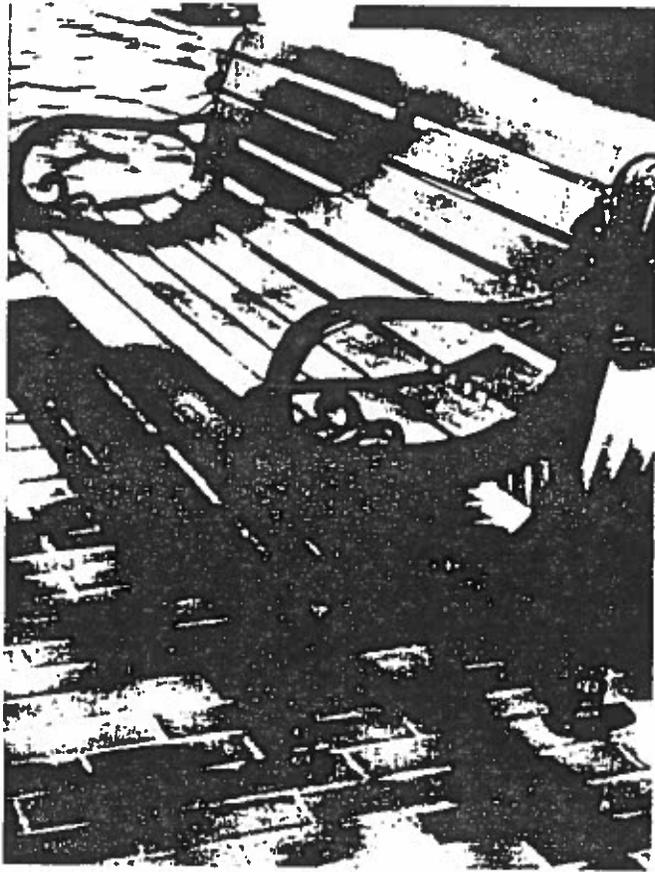


BUS SHELTER

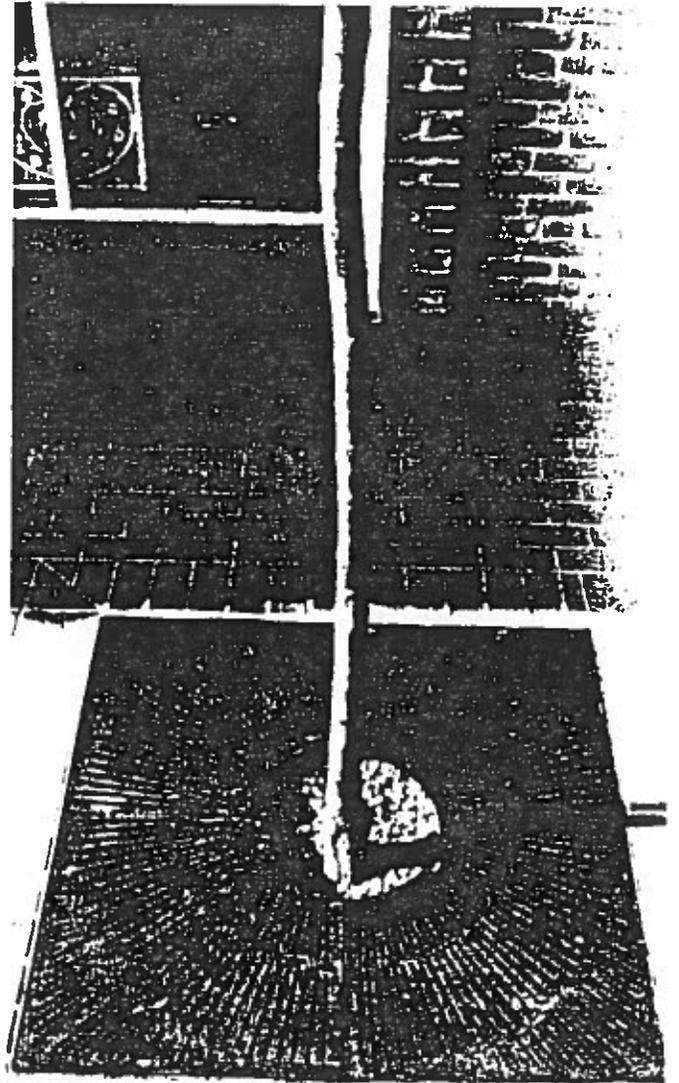


TRASH RECEPTACLE

STREETSCAPE ELEMENTS



BENCH



TREE GRATE

STREETSCAPE ELEMENTS



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PERIODIC REEXAMINATION REPORT

INTRODUCTION

The New Jersey Municipal Land Use Law (MLUL) requires municipalities to periodically reexamine their master plan and development regulations. The Statute requires that this reexamination take place at least once every six years.

The Planning Board is charged with the responsibility of preparing a report on the findings of the reexamination. The Law states that the report must include, at a minimum, the following elements:

- a. The major problems and objectives relating to land development in the municipality at the time of the adoption of the last Reexamination Report;
- b. The extent to which such problems and objectives have been reduced or have increased subsequent to such date;
- c. The extent to which there have been significant changes in the assumptions, policies and objectives forming the basis for the master plan or development regulations as last revised, with particular regard to the density and distribution of population and land use, housing conditions, circulation, conservation of natural features, energy conservation, collection, disposition and recycling of designated recyclable materials, and changes in State, County and municipal policies and objectives;
- d. The specific changes recommended for the master plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulation should be prepared.

The Borough of Edgewater adopted its most current Land Use Plan in 1983. The 1983 Plan includes background data on land use, population, housing, environmental characteristics, and traffic. It concludes with an enumeration of the general planning objectives which form the basis for the land use plan recommendations for the future use of land in the Borough, and recommendations for the distribution of land uses.



