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**BOROUGH OF
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Prepared by the Department of Community Affairs, Division of State and Regional Planning, Bureau of Planning Assistance acting as consultants to the Borough of Maywood Planning Board. The recommendations and policies in this report do not necessarily reflect those of the Department of Community Affairs.

The preparation of this report was financed in part by a comprehensive planning grant from the Department of Housing and Urban Development under provisions of section 701 of the Housing Act of 1954, as amended. The remainder has been financed by local funds and by an appropriation of the State of New Jersey as part of the Cooperative Governmental Planning Program.

**MASTER PLAN
FOR THE
BOROUGH OF MAYWOOD
BERGEN COUNTY, NEW JERSEY
1970**



A handwritten signature in black ink, appearing to read "Curt J. Hubert", written over the bottom of the professional seal.

December 2, 1970

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BERGEN COUNTY, NEW JERSEY**

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BOROUGH OF MAYWOOD
BERGEN COUNTY, NEW JERSEY

OOD PLANNING BOARD

To the Mayor, Council and Residents
of the Borough of Maywood:

During the past two years the Planning Board together with the New Jersey Division of State and Regional Planning has worked to finalize a report which summarizes the background data and findings derived from many individual studies prepared throughout the Master Plan Program. The Planning Board is now pleased to transmit to you this Master Plan Report and Summary of Proposals.

The purpose of this report and the overall objectives of the Program are to develop a coordinated and long-range set of goals to guide Maywood's future development. Since the report constitutes the first formal attempt to develop a Master Plan for Maywood, it is our sincere hope that the objectives, proposals and guidelines set forth in it will provide a basis for continuing planning program to guide the orderly development of the Borough.

We request that you earnestly consider these planning proposals as a sound and reasonable basis for guiding Maywood's development in this and future decades.

Yours very truly,

MAYWOOD PLANNING BOARD

A handwritten signature in cursive script that reads "Norman L. Lindsay".

Norman L. Lindsay
Chairman

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FOREWORD

This is a report to the residents of the Borough of Maywood presenting the major findings and proposals of the master plan studies undertaken during the past two years. These findings and proposals were developed and refined by the Planning Board working in concert with the Consultant. The Consultant, guided by the policy decisions and directions of the Planning Board, provided the necessary technical and professional assistance to conduct the planning studies and to articulate the master plan proposals. In addition, during the last two years, the Planning Board discussed the various aspects of the planning proposals with the Mayor and Council, the Borough Boards and Agencies, the Borough Traffic Bureau, and the public to get a broad consensus of the Borough's needs and aspirations.

This report is presented to the public in the hope that the Borough officials, residents, and taxpayers will become aware of the internal and external forces and policies that will guide the future development of Maywood.

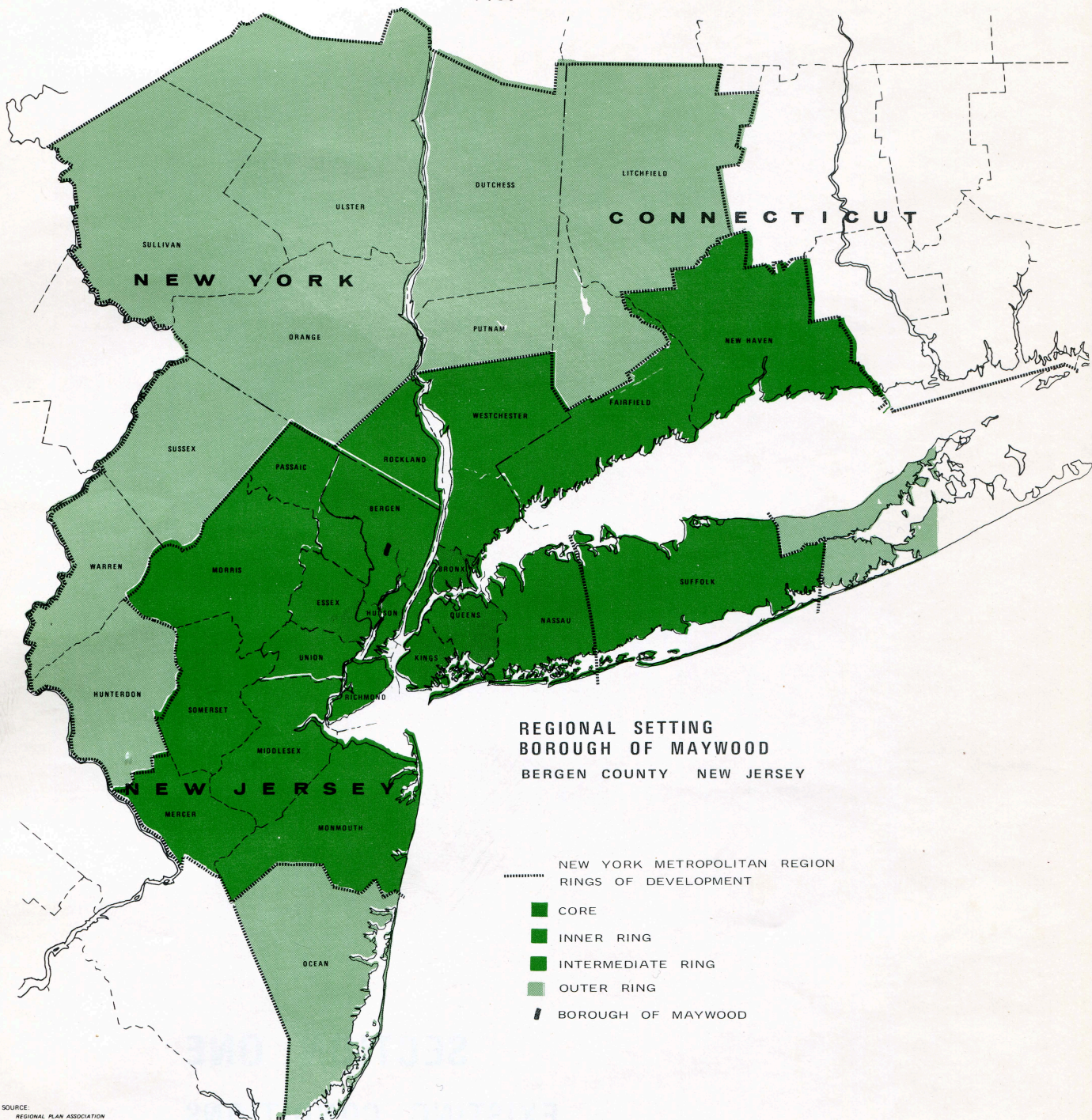
The report is arranged in three sections. The first section entitled, *Existing Conditions*, contains a series of basic planning studies. These studies present an inventory of the existing conditions of the Borough which must be considered first in formulating policy and second, in preparing the Master Plan. The second section, *Master Plan Proposals*, contains the planning proposals of the Planning Board. These are articulated in terms of objectives and recommendations for community development. It is this section of the report that is adopted by the Planning Board as the Master Plan of the Borough of Maywood in accordance with the provisions of the Municipal Planning Enabling Act (1953). The third section, *Implementing the Plan*, contains information on the various implementing instruments and provisions as well as a discussion of continuing planning.

For purposes of this report, the overall planning period is fifteen years. This length of time is referred to in the report as the short-range planning period — a period of five years — to coincide with the Borough's capital improvement program; the years beyond this period are considered the long-range planning period.

The Borough of Maywood will be subject to a broad range of physical, social, and economic forces during the next fifteen years. In some cases, the total effect of these forces on the Borough's development cannot be predicted at this time, and in other cases, the forces themselves cannot be anticipated. Therefore, the Master Plan must be flexible and adaptable enough to adjust to changing conditions. Periodic review and revision of the Plan will be required to keep it up to date and responsive to the dynamics of changing times.

SECTION ONE
EXISTING CONDITIONS

FIG. 1



REGIONAL SETTING

Maywood's location is expressed in terms of its regional setting. Within this framework, the various regional influences and trends that affect the Borough's development and growth are examined and evaluated.

The immediate area of Maywood is characterized by extensive highway shopping facilities and intensive urban development. Maywood lies immediately west of the City of Hackensack, the county seat and a major commercial center. The neighboring Boroughs of Lodi, Rochelle Park, and Paramus border on the south, west and north, respectively. A high-volume highway network — including Interstate Route 80, New Jersey Routes 4, 17, 208, and 46 — traverses the immediate area. These highways are interconnected with a grid of County arterial roads and carry a large daily volume of interstate traffic oriented to the Hudson River crossings.

Although located in the highly urbanized northeastern part of the State and less than ten miles from New York City, Maywood is essentially a suburban community. Nevertheless, the metropolitan aspect of the Borough's regional setting is emphasized in studies by the Regional Plan Association of the New York Metropolitan Region (Harvard Studies).

As shown in Figure I, the New York Metropolitan Region is composed of four rings of development oriented to New York City. These rings of development are delineated with respect to distance from Times Square, development history, population levels, average population densities, and available vacant land.

Bergen County has been categorized by the Regional Plan Association as an inner ring county. Other New Jersey areas in the inner ring are Essex County, except the City of Newark; the southern part of Passaic County, including Wayne Township; and Union County.

Maywood's development has been strongly influenced by regional factors. Although the Borough has prospered and nearly approaches maximum development, it undoubtedly will continue to be influenced by the New York Metropolitan Region of which it is a part.

The interpretation of regional development trends in terms of pressures on developed areas would indicate that the Borough and its neighboring municipalities will be faced with problem of accommodating an increasing population on a constantly decreasing supply of available land.

PHYSICAL CHARACTERISTICS

Maywood is situated on the broad plain of the Piedmont Plateau which extends through the central area of Bergen County from the Ramapo River to the Palisades Ridge. Elevations of this plain range from 400 feet at the north to nearly sea level at its southern extremity. The prevailing land form of the central plain is characterized by relatively low, broad ridges which merge into gently rolling hills and intervening flat valleys oriented in a north-south direction.

TOPOGRAPHY

The topography of the Borough is characteristic of the prevailing land form. The principal ridge extending through Maywood is relatively flat and ill-defined. Its alignment is coincident with Maywood Avenue and forms the demarcation line for surface drainage of the Borough. Elevations above mean sea level for this ridge are 69 feet at Spring Valley Avenue, 100 feet at Passaic Street and 47 feet at Essex Street. In addition to the longitudinal slope of the ridge, the higher elevations gently slope in easterly and westerly directions. These slopes are marked with low lying peaks, one of which forms the highest elevation of the Borough. This peak, 127.25 feet above sea level, is located on Parkway near Maywood Avenue. The lowest point, 37 feet above sea level, is at Coles Brook near Passaic Street. Figure II illustrates the topographical features of Maywood.

SURFACE DRAINAGE

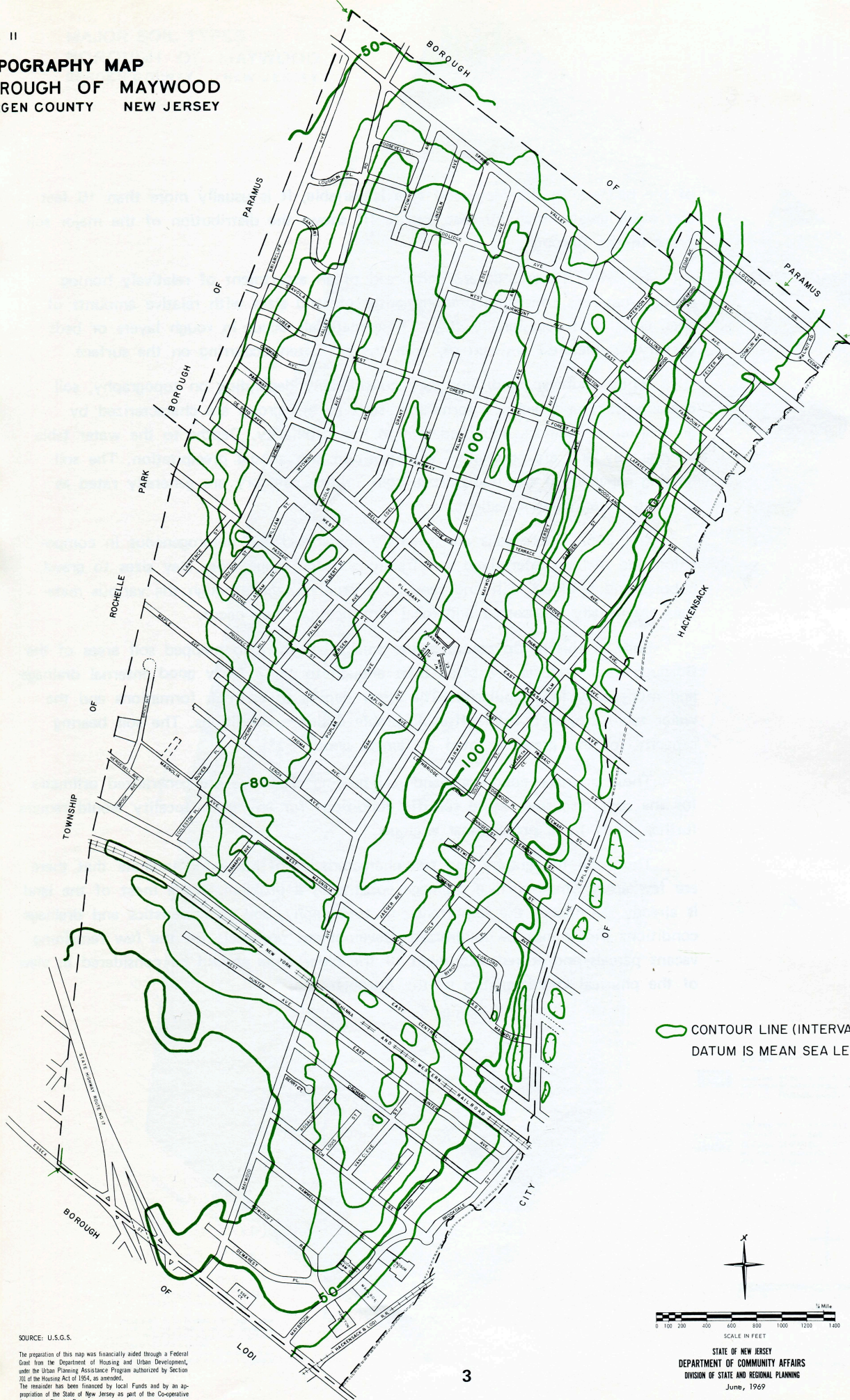
With the exception of the Ramapo River, all major streams and tributaries in Bergen County flow from the higher elevations in the north toward the tidal marshes to the south. That portion of the Borough lying west of Maywood Avenue is in the Saddle River drainage basin, while the portion lying east of the Avenue is in the Hackensack River drainage basin. Surface drainage is dependent upon slope, elevations and soil types. Generally, surface drainage in Maywood does not present any problems. The storm drainage system adequately accommodates the run-off water of the street system. Surface drainage is hindered occasionally by relatively flat land surfaces and heavy rains which may produce temporary saturation.

SOIL CLASSIFICATION AND DISTRIBUTION

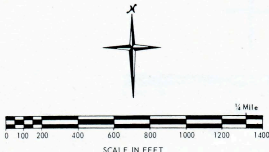
All of the soils lying within Maywood, except those within areas lying in the southwestern sector and in a narrow band extending along the easterly boundary to Passaic Street, have their origin in glacial stratified drift (GS 24ig).^{*} These soils are composed of non-residual materials deposited by water flowing within or from the Wisconsin Glacier. Soils in the remaining areas are classified as glacial ground moraine (GM 24pi) and are composed of non-residual materials also deposited during the Wisconsin glaciation. The surface soils lie on bedrock formations characterized by soft red shale and sandstone deposits of the Triassic period. Although the depth

^{*} College of Agriculture, Rutgers – The State University. *New Jersey Soils*, New Brunswick: 1932.

TOPOGRAPHY MAP
BOROUGH OF MAYWOOD
BERGEN COUNTY NEW JERSEY



CONTOUR LINE (INTERVAL 10')
DATUM IS MEAN SEA LEVEL



SOURCE: U.S.G.S.
The preparation of this map was financially aided through a Federal Grant from the Department of Housing and Urban Development, under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.
The remainder has been financed by local funds and by an appropriation of the State of New Jersey as part of the Co-operative Governmental Planning Program.

**SOIL CHARACTERISTICS,
DRAINAGE AND SOIL
BEARING CAPACITY**

of the bedrock in the Maywood area is variable, it is usually more than 10 feet and often greater than 40 feet. Figure III shows the distribution of the major soil types in the Borough.

GS 24ig: These soils are composed of an assortment of relatively homogeneous materials consisting predominantly of sand sizes with relative amounts of silts, gravel and occasionally clay. These materials occur in rough layers or beds of varying thickness and extent, with the silt often occurring on the surface.

While drainage conditions vary considerably depending on topography, soil characteristics and bedrock formation, soils in this group are characterized by good internal drainage and moderate to low capillarity. Depths to the water table vary greatly and are correlative with position and annual precipitation. The soil bearing capacity of the undisturbed soils in this category are generally rated as good to occasionally excellent.

GM 24pi: These soils are generally unassorted and heterogeneous in composition and include intermixed soil fractions which range from clay sizes to gravel, cobbles and boulders. Silt and sand sizes predominate although the various materials are usually unassorted and local stratification may occur.

Soils in this group comprise the smaller of the two mapped soil areas of the Borough. Soil textures are often light enough to cause fairly good internal drainage and moderately low capillarity. The lesser depths to bedrock formations and the water table, however, may offset favorable drainage conditions. The soil bearing capacity for this group is rated as fair to good.

These drainage conditions and soil bearing capacities are generalized estimates for the soils discussed. More specific conditions for any given locality would require further study by a professional engineer.

Thus, the topography and soil characteristics of Maywood indicate that there are few areas where surface drainage constitutes a problem. While most of the land is already developed, the importance of topography, soil characteristics and drainage conditions should not be minimized. Development proposals for the few remaining vacant parcels and/or redevelopment of the older areas should be considered in view of the physical characteristics of the Borough.

FIG. III
MAJOR SOIL TYPES
BOROUGH OF MAYWOOD
 BERGEN COUNTY NEW JERSEY



SOURCE: SOIL SURVEY OF NEW JERSEY
 RUTGERS UNIVERSITY 1952

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EXISTING LAND USE

Land is the basic resource of a community and its efficient utilization is essential to sound community growth and development. Thus, an analysis of existing land use is a basic element in the planning process. Existing land use indicates not only the development patterns of a community, but also the geographic concentration of its population, the extent and intensity of commercial and industrial development as well as the interrelationship of these varied land uses to each other and to the street system.

METHODOLOGY

Information presented in this study was developed from data gathered during a field survey conducted in May, 1968. The field survey consisted mainly of a visual inspection of each lot as shown on the tax plates of the Borough and was supplemented by information furnished by the Tax Assessor's office and the Planning Board. The data for each lot was then transcribed to a generalized land use map for graphic presentation.

The existing land uses in the Borough were categorized under eight major classifications: residential, commercial, industrial, public, quasi-public, parks and playgrounds, rights-of-way and vacant. Residential land use was further classified as to one-family, two-family, and multi-family uses. Commercial uses were subclassified as intensive commercial neighborhood, commercial offices and banks, and nursery and gardening sales. Industrial land uses were subclassified as light and heavy industrial uses.

EXISTING LAND USE PATTERNS

Maywood's land area encompasses 1.30 square miles or 832.9 acres. Approximately 95 percent of the Borough's land is developed. A summary of the Borough's land uses in acreage and percentage of total area is shown on Table I. Existing patterns of land use and development are graphically represented in Figure IV.