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This reexamination report of the 1983 Master Plan, undertaken at the outset of the 1990 Master Plan update process, is designed to insure that the Borough's planning efforts remain current and consistent with the applicable statutory criteria. Consequently the report is structured in a manner consistent with the MLUL provisions. The first section of this report enumerates the various problems faced by the Borough at the time of the preparation of the 1983 master plan, and enumerates the various objectives which formed the Plan's land use recommendations. The second section of this report identifies the manner in which these problems and objectives have been addressed, and the extent of change which has taken place in the community. The following section identifies significant changes in State and local governmental policies which influence the Borough's land use policy. The document concludes with a number of specific recommendations regarding the need for an updated Borough master plan, which was subsequently prepared and to which this Reexamination Report is appended.

The Major Problems and Objectives Relating to the Land Development in the Municipality at the Time of the Adoption of the Last Reexamination Report/Master Plan

Major Problems Identified In The 1983 Master Plan:

The 1983 Edgewater Master Plan identifies a number of problems relating to land development that the Borough faced at the time of the preparation of that document. The Plan text enumerates seven land use issues which were considered to represent the Borough's most significant planning concerns regarding the community's future development. These items are summarized as follows:

1. Riverfront Development. The Borough's 1983 master plan identified the issue of waterfront revitalization as one of the community's significant development considerations. The Plan recognized that the waterfront's prevailing physical and related features incorporated a number of key developmental constraints, including a deteriorated physical environment, disjointed land use pattern, poor circulation elements, limited public access, and inappropriate regulatory controls which served to impede the areas redevelopment. However, it was also recognized that the waterfront represented the



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community's major asset if properly designed and developed. The principal concern expressed in the 1983 Plan regarded the manner in which this asset should be properly managed in order to facilitate the most appropriate and efficient use of this porption of the Borough.