RESIDENTIAL LAND USE

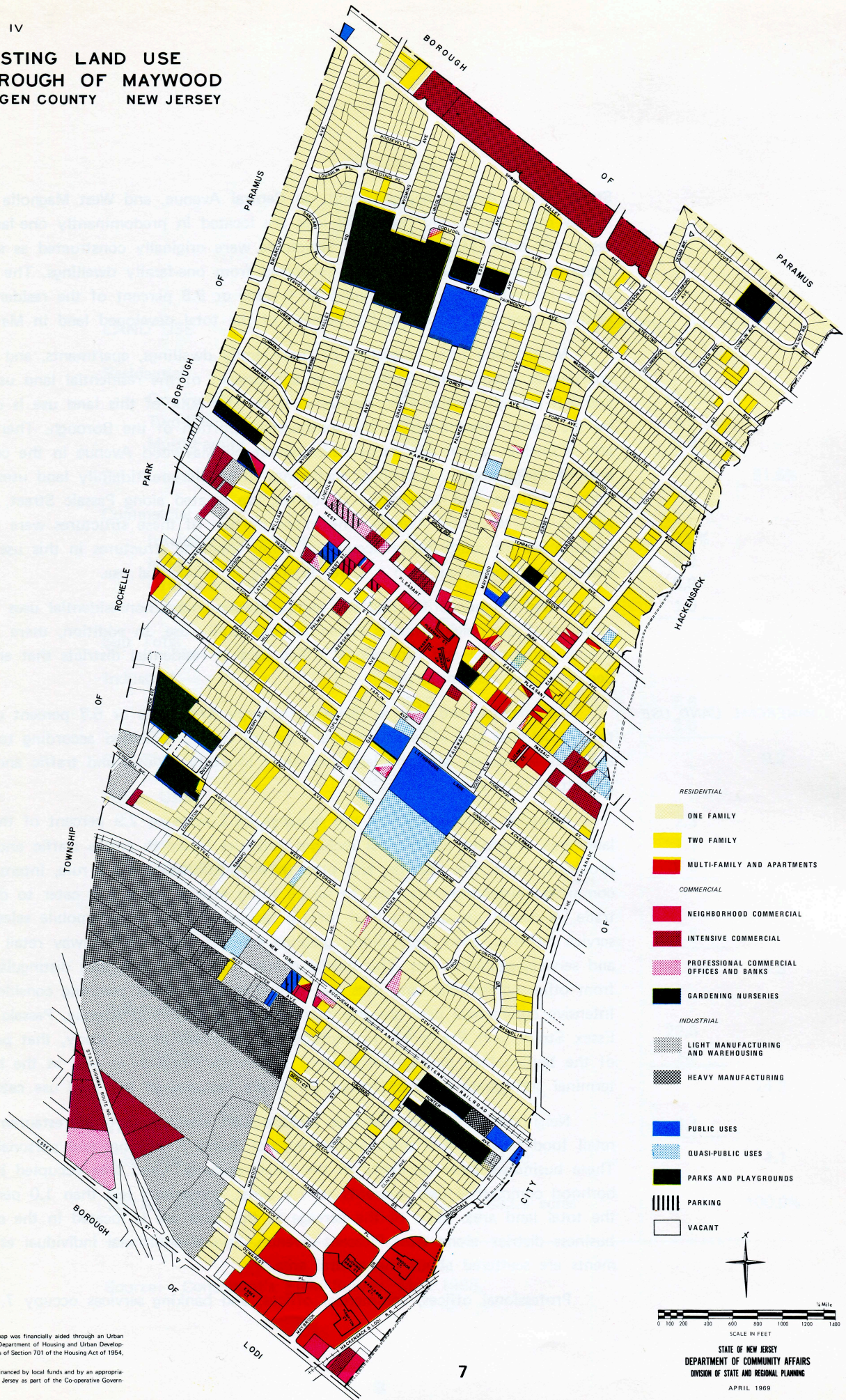
Residential land use comprising 429.9 acres or 51.5 percent of the total land area is the major type of development in Maywood. The Borough's residential character is further enhanced by the predominance of the one-family residence. Residential development is distributed throughout the Borough except in the southwestern industrial area.

The residential land use subclassified as one-family use is generally prevalent, occupying 359 acres or 83.6 percent of the residential land area and 43.1 percent of the total developed area of Maywood.

Two-family residential land uses are concentrated in the central portion of the Borough which parallels Passaic Street and extends several blocks north and south of that street. There is, in addition, a scattering of two-family uses in the Garden

FIG. IV

EXISTING LAND USE
BOROUGH OF MAYWOOD
BERGEN COUNTY NEW JERSEY



The preparation of this map was financially aided through an Urban Planning grant from the Department of Housing and Urban Development, under the provisions of Section 701 of the Housing Act of 1954, as amended.

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Street-Terrace Avenue neighborhood, on Central Avenue, and West Magnolia Avenue. A few other two-family residential uses are located in predominantly one-family residential areas. Many two-family structures were originally constructed as such, while others appear to have been converted from one-family dwellings. The two-family residential land use occupies 46.1 acres or 9.8 percent of the residential land use area and represents 5.5 percent of the total developed land in Maywood.

Multi-family uses, consisting of three-family dwellings, apartments, and garden apartments, account for 24.8 acres or 5.7 percent of the residential land use area and 2.9 percent of the total developed land. The bulk of this land use is occupied by the garden apartments in the southeastern portion of the Borough. There is also a smaller garden apartment development on Maywood Avenue in the central area of the Borough. Additional scatterings of smaller multi-family land uses, consisting of three- and four-family structures, are located along Passaic Street, Central Avenue and Maywood Avenue. The major portion of these structures were originally constructed for multi-family occupancy. The remaining structures in this use classification were converted from a lower intensity of residential use.

There are nonconforming two-family dwellings and nonresidential uses located in most of the neighborhoods zoned for one-family use. In addition, there are several commercial and professional office uses in residential districts that are incidental to the residential uses.

COMMERCIAL LAND USE

Commercial land uses in Maywood occupy 47.0 acres or 5.7 percent of the total developed area. The commercial uses are further classified according to major activities associated with the land use, their intensity of use, and traffic and pedestrian generation.

Intensive commercial land use occupies 24.2 acres or 2.9 percent of the total land area. Intensive commercial includes activities likely to create traffic and parking problems, noise, fire hazards, and other adverse influences. As a rule, intensive commercial establishments tend to locate along arterial roads and cater to drive-in trade. A partial list of such land uses in Maywood includes automobile sales and service facilities, auto body shops, gasoline stations, bars and highway retail sales and service establishments. The special characteristics of these uses distinguish them from other commercial land uses and should receive special planning consideration. Intensive commercial uses are also scattered along Maywood Avenue, Passaic Street, Essex Street, and Route 17. In addition, for purposes of this study, that portion of the Bergen Mall parking lot situated within the Borough as well as the bus terminal and garage on East Passaic Street are included in this land use category.

Neighborhood commercial uses include such establishments as restaurants, retail food sales, general merchandise, apparel, home furnishings and personal services. These businesses cater primarily to the local residents. Land area occupied by neighborhood commercial uses amounts to 7.5 acres, comprising less than 1.0 percent of the total land area. Most of the acreage in this land use is located in the central business district along West Pleasant Avenue. Several additional individual establishments are scattered about the central area.

Professional offices, commercial offices, and banking services occupy 7.2 acres

TABLE I
DISTRIBUTION OF LAND USES
BOROUGH OF MAYWOOD
1968

LAND USE	ACREAGE	PERCENT OF TOTAL
Residential		
One-Family	359.0	43.1%
Two-Family	46.1	5.5
Multi-Family	<u>24.8</u>	<u>2.9</u>
Sub Total	429.9	51.5%
Commercial		
Intensive Commercial	24.2	2.9%
Neighborhood Commercial	7.5	0.9
Offices and Banks	7.2	0.9
Gardens and Nurseries	<u>8.1</u>	<u>1.0</u>
Sub Total	47.0	5.7
Industrial		
Light	46.0	5.6
Heavy	<u>30.3</u>	<u>3.6</u>
Sub Total	76.3	9.2
Public Uses		
Parks and Playgrounds	19.1	2.3
Schools	9.1	1.1
Other Public Uses	<u>4.3</u>	<u>0.5</u>
Sub Total	32.5	3.9
Quasi-Public	<u>10.9</u>	<u>1.3</u>
Sub Total	10.9	1.3
Rights-of-Way		
Streets	188.4	22.6
Railroads	<u>13.9</u>	<u>1.7</u>
Sub Total	202.3	24.3
Vacant	<u>34.0</u>	<u>4.1</u>
Sub Total	34.0	4.1
TOTAL AREA	832.9 acres	100.0%

Source: Consultant's Field Survey, May 1968

or 0.9 percent of the total developed land and are scattered about the Borough. These uses are distinguished from other commercial land uses since their functional activities are less intense and intrusive. A number of professional offices are located in residential areas where they are maintained as accessory uses of dwellings.

Gardening and nursery sales are treated in this study as a commercial land use. Although horticulture and greenhouses are principal functions of this use, the wholesale and retail sales of plant stock and garden supplies as well as related merchandise places it in the commercial land use category.

There are three sites devoted to gardening and nursery sales: one each on East Hunter Street, West Pleasant Avenue, and West Magnolia Avenue. There are 8.1 acres of land occupied by this use, or about 1.0 percent of the total developed land area.

INDUSTRIAL LAND USE

Industrial land uses occupy 76.3 acres of land or 9.2 percent of the total land area of Maywood. In addition to light and heavy manufacturing operations, these uses include the related functions of warehousing, wholesaling and storage of goods. The latter uses are included in the industrial category since they are generally associated with higher levels of noise, traffic generation, parking problems and truck movements. However, the magnitude of their adverse influences upon other land uses may be somewhat less than those of manufacturing operations. Light industrial uses occupy 46.6 acres or 5.6 percent of the land and heavy industrial uses occupy 30.3 acres or 3.6 percent of this total land area.

Most of the industrial land uses are concentrated in the southwestern sector of the Borough. The few exceptions to this pattern of location are scattered tracts situated on East Hunter Street, Hergesell Avenue and Passaic Street.

PUBLIC LAND USE

Public land uses include lands occupied by public buildings, such as schools, municipal buildings, fire stations, the library, post office and police headquarters.