2. Intensity of Use. A related issue expressed in the 1983 Plan regarded the prospective intensity-of-use of the waterfront as well as other sections of the community. The principal concern regarded the need for a broad management policy which would relate the intensity of development to the carrying capacity of the land and associated services serving anticipated growth.
3. Reorientation from an Industrial to a Residential Community. The 1983 Plan highlighted the changing character of Edgewater, from an industrial based community to a residential area. The 1983 report documented the decline in industrial activity and the increased interest in redeveloping the former industrial sites for residential and commercial use.
4. Diversity of Housing. The 1983 Plan highlighted the issue of housing diversity by noting that the older sections of the community contained a broad range of housing types and prices, and the new waterfront development was directed primarily to the luxury housing market. The Plan reaffirms the community's commitment to address the broad housing needs of the area. Additionally, the report references the need to insure the continued maintenance of the Borough's existing housing stock.
5. Commercial Needs. The Plan focused attention on the lack of local shopping facilities to accommodate the needs of residents of the community. The document noted that, as the community's per capita retail trade expenditures increases in association with anticipated population growth, the Borough's ability to support local retail facilities will become evident.



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6. Traffic and Circulation. The 1983 master plan focused on the Borough's traffic circulation problems, which were identified to include insufficient paved and right-of-way widths along River Road and other streets, poor road alignment, visual obstructions reducing sight distances at intersections, and inadequate geometric design. A primary traffic concern regarded the inadequacies of River Road, and the feasibility of utilizing segments of the former railroad right-of-way to accommodate traffic improvements.
7. Land Use Controls. The 1983 Plan noted that the Borough's development regulations did not properly regulate growth or provide sufficient provisions to insure an appropriate distribution of land uses which would preclude incompatible land use arrangements. The Plan indicated that the lack of reasonable regulatory controls would inhibit the community's ability to accommodate future growth in an appropriate and efficient manner.

Major Objectives Set Forth in the 1983 Master Plan:

1. To encourage municipal action which will guide the appropriate use and development of all lands within Edgewater Borough in a manner which will promote the public health, safety, morals and general welfare of present and future residents;
2. To maintain and enhance existing areas of stability in the community protected from adverse environmental conditions;
3. To provide an orderly and planned program for areas which are in a state of transition;
4. To encourage the proper relationship between land uses by promoting a spatial distribution of uses and establishing areas which have their own integrity and uniformity of purpose;
5. To encourage and provide buffer zones to separate incompatible land uses;
6. To preserve and enhance the residential character of the existing community by restricting incompatible land uses from established residential areas and maintaining compatible residential densities in established neighborhoods;



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7. To promote the continued maintenance and rehabilitation of the Borough's housing stock and supporting facilities and utilities;
8. To provide a variety of housing types and densities in appropriate locations to serve the Borough and region;
9. To preserve and enhance the Borough's commercial areas by defining their functional role in the Borough and enhancing the quality of life within the commercial center through an appropriate mixture of activities, in order to create a community focal point;
10. To enhance a constricted but orderly industrial area by delineated districts specifically designed to accommodate industrial uses and related activities;
11. To preserve and enhance the amenities of the waterfront area by maintaining and encouraging additional active and passive recreation features which promote access to the waterfront, and by establishing a design policy which will insure visual linkages to the Hudson River and New York skyline;
12. To encourage the best possible design for new developments in the Borough and established sections of the community;
13. To encourage a desirable visual environment;
14. To promote the improvement of existing transportation routes and the construction of new roads in a safe and efficient manner.

Extent to Which Problems and Objectives Have Been Reduced
OR Have Increased Subsequent to the LAST Master
Plan/Reexamination

A number of Edgewater's goals and objectives, as well as the planning problems highlighted in the 1983 master plan have been addressed, while others remain relatively static. One particular planning issue, relating to housing, has increased as a state-wide issue.