Also included in this land use classification are the Police Department Pistol Range and the Department of Public Works Garage, both located on East Hunter Street, and the Maywood Branch of the Hackensack Post Office located on West Pleasant Avenue.

Public land uses occupy 32.5 acres of land, or 3.9 percent of the total Borough land area. Schools are the predominant public land use, occupying 9.1 acres.

PARKS AND PLAYGROUNDS

Parks, playgrounds and the municipal swimming pool as well as several smaller parks are included in this category. For purposes of land use classification, the school playfields are not included in the parks and playgrounds category since these facilities are used primarily for school related activities.

Maywood's parks and playgrounds occupy 19.1 acres or 2.3 percent of the Borough's land area. Memorial Park, located in the northwest sector of the Borough and consisting of 13.3 acres, is the largest facility in Maywood.

QUASI-PUBLIC LAND USE

Quasi-public lands in the Borough include six religious facilities, a parochial school and several service clubs. Together these land uses occupy 10.9 acres or 1.3 percent of the total area. Religious facilities and related uses are the predominant quasi-public uses.

VACANT LANDS

The vacant land category includes parcels of land which have not been developed for any use. The land use survey revealed that only 34.0 acres, or 4.1 percent of Maywood's area, could be classified as vacant land. Most of this land is located in the western area of the Borough between West Pleasant Avenue and the New York, Susquehanna and Western Railroad. Other smaller tracts cluster along West Hunter Street. The remaining tracts of vacant land are in the form of residential lots scattered throughout the Borough.

Vacant land may be considered as a resource for future development. However, the scarcity of land available for residential, commercial and industrial development limits the Borough's growth potential.

RIGHTS-OF-WAY

This land use classification includes the two railroad rights-of-way, all local streets and those portions of the county roads and Route 17 which are situated in Maywood. Approximately 202.3 acres of land, or 24.3 percent of the total area of the Borough, are considered rights-of-way including 188.4 acres dedicated to streets and 13.9 acres to railroad transportation.

Most of the street system is essentially a gridiron pattern with some neighborhoods characterized by variations of a curvilinear design. In terms of current trends of design standards for street systems and subdivision design, the percentage of the Borough's land occupied by streets is relatively high.

This analysis indicates existing or potential planning problems which must be considered in the development of the master plan. Although the problems are pointed out in this study, the evaluation of alternate solutions and the determination and programming of their eventual solutions will be better served at the plan formulation stage.

COMMUNITY FACILITIES AND SERVICES

A key factor in the orderly growth and development of a community is the availability of various public facilities and services. A study of the existing facilities and services should determine their adequacy to meet current and future municipal needs.

EDUCATIONAL FACILITIES

The primary responsibility for constructing public school facilities and providing educational services is vested in the Board of Education. Nevertheless, the Planning Board has the responsibility to relate long-range planning for school facilities to the overall planning objectives and development policies of the Borough. Thus, responsibility of the Planning Board is expressed in Section 40:55-1.13 of the Revised Statutes which requires, upon the adoption of a master plan, that plans incident to the location, character or extent of any project necessitating the expenditure of public funds shall be presented to the Planning Board for its review and recommendation.

The development and maintenance of an adequate school system requires a substantial commitment of public funds and a large investment in community facilities. It is important, therefore, to consider the community's school facilities in the basic studies of the Borough's master plan.

EXISTING SCHOOL FACILITIES

The Maywood Board of Education currently operates an intermediate school system with two elementary schools, grades K—5, and an intermediate school, grades 6—8. High school students in grades 9—12 attend Hackensack High School.

Although the system includes three schools, it has only two plants. Memorial School serves the elementary grades and Maywood School houses the elementary and intermediate facilities, which function as separate administrative units. While not a Borough-operated school, the elementary school of Our Lady Queen of Peace Church, serving grades 1—8, is included in the inventory because of its considerable contribution to Maywood's educational services.

Except for the kindergartens of Maywood and Memorial Schools, all schools operate on a single session basis. The Borough's public schools are staffed with three principals, and 71 teachers and specialists. The parochial school employs a principal and 17 teachers.

Details of the Borough's existing school facilities are shown in Table II. In addition, this table indicates both the recommended functional and maximum capacities of the school. These capacities are based on a class size of 25 pupils for functional capacity and 30 pupils at maximum capacity, as recommended by the New Jersey Department of Education.

TABLE II
SCHOOL FACILITIES
BOROUGH OF MAYWOOD
1968

	MAYWOOD SCHOOL	MEMORIAL SCHOOL
Number of Classrooms		
K—5	15	19
6—8	22	
Special Rooms		
Art	1	
Cafeteria	1	
Gymnasium	1	
Industrial Arts	1	
Library	1	1 ¹
Multi-Purpose	1	1
Music	1	1 ²
Science	1	
Special Education	4	1
Year of Original Construction	1922	1955
Year of Additions	1955, 1962	1957
Area of Site	5.5 Acres	3.5 Acres
Enrollment Capacities		
Functional	925	475
Maximum	1,110	570
Grades Served	K—5 and 6—8	K—5

1 Used as a classroom

2 Used as a special handicapped classroom

Source: Superintendent of Public Schools, Borough of Maywood, 1969

Centrally located on Maywood Avenue, Maywood School was originally constructed in 1922 and was enlarged and improved in 1955 and 1962. Although the school is situated on a 5.5-acre site, it does not meet the recommended standards for elementary schools as set forth by the State Department of Education which suggests a minimum of five acres plus an additional acre for each 100 pupils.

Of a total of 37 classrooms, the elementary unit uses 15 and the intermediate unit uses 22. One special purpose room is used by the elementary school; both units share the library, recreation and physical education facilities. The total functional capacity for the school is 925 students — 375 in the elementary unit and 550 at the intermediate level.

Memorial School, located on Grant Avenue adjacent to Memorial Park, was built in 1955 with 10 classrooms and enlarged to 22 rooms in 1957. The school now has 19 classrooms and three special purpose rooms with a functional capacity of 475 pupils. Although Memorial School occupies a site of approximately 3.5 acres and has less than the recommended area for an elementary school site, the school's overall functional efficiency is not impaired since the proximity of Memorial Park offsets any deficiency in outdoor space.

Constructed in 1950, Our Lady Queen of Peace elementary school is a 16-classroom facility located on Maywood Avenue adjacent to the Maywood School. The average daily enrollment during the 1968-1969 school year was 700 pupils, the majority of which were Borough residents. Originally the school operated as a K-8 facility; however, in June 1969, the parochial school authorities discontinued kindergarten classes. The school plant, along with the church and other parish buildings, occupies a site of approximately 5.6 acres.

SCHOOL ENROLLMENT

In order to facilitate the analysis of past enrollments and relate them to projections, enrollments by grade were restructured in accordance with the intermediate school plan which became effective in September, 1969. Table III, Total Public School Enrollment, shows enrollment trends by grade for each year between 1959 and 1970, in addition to school year totals reflecting the grade organization of the former school plan, K-9, and the intermediate school plan.

During the study period, total public school enrollment decreased by a nominal 0.05 percent, from 1,890 to 1,802 students. The elementary school enrollment decreased 16.6 percent, from 969 to 807 students, while intermediate school enrollment decreased 13.5 percent, from 451 to 390 students. In the same period, high school enrollment increased 30.7 percent, from 470 to 592 students.

Parochial school enrollment in grades 1-8 for the 1969-70 school year is 583 students of which 496, or approximately 85 percent, are Borough residents. In 1968-69, the enrollment was 728 students. The decrease is largely attributable to the discontinuance of kindergarten classes and a perceptible trend toward smaller classes.

Although there are no indications that the parochial school system will discontinue additional classes in the foreseeable future, the possibility of such action cannot be discounted. The speculative nature of projecting future policy changes makes it extremely difficult to estimate the enrollment impact that would result

15

693
11
1840
1261

* As of September of each year

from such changes. If the balance of parochial and public school enrollment were upset by official action, partial and even total accommodations of the displaced students would have to be made within the public school system.

**SCHOOL ENROLLMENT
AND PROJECTIONS**

Enrollment projections for the period beginning with the 1970-71 school year and ending with the 1975-76 school year are shown in Table IV.

TABLE IV
PUBLIC SCHOOL ENROLLMENT PROJECTIONS
BOROUGH OF MAYWOOD
1970-71 – 1975-76

	1970-71	1971-72	1972-73	1973-74	1974-75	1975-75
K-5	838	836	827	749	738	732
6-8	426	438	446	435	430	436
9-12	<u>629</u>	<u>612</u>	<u>582</u>	<u>576</u>	<u>559</u>	<u>548</u>
TOTALS	1,893	1,886	1,855	1,760	1,727	1,716

Source: Consultant's Estimates

These school enrollment projections are based on the assumptions that the birth rate trend and residential turnover rate will remain relatively stable during the projection period, and that the population density will remain constant.

Beyond this short-range period, the projection of school enrollments become less dependable since grade survival ratios tend to change over the years and estimated birth rates become less predictable. However, it can be reasonably assumed that the rate of population growth and the proportion of students to the total population should gradually decrease and the student population should stabilize at a slightly lower level. Residential turnover of the majority of the owner-occupied dwellings is likely to continue to be a nominal factor and young families that now have children in the school system will most likely continue to live in the Borough after their children leave the school system.

With these factors in mind, it can be assumed that student enrollments will tend to stabilize by 1980. Since current enrollment trends are downward and future enrollment will tend to stabilize, projected enrollments in the public schools are expected to be slightly less than their functional capacities. Thus, the emphasis will remain on efficient utilization of existing facilities rather than their expansion.

**PARKS AND
RECREATION
FACILITIES**

While a master plan is primarily concerned with the physical facilities for recreation, it is acknowledged that organized programs contribute to the effective utilization of such facilities. The responsibility for developing and managing recreation programs in the Borough is assigned to the Maywood Recreation Commission. Maywood's recreation areas are summarized in Table V and shown on Figure V.