The static nature of most of the problems which were enumerated in the 1983 Plan is a function of the type of long-range planning concerns which were identified in that report, the general nature of most of these problems, and the extent and type of development which the Borough has experienced through the 1980's. For example, the general planning concerns regarding the redevelopment of the



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waterfront, the protection of the environment, and land use compatibility all represent long term issues which focus on the inherent character of the community, and consequently necessitate continual assessment and reassessment on the part of the Borough. It is noteworthy, however, that some of the issues have been addressed, as indicated below:

1. The Borough adopted a comprehensive new land use ordinance to implement the 1983 Plan recommendations. These ordinances served to provide Edgewater with its first comprehensive zoning update since 1935. The ordinance established meaningful use, area and bulk requirements in an effort to regulate development in the community. It is noteworthy, however, that this Code was considered to represent an ambitious, but initial, effort and it was recognized that over time the regulatory controls may need refinement. It is presently recognized, for example, that the Code could now be upgraded to introduce a number of contemporary design features and refine the enumeration of uses and intensity-of-use, to regulate growth through the 1990's.
2. The development along the waterfront which has occurred since 1983 has been substantially consistent with the master plan. A number of key elements, including the distribution of uses, intensity-of-use, and the provision of public access to the waterfront, are beginning to coalesce to provide a shape and focus to the waterfront which did not exist in the early 1980's. However, a number of inherent problems regarding land use compatibility, circulation, etc., remain.
3. The development trend toward increased residential use and the elimination of industrial sites has proceeded through the decade. The most obvious results of this process include the conversion of the former Ford plant to residential use and the elimination of the former Celotex industrial tract.
4. The construction of a number of retail shopping centers in Edgewater represent an affirmation of the 1983 Plan's objective to encourage retail development to serve the needs of the area's residents. It is noted, however, that these facilities are presently providing a limited number of stores serving daily-needs types of goods and services, as urged in the 1983 Plan.



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5. As noted above, the concern generated by one particular housing issue referenced in the 1983 report has actually intensified through the 1980's, and it is noteworthy that Edgewater has affirmatively responded to the matter. In 1983 the Planning Board concluded that the Borough satisfactorily addressed the need for a diversity of housing through its zoning for multi-family housing. Since then, the State's housing issues have been refined to direct attention to the specific need for lower income housing rather than the mere provision of housing diversity. In 1986 the State established the Council On Affordable Housing (COAH) which is responsible for determining the State's lower income housing need and for the allocation of that need to the individual municipalities. Additionally, the Municipal Land Use Law was amended to require all municipalities to adopt a housing plan element to its master plan which specifically addresses the community's low and moderate income housing obligation. The Borough has responded to this issue through the adoption of a housing plan designed to address Edgewater's housing obligation in a manner consistent with the COAH regulatory procedures. This Housing Plan was submitted to COAH and received substantive certification in October, 1990. This plan is addressed in a subsequent section of this report.

In addition to noting the manner in which the Borough's major land use problems have been addressed, it is noteworthy to indicate that the Borough's 1983 goals and objectives have also been at least partially addressed, while for the most part remaining current. This is primarily due to the general nature of most of these objectives, which relate to the need to promote orderly development, insure a desirable visual environment, etc. It is noteworthy that some of the more specific objectives have been affirmatively addressed. For example, the Borough has responded to the objective calling for a reduction in industrial zoned property by rezoning former industrial land to both attached residential use and business uses. The Borough has also responded to the need for an expansion of commercial facilities through the approval of three shopping centers. Additionally, the Borough has devoted its efforts to promote the rehabilitation of the existing housing stock and housing diversity. As noted in a subsequent section of this report, the changes which have occurred in the Borough since 1983, and the changes in State and local land use policies and issues since then, warrant a refined and more detailed enumeration of community goals and objectives.



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Extent of Change in the Community:

The accompanying tables indicate the extent of change in the community since 1980 relative to population size, building activity, change in employment, and various socio-economic indices. The data indicates a relatively stable population, a moderate level of commercial building, and a significant increase in the number of dwelling units. For example, the municipality's population has not experienced recent fluctuations in size. The available data reveals that, while the community's population declined by seven percent between 1970 and 1980, a 1.5 percent increase has have occurred from 1980 through 1988. This is particularly interesting in light of the number of residential building permits which have been issued through the 1980's. Between 1980 and 1987 a total of 617 residential permits were issued, as well as 48 demolition permits. These new units represent twenty-two percent of the Borough's entire housing stock whereas, as noted above, the community's population increased at a rate of less than two percent. It is also noteworthy that, while the community has experienced a moderate level of non-residential development, the number of local jobs has remained relatively static. This is reflected in the accompanying tables.

TABLE 27
RATE OF POPULATION GROWTH
EDGEWATER, NEW JERSEY
1940-1988

<u>Year</u>	<u>Population of Edgewater</u>	<u>Population Change</u>	<u>Percent Change</u>
1930	4,089	--	--
1940	4,028	-61	-1.5
1950	3,952	-76	-1.9
1960	4,113	161	4.1
1970	4,987	874	21.2
1980	4,628	-359	-7.2
1987*(est.)	4,674	46	1.0
1988 (est.)	4,743	69	1.5

*New Jersey Department of Labor Estimate
Source: U.S. Census of Population



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TABLE 28
NUMBER OF RESIDENTIAL BUILDING AND DEMOLITION PERMITS
ISSUED
1980-1987
EDGEWATER, NEW JERSEY

	Single Family	<u>Dwelling Units Authorized</u>			<u>Demolition Permits</u>
		<u>Two-Four Family</u>	<u>Five +</u>	<u>Total</u>	
1980	0	6	43	49	12
1981	7	0	0	7	8
1982	61	4	0	65	5
1983	34	0	0	34	4
1984	11	2	0	13	5
1985	3	3	70	76	3
1986	18	15	122	155	7
1987	<u>5</u>	<u>10</u>	<u>203</u>	<u>218</u>	<u>4</u>
	139	40	438	617	48

Source: Residential Building Permits, 1980-1987, New Jersey Department of Labor.

TABLE 29
NON-RESIDENTIAL DEVELOPMENT
EDGEWATER, NEW JERSEY
1980-1988

Site Plan Approvals (1,000's Square Feet)

<u>Year</u>	<u>Commercial</u>	<u>Office</u>	<u>Industrial</u>	<u>Total</u>
1980	8.9	0.0	0.0	8.9
1981	60.5	0.0	0.0	60.5
1982	0.0	0.0	0.0	0.0
1983	4.6	0.0	44.2	48.6
1984	0.0	0.0	0.0	0.0
1985	0.0	22.3	0.0	22.3
1986	0.7	0.0	3.2	3.9
1987	13.5	0.0	0.0	13.5
1988*	<u>93.5</u>	<u>0.0</u>	<u>0.0</u>	<u>93.5</u>
	181.7	22.3	47.4	251.2

* Pending at time of source publication.

Source: 1987 Planner's Data Book, Bergen County Planning Board.



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TABLE 30
COVERED JOBS
EDGEWATER, NEW JERSEY
1980-1987

<u>Year</u>	<u>Covered Jobs</u>	<u>Change in Number</u>	<u>% Change</u>
1980	3,007	--	--
1981	2,896	-111	-3.7
1982	2,928	32	1.1
1983	2,961	33	1.1
1984	3,030	69	2.2
1985	2,907	-123	-4.1
1986	2,857	-50	-1.7
1987	2,919	62	2.2

Source: State of New Jersey, Department of Labor, New Jersey Covered Employment Trends (1980-1987).

The available data also reveals that a significant increase in average housing price and household income occurred through the 1980's. This occurred throughout the region and reflects the economic vitality of the area. Table 31 provides data for household income, by income category, as reported in the 1980 census. The median Edgewater household income at that time was reported to be \$20,737. Bergen County reported a County-wide median household income of \$24,056. These figures are juxtaposed against the current income data reported in Table 32 which reflects the significant increase in average household income.