TABLE V
EXISTING RECREATION FACILITIES
BOROUGH OF MAYWOOD
1968

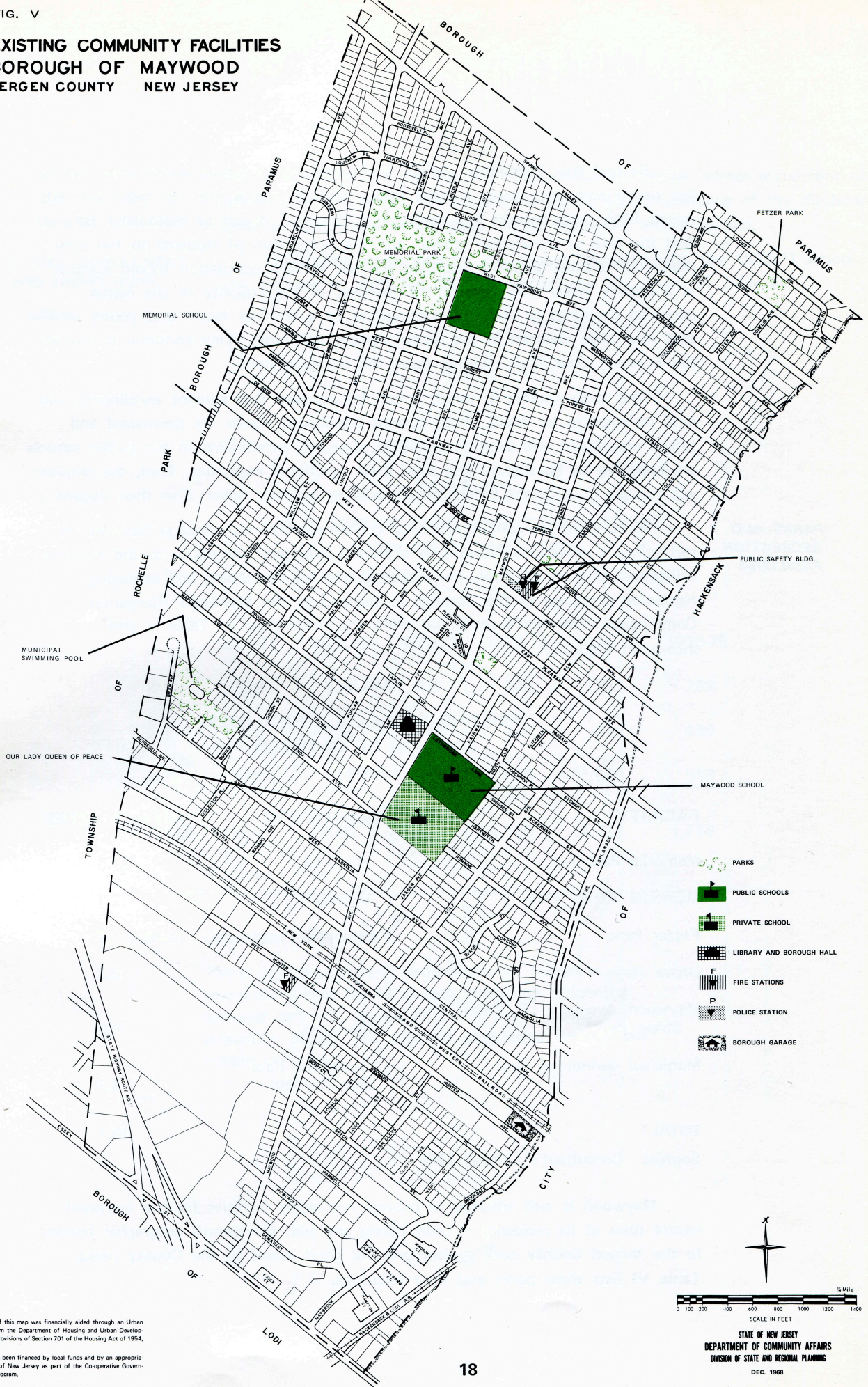
FACILITY	CLASSIFICATION	AREA IN ACRES
Memorial Park	Playfield	11.6
Memorial School Park	Mini-park	2.1
Fetzer Park	Mini-park	1.2
Grove Avenue Park	Mini-park	0.3
Maywood Avenue — E. Passaic Street Park	Mini-park	0.6
Municipal Swimming Pool	Swimming Pool and Playfield	3.3
TOTAL		19.1

Source: Consultant's Survey, 1968

Maywood is well situated to provide recreation facilities for the increased leisure time of its residents — both young and old. Maywood's geographic relation to the Bergen County park system provides good access to the County parks. Table VI lists these parks and their locations.

FIG. V

EXISTING COMMUNITY FACILITIES
BOROUGH OF MAYWOOD
BERGEN COUNTY NEW JERSEY



The preparation of this map was financially aided through an Urban Planning grant from the Department of Housing and Urban Development, under the provisions of Section 701 of the Housing Act of 1954, as amended.

The remainder has been financed by local funds and by an appropriation of the State of New Jersey as part of the Co-operative Governmental Planning Program.

TABLE VI
BERGEN COUNTY PARKS AND LOCATIONS
1968

NAME	DEGREE OF ACCESSIBILITY*	LOCATION
Darlington County Park	B	Darlington Avenue, Mahwah
Campgaw Mountain County Reservation	B	Campgaw Road, Mahwah
Bergen County Wildlife Center	B	Crescent Avenue, Wyckoff
Wood Dale County Park	B	Prospect Avenue, Woodcliff Lake
Rockleigh Bergen County Golf Club	B	Paris Avenue, Rockleigh
Pascack Brook County Park	B	Emerson Road, Westwood
Saddle River County Park	A	
A. Wild Duck Pond Area		East Ridgewood Avenue, Ridgewood
B. Glen Rock Area		Alan Avenue, Glen Rock
C. Dunkerhook Area		Dunkerhook Avenue, Paramus
D. Saddle Brook Area		Saddle River Road, Saddle River
E. Rochelle Park Area		Howard Avenue, Rochelle Park
Van Saun County Park	A	Continental Avenue, Paramus
County Park	A	Botany Street, Garfield
Overpeck County Park Golf Course	A	Cedar Lane, Teaneck
Wallington County Park	A	Maple Avenue, Wallington
Riverside County Park	B	
North Area		Riverside Avenue, Lyndhurst
South Area		River Road, Arlington

* *Accessibility Standard: With 5 mile radius of Maywood — A*
Further than 5 miles radius — B

Source: Bergen County Park Commission Annual Report, 1967

According to the land use field survey conducted by the consultant in May 1968, 19.1 acres of the Borough are dedicated to recreation and open space uses. Among the more developed recreation areas in the Borough are Memorial Park and the Municipal Swimming Pool.

Memorial Park is the major recreation area in Maywood; included among its facilities are a football gridiron, four baseball diamonds, a multi-purpose area for basketball and volley ball, a handball court, a children's play area, a shelter house, and a picnic area. The swimming pool was developed in 1967 and currently is operated on a membership basis by the Municipal Swimming Pool Commission. The remaining recreation areas are small parcels which provide both active and passive recreation activities for residents of all ages.

Besides organized sports and other outdoor activities the Maywood Recreation Commission sponsors such diverse indoor activities as gymnastics for elementary school children and duplicate bridge sessions for adults.

In relating recreation facilities to the other facets of the master plan, the factors that must be considered are the size of facilities and their adequacy in meeting present and future population needs and the accessibility of these facilities for all Borough residents.

The National Recreation Association recommends that the size of playgrounds vary with the size of the neighborhood population. As a guide, a municipality should provide 1.25 acres of playground for every 1,000 persons living within a service area of one-half mile radius. In view of Maywood's development characteristics and the scarcity of available land, the Borough could not meet this criterion without incurring exorbitant costs. Nevertheless, some additional recreational facilities are required; these needs can be met largely by improving existing facilities and limited acquisition of new ones.

LIBRARY

The Maywood Library, dedicated in May 1966, is relatively new and embodies modern concepts of a community library in terms of location, staffing, collections and services. Staff complement, number of volumes (both circulating and reference collections), and floor space appear adequate for present needs. Current operations include a staff of two full-time professional librarians, four part-time aides, and a volunteer force. At the present time there are more than 30,900 volumes catalogued in the facility, or approximately 2.5 volumes per capita. This volume per capita level is midway between that recommended by the State Division of Library, Archives, and History and the suggested norm of the American Library Association, which recommends three volumes per capita. Inter-library loans, however, help to supplement the Borough's volume per capita.

To expand borrowing capacity and broaden the Borough's cultural opportunities, the Maywood Library is a member of the Mid-Bergen Federation of Libraries. Other participating communities are Bergenfield, Dumont, Emerson, Hackensack, New Milford, Paramus, and River Edge. More than 300,500 books, films, records, periodicals and paintings, and several special collections are available to members of the affiliated libraries. During 1969, 69,668 books circulated throughout the member libraries. Maywood's circulation to other libraries was 8,472 books while its total circulation amounted to 76,935.

Approximately 11,100 square feet of floor space is used for library purposes. Any substantial expansion of library services will require additional floor space, resulting in the possible removal of municipal administrative offices from the basement floor.

The American Library Association's suggested standards for floor space and number of volumes for a community library serving a population of 12,500 is 8,750 square feet and 25,000 volumes. For a population of 15,000 the suggested standards are 10,500 square feet and 30,000 volumes. Thus, Maywood is adequately served by its library.

MUNICIPAL OFFICES

Maywood's municipal offices are presently located on the lower level of the library building. These administrative facilities include the offices of the Borough Clerk, the Board of Assessors, the Board of Health, the Building Inspector, the Tax Collector and the Recreation Commission. In addition, there are two meeting rooms serving the Mayor and Council, the Planning Board, the Zoning Board of Adjustment and other official bodies.

These quarters are acceptable for the performance of municipal administrative functions; however, demands made by continuing expansion of these functions and the limited floor space suitable for expansion may tend to lower functional efficiency. Therefore, the need for a new Borough Hall should be recognized and plans for such a facility should be developed over the short-range planning period.