The data in Table 32, from the New Jersey Department of the Treasury, provides current income data for the homeowner segment of the Borough's resident population. Their data indicates that the average gross income for Edgewater homeowners was \$ 25,420 in 1980, as reported on State income tax returns. This increased to \$ 67,293 in 1987, the last year for which data is available. It is noted that the Department of the Treasury data excludes social security and other similar incomes, and also excludes certain retirement incomes up to \$ 16,000 per year. It is also noteworthy to emphasize that this data reflects only homeowner incomes, and therefore does not include the incomes of appropriately half of the households in Edgewater who are renters.

The accompanying table identifies gross homeowner incomes for Edgewater, adjoining municipalities, Bergen County and the State of New Jersey, to enable a comparative analysis.



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TABLE 31
FAMILY AND HOUSEHOLD INCOME
EDGEWATER, NEW JERSEY
1980

<u>Income Category</u>	<u>Households</u>		<u>Families</u>	
	<u>Number</u>	<u>Percent</u>	<u>Number</u>	<u>Percent</u>
TOTAL	2,058	100.0	1,097	100.0
Less than \$2,500	147	7.1	31	2.8
\$ 2,500- 4,999	162	7.9	29	2.6
\$ 5,000- 7,499	154	7.5	55	5.0
\$ 7,500- 9,999	107	5.2	45	4.1
\$10,000-12,499	79	3.8	12	1.1
\$12,500-14,999	139	6.8	76	6.9
\$15,000-17,499	108	5.3	69	6.3
\$17,500-19,999	100	4.9	72	6.6
\$20,000-22,499	112	5.4	49	4.5
\$22,500-24,999	141	6.9	97	8.9
\$25,000-27,499	51	2.5	33	3.0
\$27,500-29,999	108	5.2	73	6.7
\$30,000-34,999	190	9.2	153	13.9
\$35,000-39,999	162	7.9	110	10.0
\$40,000-49,999	128	6.2	71	6.5
\$50,000-74,999	124	6.0	76	6.9
\$75,000 or More	46	2.2	46	4.2
MEDIAN		\$20,737		\$26,023
MEAN		\$23,520		\$29,195

Source: U.S. Census of Housing, 1980.



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TABLE 32
AVERAGE GROSS INCOME REPORTED
ON NEW JERSEY INCOME TAX RETURNS FOR
HOMEOWNERS, SELECTED JURISDICTIONS
1980-1987

<u>Jurisdiction</u>	<u>1980</u>	<u>1982</u>	<u>1984</u>	<u>1987</u>
Edgewater	\$25,420	\$35,014	\$52,787	\$67,293
Fort Lee	\$41,710	\$60,966	\$72,493	\$80,708
Cliffside Park	\$38,516	\$47,307	\$52,029	\$59,291
Bergen County	\$37,647	\$46,109	\$53,912	\$64,828
New Jersey	\$31,361	\$37,634	\$43,819	\$51,171

Source: New Jersey Department of the Treasury, Division of Taxation.

A review of the homeowners income data reported for the entire County indicates that Edgewater's average gross income ranks twenty-sixth in 1987 out of the seventy municipalities in Bergen County. The average County figure was reported to be \$64,828, while the Statewide average was reported to be \$51,171.

Similarly, housing values have changed dramatically in Edgewater and throughout the State since the publication of the 1980 census data. At that time the census reported that Edgewater's median value of non-condominium housing was \$57,500 (data on condominium sales was not reported in the 1980 census). A review of residential sales in Edgewater in 1988 indicates that the median sales price was \$247,642 (it is noteworthy that this figure includes condominium sales). This median figure is presented in the accompanying table, and is juxtaposed against data for adjoining municipalities to enable a comparative assessment to indicate Edgewater's position in the marketplace.



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TABLE 33
COMPARABLE RESIDENTIAL SALES
SELECTED MUNICIPALITIES
BY PRICE CATEGORY
1988

<u>Park</u>	<u>Edgewater</u>	<u>Fort Lee</u>	<u>Cliffside</u>
Less than \$150,000	6	43	15
\$150,000-199,999	6	16	44
\$200,000-299,999	11	29	96
\$300,000-399,999	5	15	44
\$400,000 and over	8	19	10
Total Sales	36	122	209
Median Sales	\$247,642	\$288,215	\$224,725

Source: NJ Department of the Treasury, Division of Taxation, Average Assessment/Sales Ratio by NJ Taxing District. Calculations by Stewart/Burgis.

The Extent To Which There Have Been Significant Changes In The Assumptions, Policies and Objectives Forming The Basis For the Master Plan or Developmental Regulations As Last Revised, With Particular Regard to Specific Planning Issues and Government Policy

There are a number of substantive changes at the State and local level which were not contemplated at the time of the preparation and adoption of the 1983 Plan, and which require the Borough's attention. The following is noted:

1. The State of New Jersey established in 1986 a Council On Affordable Housing which was directed to prepare a comprehensive planning and implementation response to the constitutional obligation to provide, through municipal land use regulations, a realistic opportunity for the construction of low and moderate income housing to accommodate the needs of the State's lower income households. Every municipality is obligated, by virtue of a 1987 amendment to the Municipal Land Use Law, to prepare and adopt a Housing Plan. Municipalities have the discretionary authority to prepare the plan in accordance with the COAH regulations and seek substantive certification of the Housing Plan from the State agency. The major benefit of achieving certification is the protection it offers municipalities in the event of a Mount Laurel lawsuit.



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The Borough of Edgewater has affirmatively responded to this State-wide issue by adopting a Housing Plan, and has requested substantive certification from COAH. (note: the Plan received certification in October 1990).

2. The State of New Jersey has prepared a Draft Preliminary State Development and Redevelopment Plan (SDRP). This preliminary document, published in January, 1988, was recently the subject of a statewide review, and a final plan is to be published shortly.

The Plan, designed to accommodate a total of 1.2 million new residents by the year 2010, divides the State into seven development categories or Tiers. These include four growth categories and three limited growth classifications. Generally, the Plan attempts to curb development in rural areas and in those parts of the State where development has only recently begun, encourage new development along transportation corridors, in older cities and in suburbs that have the necessary infrastructure to accommodate it, and concentrate development in rural areas around selected towns. Planning and zoning decisions remain the province of the municipality. However, the State is expected to use the Plan as a guide in determining the distribution of funds for infrastructure improvements, and within that framework its recommendations will be implemented as a growth management tool.

A Tier 2 designation is recommended for Edgewater. The SDRP identifies the Tier 2 designation to include "many of the established and attractive communities where New Jerseyans most want to live and work. These municipalities do not experience the fiscal distress associated with Tier One municipalities. They tend to be almost developed, growing less rapidly than newer municipalities on the metropolitan periphery". The SDRP identifies five critical issues which are likely to affect Tier 2 communities over the next two decades. These issues relate to the ability to maintain the community's existing character, improving infrastructure, dealing with increasing fiscal pressures, accommodating future growth, and providing a comprehensive planning approach to deal with these issues.



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The January 1988 SDRP Draft was the subject of the recently completed "cross acceptance" process, whereby every municipality was given the opportunity to formally comment on the SDRP recommendations. The Borough generally supported its Tier 2 designation, although it took issue with some of the particular policy statements set forth in the SDRP. The Bergen County Planning Board has submitted a report to the State Planning Commission suggesting a number of changes to the Tier designations, although it is noteworthy that the tier designation affecting Edgewater remains unchanged.