POLICE PROTECTION

The police force of Maywood consists of a police chief, two captains, a lieutenant, five sergeants, sixteen patrolmen and two clerical employees. This full-time force is supplemented by a 35-man auxiliary police unit which assists in extra duties, such as traffic control, at special events and in emergency situations. Members of this unit have completed police training at the Bergen County Police Academy and are licensed to carry weapons. Also attached to the police department are twelve part-time crossing guards who serve during the school term.

The police force is equipped with five radio patrol cars. During 1968, department personnel traveled 54,000 miles on patrol and investigation. Much of the time spent by the department was related to traffic control and investigating minor offenses generally associated with a community of Maywood's size.

It is difficult to determine a standard size police force for an average community since there are many variables to be considered in determining such a norm. However, there are general standards for a community with respect to the number of police personnel required. According to *Municipal Police Administration*,* a community should have at least 1.75 to 2.0 police personnel for every 1,000 persons. These figures are only general averages and the actual determination of the number of police personnel required depends on the area, type, and general location of a municipality. In many cases communities with similar population have quite dissimilar urban development and social characteristics, thus creating different police needs.

* *International City Managers Association
Chicago, Illinois, 1960*

Using these standards, Maywood meets the minimum standard with its full-time police force of 26 men. Due to the urbanized character of the Borough and the extreme traffic conditions caused by the proximity of major regional highways and shopping facilities, this figure should be regarded as a minimum required for the police department at this time. Future personnel expansion will be necessary as population and the need for additional police services increase.

Currently, the Police Headquarters is housed in the Public Safety Building at Maywood and Park Avenues. The Department occupies the entire first floor and part of the basement of this structure and the corridor area between the main building and the adjoining fire and ambulance station. The facility meets the current needs of the Police Department.

FIRE FIGHTING SERVICES

Providing adequate fire protection is a primary responsibility of a local government. The determination of adequate protection involves several factors, of which the more important are the type of fire fighting equipment available and the location of the fire station.

Location standards are usually based on the type of land use and the density of development in a community. Standards established by the National Board of Fire Underwriters state that stations covering predominantly commercial and industrial areas should have a maximum service radius of three-fourths of a mile. Stations covering residential areas should have a maximum service radius of one-and-a-half miles. A minimum of one pumper should be placed at each station.

Maywood is served by three volunteer fire companies. The Peerless Fire Company is located on West Hunter Avenue, and the Protection and Undine Fire Company are located in the Public Safety Building on Park Avenue. Each fire company has 25 members who are trained through the Bergen County Fire and Police Training Program.

Apparatus available to the Borough Fire Department includes a 1949 American La France 500 gallons per minute (gpm) pumper, a 1949 Maxim 750 gpm pumper, and 1954 American La France 1,000 gpm pumper. National Board of Fire Underwriters' standards indicate that the useful life of fire apparatus under normal conditions is twenty years. Equipment older than twenty years is not recognized by underwriters' organizations. Thus, the Borough should replace at least two of its pumpers in the near future.

The entire Borough is within a three-quarter mile radius of at least one of the two fire stations. In situations where the Borough's fire fighting facilities are not sufficient, the members of Central Bergen Mutual Aid Association lend assistance. The members of this organization include the municipalities of Hackensack, Lodi, Maywood, Paramus, Rochelle Park, and Saddle Brook. Fire Hydrants leased from the Hackensack Water Company serve the entire Borough.

HEALTH SERVICES

The Maywood Board of Health, appointed by the Mayor and Council, enforces sanitary and health regulations. Included among the activities of the Board of Health are clinics for polio prevention, chest x-rays, and rabies control; programs for the control of rodents, pigeons, ragweed, air and water pollution; and inspection functions carried out by the Building Inspector.

While there is no major health facility in the Borough, the residents are served by ten hospital facilities within Bergen County and others in Passaic and Essex Counties as listed in Table VII. Using the American Hospital Association standard of 4.5 beds per thousand population, Bergen County's ten hospitals with a total of 2,003 beds in 1966 provide less than two-thirds of the number of beds required to accommodate the needs of the present population. Similarly, the availability of 19 nursing homes with 901 beds also provide less than two-thirds of the beds required to meet the American Hospital Association standards of two beds per thousand population.

CIVIL DEFENSE

The Maywood Civil Defense organization provides to the Borough both a capability to combat community disasters, as well as the ability to assist the regular police and fire services in emergency situations. Equipment available to the Civil Defense organization include a 1960 Mack firetruck, a 1956 Ford utility truck, a mobile generator, and emergency medical service trailer.

TABLE VII
HOSPITALS IN BERGEN COUNTY
1968

NAME	LOCATION	CAPACITY IN BEDS
Bergen Pines County Hospital	Paramus	275
Englewood Hospital	Englewood	395
Hackensack Hospital	Hackensack	483
Hasbrouck Heights Hospital	Hasbrouck Heights	40
Fair Lawn Memorial Hospital	Fair Lawn	69
Holy Name Hospital	Teaneck	235
Passaic Valley Hospital	Westwood	109
River Dell Hospital	Oradell	61
Saddle Brook Hospital	Saddle Brook	111
Valley Hospital	Ridgewood	225

Source: New Jersey Department of Institutions and Agencies

FIRST AID SQUAD

The First Aid Squad, located in the Public Safety Building, is a volunteer organization, which operates two ambulances and one light utility vehicle. The primary function of the Squad is to provide emergency transportation for the sick and injured to and from medical care facilities.

PUBLIC WORKS

The Department of Public Works, presently located in the Borough Garage on East Hunter Avenue, employs nine persons and operates thirteen pieces of rolling equipment. Among the various responsibilities of this Department are maintenance of Borough roads, sewers, parks, and parking lots. Snow plowing and removal, shade tree service, and leaf collection are major seasonal functions of the Department. The present level of services is adequate, but consideration must be given to increases in the level of services and the need to replace aging and deteriorated equipment in the future.

REFUSE DISPOSAL

Solid waste disposal constitutes an increasingly important public and private problem. The disposal of spoilage, junk material, trash, and industrial wastes is becoming an increasingly costly municipal function. Escalating labor costs, increased haulage charges and a diminishing supply of disposal sites have added to the high cost of solid waste disposal. At the same time the high level of solid waste production per capita, a by-product of the affluent society, is also increasing at an alarming rate.

Maywood at present is contracting with a private scavenger firm to collect and dispose of all refuse materials. This service is supplemented by limited, Borough-operated pick-up and disposal service of certain bulk items. It is estimated that the Borough and the contractor collect approximately 25 tons of refuse on an average collection day. For a community of the size and character of Maywood the present system of refuse collection and disposal is probably the most efficient and economical. Nevertheless, the discontinuance of dumping in the Hackensack Meadows will significantly affect the disposal system and increase the costs of this municipal service.

WATER SUPPLY SYSTEM

Maywood is presently being supplied with water by the Hackensack Water Company; all areas of the Borough have access to the company's distribution system. The Hackensack Water Company, one of the larger water utilities in the State, draws its supply from three principal reservoirs in the Hackensack River drainage basin. These reservoirs are located at De Forest Lake, north of Nyack, and at Woodcliff Lake, Hillsdale and Oradell Reservoirs, Oradell, both in Bergen County. The water supply is classified as moderately soft, a mineral content level associated with lower plumbing and heating equipment maintenance costs. Existing water distribution and supply facilities are sufficient to meet current and future needs under normal usage levels.

SANITARY SEWER SERVICE

A public sanitary sewer facility serves all of Maywood. The collection system, including a pumping station and an eight-inch force main located on Spring Valley Avenue, are owned and operated by the Borough.

Maywood's sewage is discharged into a trunk sewer operated by the Bergen County Sewer Authority and treated at the Authority's treatment plant near Little Ferry. The collection system is adequate for present needs; however, an increasing density of population and increasing per capita sewage discharge will eventually place a severe strain upon the existing system.

STORM SEWERS

Existing surface water drainage facilities are adequate to meet ordinary needs. The street drainage system discharges into Coles Brook and Westerly Brook through a system of conduits and channels; however, there are some instances of encroachment on the drainage channels. This points to a need for a special study to investigate the drainage rights-of-way and easements as to their locations, delineation, and access. Where necessary, the Borough's right of access for maintenance and improvement purposes should be legally clarified and the rights-of-way and easements should be delineated in detail on Maywood's base map.

ELECTRIC POWER AND GAS

Electric power and gas service are available to all areas of Maywood. These utilities, as well as the street lighting service, are provided by the Public Service Electric and Gas Company of New Jersey, a private utility company, serving the greater part of the urbanized area of northern New Jersey. There are no serious problems associated with the distribution or the increased demand in local service by this utility.

POPULATION

A population study is necessary to analyze population characteristics and growth trends in order that reasonable estimates of future community facilities and services can be made. In addition, such a study provides an understanding of existing and anticipated development pressures.

POPULATION TRENDS

Although local factors, such as availability of vacant land and zoning regulations, are significant determinants of development, regional influences exerted by the New York Metropolitan Region have had and will continue to have a significant effect on Maywood. Between 1900 and 1960 both the overall population of the Region and the New Jersey portion tripled, while the population in Bergen County alone increased tenfold. These trends in population growth appear to be continuing, but on a more gradual basis.

Most of Maywood's development occurred during the 1920's when the population showed an increase of 110 percent over the decade. By the 1950's the Borough's population had more than doubled itself again. As vacant land was depleted the population began to level off, so that by 1960 only a moderate increase was reported. Table VIII shows population trends for Maywood over a sixty-year period.

TABLE VIII
POPULATION TRENDS
BOROUGH OF MAYWOOD
1900 — 1960

	POPULATION	ABSOLUTE INCREASE	PERCENTAGE INCREASE
1900	536	—	—
1910	889	353	65.9%
1920	1,618	729	82.0
1930	3,398	1,780	110.0
1940	4,052	654	19.2
1950	8,667	4,615	113.9
1960	11,460	2,793	32.2

Source: U.S. Census of Population, 1960

POPULATION DENSITY

Population density is an effective indicator of the level of intensity of residential land use. In 1960, the U.S. Census reported that Maywood's population density was 8,815 persons per square mile or 13.8 persons per acre. These figures represent a 4.5 percent increase since 1950. By December, 1969 the Borough's population had increased to 14.9 persons per acre.

Population growth results from two demographic factors: natural increase, the excess of births over deaths, and net migration, the excess of people moving into an area over those moving out during a given period. Both of these factors are significant to the recent development of the Borough.

NATURAL INCREASE AND MIGRATION

Of the total population increase of 2,793 during the 1950's, natural increase accounted for 1,590 additional residents, or 57 percent of the total increase, and migration accounted for 1,203 persons, or 43 percent of the increase. An analysis of available data reveals that the 20-44 years age group contributed the bulk of the in-migration during this period. More recent data indicates that natural increase accounted for 843 persons and net migration accounted for 227 persons during the decade following the 1960 Census. These figures represent 79 percent and 21 percent, respectively, of the total increase of 1,170 persons.

POPULATION AGE DISTRIBUTION

Maywood's population age distribution is compared in Table IX with those of the County and the State. The five-year ranges indicate that the 1960 pattern of age distribution in the Borough is close to those of Bergen County and New Jersey. Some minor differences, which are not demographically significant, are noted in most of the age groups. It is significant, however, that the Borough's lower ratio for the under 5 years of age group is indicative of a lower birth rate trend since the ratio for this age group was 12 percent in 1950. The 60-64 years and the 65 and over age groups also have lower ratios than either the County or the State.

In terms of median age of population, Maywood's population is slightly older than that of Bergen County and the State. The median age for the Borough in 1960 was 33.5 years, whereas the median ages for the County and State were 33.3 and 32.3 years, respectively. This slightly higher median age is attributed to a larger portion of the Borough population in the age groups from 35 to 49 years and a declining birth rate.

In recent years, senior citizens have become a numerically larger component of the population. There were 511 Borough residents 65 years of age or older in 1950. During the following decade, this age component increased 74 percent to a total of 878, so that the Borough's elderly population was 7.7 percent of the total.

RACIAL COMPOSITION

The racial composition of the Borough has not changed significantly since the 1960 Census. Nonwhite residents at that time consisted of 15 persons, nine of which were over 14 years of age. Current estimates indicate the number of nonwhite residents has increased to 28 persons.

POPULATION PER HOUSEHOLD

The concept of population per household is useful in a population analysis to evaluate household size trends and other characteristics of the population. The figure is obtained by dividing the population in households by the number of households. A household is defined by the Bureau of Census to include all of persons who

TABLE IX
POPULATION DISTRIBUTION BY AGE
MAYWOOD, BERGEN COUNTY, AND STATE OF NEW JERSEY
1960

	MAYWOOD	BERGEN COUNTY	NEW JERSEY
Under 5	9.7%	10.2%	10.6%
5-9	10.6	10.2	9.6
10-14	9.2	9.3	8.6
15-19	6.2	6.3	6.5
20-24	4.1	4.2	5.3
25-29	5.2	5.4	6.0
30-34	7.1	7.2	7.2
35-39	8.7	8.4	7.8
40-44	8.0	8.1	7.4
45-49	7.9	7.3	6.7
50-54	6.0	6.0	5.8
55-59	5.5	5.1	5.0
60-64	4.1	4.2	4.3
65 and over	7.7	8.2	9.2
	100.0%	100.0%	100.0%
Median Age	33.5 years	33.3 years	32.3 years

Source: U.S. Census of population, 1960

occupy a house, an apartment or other group of rooms, or a room which constitutes a housing unit. A group of rooms or a single room is regarded as a housing unit when it is occupied or intended for occupancy as separate living quarters.

Maywood's population per household was 3.20 in 1950; in 1960, it increased to 3.34. The estimated number of persons per household is 3.43 for 1969 indicating an upward trend. This trend, particularly in the 1960-69 years, is partly explained by a moderately increasing population in relation to a declining number of new housing units.

The Borough's household size was slightly larger than those of the Region, 3.2 persons, and the State, 3.27, and slightly smaller than that in the Paterson-Clifton-Passaic SMSA, 3.29, and Bergen County, 3.36.

POPULATION PROJECTIONS

By 1985, the regional population is expected to increase by 29.8 percent to a total of 32.2 million persons. While the national population is expected to increase 38.8 percent during the same period, the New York Metropolitan Region's share is expected to decline from a high of 9.5 percent in 1950 to an estimated 8.7 percent in 1985. These projections, developed by the Port of New York Authority, further indicate that population growth will not be evenly distributed throughout the Region. New Jersey's share will be nearly 2.5 million persons, increasing its percentage of the Region's total from 28.9 percent in 1965 to 32.9 percent in 1985. Bergen County's share will increase from 5.2 to 5.9 percent during the same period.

Maywood's estimated population in December, 1968 was 12,030. This estimate was determined by examining the projections of agencies which study the Region and by evaluating the growth and development factors peculiar to the Borough. Based on estimates of currently available vacant land zoned for residential development, and taking into account existing residential density patterns and trends in birth rate and household size, by 1980 Maywood's population is expected to reach 15,500. However, changes in current growth patterns or zoning changes permitting higher residential densities could alter the Borough's growth potential significantly.

ECONOMIC BASE

Essentially, the aim of an economic base study is to achieve an understanding of the sources, levels, and characteristics of a community's income and employment. This analysis will be directed towards the substantive matter and techniques that are applicable to the development of a comprehensive master plan.

ECONOMIC OUTLOOK

In general, two areas of Maywood's economic system are examined: Employment and income characteristics of the population; and the economic conditions and trends in the manufacturing, trade and services sectors of the Borough's economy. Where appropriate, the data are compared with similar data for Bergen County and the State to provide a basis for understanding the relative posture of the Borough's economic activities.

Maywood's location in the inner ring of the New York Metropolitan Region has provided the Borough with development advantages characteristic of the Region's inner ring development. Since Maywood is primarily a residential community, its potential for commercial and industrial development is limited. Thus, the Borough's residents must seek jobs throughout the Region. A complex transportation network, developed over the past 50 years, has facilitated the journey to work and encouraged economic interdependency. Maywood and other suburban communities have benefited substantially by the regional interaction.

LABOR FORCE PARTICIPATION

The labor force of a community generally includes all persons 14 years of age and older who are engaged in gainful employment or are available for employment. According to the U.S. Census of Population of 1960, Maywood had at that time 8,233 persons 14 years and older. Included in this age grouping, were 764 persons enrolled in school or college and 878 persons 65 years of age or older and presumably retired. The Census also revealed that 4,828 persons were active members of the Borough labor force, representing 58.6 percent of all of the Borough residents. Of the women in the labor force, 887 were married and living with their husbands and 97 of them reported having children under six years of age. The sex composition of the labor force is showed in Table X.

TABLE X
SEX COMPOSITION OF THE LABOR FORCE
BOROUGH OF MAYWOOD
1960

	MALE	FEMALE	TOTAL
Persons 14 years and older	3,901	4,332	8,233
Number in Labor Force	3,350	1,478	4,828

Source: U.S. Census of Population, 1960

An examination of the employment patterns shown in Table XI reveals that 3,993 workers, or 84.5 percent of the Borough's employed labor force, were classified as private wage and salary workers. Self-employed workers accounted for 370 workers, or 7.8 percent, and government workers accounted for another 336 workers, or 7.1 percent.

TABLE XI
EMPLOYMENT PATTERNS
BOROUGH OF MAYWOOD
1960

	NUMBER	PERCENT
Private Wage and Salary Workers	3,993	84.6%
Self Employed	370	7.8
Government Workers	336	7.1
Unpaid Family Workers	25	0.5
TOTAL	4,724	100.0%

Source: U.S. Census of Population, 1960

**OCCUPATIONAL
DISTRIBUTION**

An analysis of the occupational distribution of Maywood's labor force reveals that the occupation groups of professional, technical, managerial, craftsmen, and sales workers accounted for 57.0 percent of the total employed labor force. Clerical and kindred occupations accounted for 20.4 percent of the employed labor force. Operatives and kindred occupations accounted for 12.6 percent of the employed labor force, while service workers, including cooks, counter workers and bartenders, totaled 6.0 percent.

The female component of the employed labor force accounted for 24.9 percent of the professional, technical, and kindred workers, 36.5 percent of the sales workers, and 69.0 percent of the clerical and kindred workers. Employed females also accounted for 25.0 percent of the operatives, 43.9 percent of the service workers, and 19.1 percent of the laborers. Only the managers, officials, and proprietors group and craftsmen, foreman, and kindred workers attracted relatively few females to the labor force in 1960.

A detailed tabulation of the occupation characteristics of the Borough's employed labor force is found in table XII.

TABLE XII
OCCUPATION DISTRIBUTION
EMPLOYED LABOR FORCE
BOROUGH OF MAYWOOD
1960

OCCUPATION GROUP	MALE IN OCCUPATION GROUP		FEMALE IN OCCUPATION GROUP		TOTAL IN OCCUPATION GROUP	PERCENT OF TOTAL
	NUMBER	PERCENT	NUMBER	PERCENT		
Professional, Technical, and Kindred Workers	592	75.1%	197	24.9%	789	16.7%
Managers, Officials, and Proprietors	498	93.1	37	6.9	535	11.3
Sales Workers	343	63.5	197	36.5	540	11.4
Craftsmen, Foremen, and Kindred Workers	809	99.07	24	.03	833	17.6
Clerical and Kindred Workers	299	31.0	666	69.0	965	20.4
Operatives and Kindred Workers	447	75.0	149	25.0	596	12.6
Service Workers	157	56.1	123	43.9	280	6.0
Laborers	72	80.9	17	19.1	89	1.9
Other, including not reported	52	-----	45	-----	97	2.1
	3,269		1,455		4,724	100.0%

Source: U.S. Census of Population, 1960

Employment by industrial groups is an analysis of the distribution of employment by industrial activity for 1950 and 1960. Manufacturing is the dominant employment activity of the Borough's labor force. In 1960, 32.2 percent of the labor force was employed in manufacturing operations. This represents a slight decline from the 1950 percentage. Wholesale and retail activities registered an increase in their share of the labor force, rising from 18.1 percent to 24.4 percent.

The other major employment activities by industrial grouping include professional and miscellaneous services; transportation, utilities, and communications; finance, real estate, insurance and banking services. Professional and miscellaneous services declined to 14.5 percent of the engaged labor force, while the transportation, utilities, and communications group remained constant. Finance, real estate, insurance, and banking services increased slightly from 8.7 percent in 1950 to 9.4 percent in 1960. Of the remaining industrial groups, construction employment declined from 7.0 percent to 5.4 percent, while public administration and agriculture decreased slightly. These trends in employment patterns are noted in Table XIII.

TABLE XIII
EMPLOYMENT BY INDUSTRIAL GROUPS
BOROUGH OF MAYWOOD
1950 — 1960

INDUSTRY	1950		1960	
	NUMBER	PERCENT	NUMBER	PERCENT
Agriculture	15	0.4%	32	0.7%
Construction	239	7.0	253	5.4
Manufacturing	1,199	34.8	1,520	32.2
Transportation, Utilities & Communications	321	9.6	454	9.6
Wholesale & Retail	625	18.1	1,151	24.4
Finance, Real Estate, Insurance & Banking Services	300	8.7	446	9.4
Professional & Miscellaneous Services	625	18.1	684	14.5
Public Administration	103	3.0	126	2.6
Industries Not Reported	<u>22</u>	<u>0.6</u>	<u>58</u>	<u>1.2</u>
TOTALS	3,449	100.0%	4,724	100.0%

Source: U.S. Census of Population, 1960

**COMMUTING
PATTERNS**

Owing to the broad range of employment opportunities in the New York Metropolitan Region and the limited industrial and commercial development within Maywood, most of the labor force must commute to their places of employment. As noted in Table XIV, approximately 59.4 percent of the Borough's engaged labor force work within Bergen County; an additional 4.9 percent found employment in Passaic County. These two counties, as mentioned previously, comprise the Paterson-Clifton-Passaic Standard Metropolitan Statistical Area. Thus, over 64 percent of the Borough's 1960 engaged labor force was employed in this statistical area as defined by the U.S. Bureau of Census. The remaining 34 percent of the engaged labor force was employed at places outside of the SMSA and 2.0 percent was unreported. The places of work were distributed throughout Hudson and Essex County employment centers and Manhattan.

TABLE XIV
PLACES OF WORK OF PERSONS RESIDING IN
THE BOROUGH OF MAYWOOD
1960

PLACE OF WORK	NUMBER OF PERSONS	PERCENT OF TOTAL
Bergen County	2,805	59.4%
Passaic County	234	4.9
Paterson City	92	
Clifton City	53	
Passaic City	41	
Remainder of Passaic County	48	
Outside of Paterson-Clifton- Passaic SMSA	1,503	33.7
Essex County	185	
Hudson County	370	
Elsewhere in the New York Metropolitan Area	948	
Not Reported	182	2.0
TOTALS	4,724	100.0%

Source: U.S. Census of Population, 1960.
Commuting Patterns of Workers Employed in New Jersey,
Department of Labor and Industry, State of New Jersey 1961

A greater percentage of the Borough's engaged labor force traveled to their respective places of employment by private automobile and public transportation than the labor force of Bergen County or the State. According to the U.S. Census of 1960, 67.1 percent of the Borough workers use their private automobiles or car pools and 18.0 percent use public transportation. For the County, 63.5 percent of the workers use private automobiles and 17.2 percent use public transportation. The respective figures for the State are 61.1 percent and 14.9 percent.

**INCOME
DISTRIBUTION**

Family income is one of the more useful indices of the economic well-being of a community and the individual family's standard of living. Income levels are directly related to the levels and characteristics of consumer spending for goods and services, a large proportion of which is provided by the local economy. The last decennial census indicated that the median family income for Maywood was \$8,348. This figure exceeded the median family incomes for Bergen County and the State, \$7,978 and \$6,786, respectively. Furthermore, as shown in Table XV, the median family income for Maywood was above that of all of the neighboring communities, except River Edge and Fairlawn.

TABLE XV
MEDIAN FAMILY INCOME
BOROUGH OF MAYWOOD, NEIGHBORING COMMUNITIES,
BERGEN COUNTY, AND STATE OF NEW JERSEY
1960

COMMUNITY	MEDIAN FAMILY INCOME
River Edge	\$9,166
Fair Lawn	8,346
Maywood	8,348
Paramus	7,938
Rochelle Park	7,764
Hackensack	6,914
Lodi	6,437
Bergen County	7,978
New Jersey	6,786

Source: U.S. Census of Population, 1960

Maywood's higher median family income is generally attributed to the Borough's slightly higher percentage of upper income occupations and its higher level of educational attainment.

A comparison of the median family income for 1950 and 1960 reveals that its level increased considerably over the decade and at a slightly higher rate than in Bergen County or the State. The Borough's median family income increased 88.1 percent during the intercensal period, rising from \$4,434 in 1950 to \$8,348 in 1960.

The 1950 figure may be adjusted for changes in the Consumer Price Index by the Bureau of Labor Statistics to provide a more meaningful comparison. This dollar value adjustment, however, represents only an approximation since the Consumer Price Index is based on net income while census data is based on gross income. Under these circumstances, the 1950 median income of \$4,434 adjusts to \$5,498 and reflects a 51.7 percent increase in median family income in terms of 1960 dollars.

EFFECTIVE BUYING INCOME

An analysis of median family incomes in increments of \$1,000 indicates that less than 7.0 percent of the Borough's families had incomes of under \$4,000, 60.2 percent had incomes ranging from \$4,000 to \$9,999, and 32.5 percent had incomes of \$10,000 and over in 1960. The distribution of Borough income levels reveals that Maywood had fewer families in the lower income levels than either Bergen County or the State and had more families in all of the higher levels than either the County, except the \$15,000 and over bracket, or the State.

According to *Sales Management* magazine's 1968 edition of "Survey of Buying Power," Bergen County is the dominant county in the nation's 19th largest market. The Paterson-Clifton-Passaic SMSA, which comprises this market area, ranks 19th in population and per household income and 20th in total retail sales. Bergen County accounts for two-thirds of the market's population, effective buying income, and retail sales.

Unfortunately, market data of this type is not recorded for Maywood. Nevertheless, estimates of effective buying income may be made. Assuming that the Borough's socio-economic characteristics are generally similar to those of Bergen County and selected communities, an estimate of the Borough's effective buying income may be extrapolated from available data. There were 269,300 households in Bergen County in 1967. At that time, the County's effective buying income estimate was \$3,215.7 million and the County's per household effective buying income was \$11,491. During this same year, Paramus had an effective buying income per household of \$12,416, while Fair Lawn and Teaneck had estimates of \$12,463 and \$15,144, respectively. Lodi's estimate was \$8,830. For purposes of this study, the effective buying income per household for the Borough is estimated to be \$11,400.

EDUCATIONAL ATTAINMENT

Educational attainment is measured in terms of the highest grade or year of formal schooling a person has completed. Maywood ranks higher than Bergen County and the State in educational attainment. More than 62 percent of all Borough residents over 25 years of age in 1960 had completed at least four years of high school, as compared to 49 percent for Bergen County and 40 percent for the State. The

median school year completed for all Maywood residents was 12.1 years, the same as that reported for Bergen County, while the median for the State was 10.6 years.

**LOCAL ECONOMIC
ACTIVITY**

Local economic activity is generally evaluated in terms of a community's manufacturing, wholesale, retail and service sectors. A review of the extant publications of the U.S. Department of Commerce on the Censuses of Business and Manufacturers indicate recent economic and employment trends in these sectors and provides a basis for estimating current trends.

MANUFACTURING

In 1963, the last year for which data is available, Maywood had 17 manufacturing firms employing 701 persons. This is an increase of nine firms and 388 persons over 1958 figures. An increase in the number of operating firms and persons employed during the five-year period preceding the last census of manufacturers is significant in view of the scarcity of land for industrial development in the Borough.

Table XVI presents a review of trends in manufacturing activity in the Borough, County, and State for the census period from 1958-1963.

TABLE XVI
MANUFACTURING ACTIVITY
BOROUGH OF MAYWOOD, BERGEN COUNTY, AND STATE OF NEW JERSEY
1958-1963

	BOROUGH OF MAYWOOD	BERGEN COUNTY	NEW JERSEY
Establishments			
1963	17	2,187	15,208
1958	9	1,788	14,010
Percent change	+ 88.9%	+22.3%	+ 8.6%
Employees			
1963	701	95,891	829,201
1958	313	81,698	761,916
Percent change	+ 123.9%	+17.4%	+ 8.8%

Source: U.S. Census of Manufacturers, 1963

Another common method of measuring manufacturing activity is through the computation of value added to products by the manufacturing process. According to Table XVII, the value added to raw products and materials by manufacture increased from \$2,928,000 in 1958 to \$8,646,000 in 1963. This represents a 195.0 percent increase in value added. Value added by production employee increased during this same period from \$9,354 to \$12,334 or 31.9 percent.

TABLE XVII
VALUE ADDED BY MANUFACTURE
BOROUGH OF MAYWOOD
1958 – 1963

	1958	1963	PERCENT CHANGE 1958-1963
Total Value Added (\$000)	\$ 2,928	\$ 8,646	195.0%
Value Added per Production Worker	9,354	12,334	31.9

Source: U.S. Census of Manufacturers, 1963

More recent sources than the Census indicate that manufacturing employment in Maywood increased to an estimated 926 workers in November, 1968. This estimate includes 150 office and technical workers and 776 production workers and represents a 32.0 percent increase over the 1963 manufacturing employment level.*

Average hourly earnings for manufacturing workers rose to \$3.17 and average weekly hours amounted to 41.2 for the State in November, 1968. It can be assumed the Borough manufacturing sector maintained average hourly earnings and an average work week that are favorably comparable to the State averages.

* *New Jersey Department of Labor and Industry, Bureau of Labor Statistics, 1967 New Jersey State Industrial