3. The State of New Jersey has recently enacted new wetlands legislation which provides for greater protection of this important resource. The Act requires those proposing to engage in various activities in and around wetlands to apply to the NJDEP for a permit, and provides the legal authority for the State to take over the existing federal wetlands permit process. The Act establishes a presumption that there is a practicable alternative to the proposed activity that would result in a lesser impact on wetlands and requires the applicant to prove there are no alternative locations, sites, configurations or designs that would serve the basic project purpose and result in less impact on wetlands. To protect the overall health of the wetlands ecosystem and to reduce the impacts of adjacent upland development on wetlands, the Act establishes criteria to review activities proposed adjacent to most wetlands and provides for transition (buffer) areas. This latter provision, which provides for a 25-50 foot buffer adjacent to wetlands classified as an intermediate resource value and a 75-150 foot buffer for wetlands classified as an exceptional resource value, went into effect in July 1989.
4. The State has recently amended the Municipal Land Use Law to require a master plan recycling plan element "which incorporates the State Recycling Plan goals, including provisions for the collection, disposition and recycling of recyclable materials designated in the municipal recycling ordinance, and for the collection, disposition and recycling of materials within any development proposal for the construction of fifty or more units of single-family residential housing or twenty-five or more units of multi-family residential housing and any commercial or industrial development proposal for the utilization of one thousand square feet or more of land."



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The Statute was also amended to require that the master plan include a specific policy statement indicating the relationship of the proposed development of the municipality as developed in the master plan to the district solid waste management plan required pursuant to the provisions of the Solid Waste Management Act.

The Borough of Edgewater has adopted a Mandatory Recycling Ordinance which requires the separation and recycling of various recyclable materials. The Borough master plan should be amended to include a recycling element to reflect the Borough's recycling policy.

5. The basic assumptions, policies and objectives which form the basis for the Plan for the most part remain current, although a refinement of the list of objectives may be in order to reflect the fact that some of the objectives have been addressed. Additionally, it may be appropriate to refine the list of objectives to be somewhat more specific to particular issues. For example, an objective should be included which reflects the community's low and moderate income housing obligation and the manner in which it is addressed. Additionally, the Borough's planning objectives regarding the waterfront needs to be refined to properly focus on prospective intensities-of-use and land use distribution, and to address the issue of overdevelopment in the westerly part of the Borough including the Palisades.

The Specific Changes Recommended for the Master Plan or Development Regulations, if any, Including Underlying Objectives, Policies and Standards, or Whether a New Plan or Regulation Should be Prepared

The periodic reexamination report points out a number of factors influencing the planning process and its implementation in the Borough of Edgewater. The following is noted with respect to specific changes recommended for the master plan and the associated implementation ordinance:



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1. The Borough has entered into an agreement with its planning consultant to prepare a comprehensive update to the 1983 master plan. This reexamination report is a part of the update process. The update includes an analysis of existing land use, environmental factors, housing, population and socio-economic data, circulation and other related issues. The Plan is to conclude with a series of goals and objectives, and individual plan elements pertaining to land use, housing and recycling. The culmination of this process will result in a Plan which will guide the Borough through the 1990's.

2. The enumeration of goals and objectives should be amended to reflect the fact that some of the goals set forth in the 1983 master plan have been addressed, the focus of some goals has changed over time, and others may no longer be pertinent. It is suggested that the goals and objectives be refined to be more specific to particular planning issues affecting the municipality. The Planning Board's broad land use policy and objectives should be enumerated to provide a clear depiction of the community's land use goals, thereby enabling the appropriate approving agencies to properly utilize the Plan in deliberations on development applications. Additionally, the goals and objectives should reflect the purposes of the Municipal Land Use Law.
3. The Borough Zoning Ordinance is also to be amended to reflect any modifications which result from the upcoming master plan discussions. It is suggested that this is the appropriate time for the Borough to consider the imposition of a variety of contemporary zoning mechanisms, such as floor area ratio techniques, impervious surface coverage and disturbed area coverage factors, and tree preservation regulations in an effort to address the environmental needs of the community.

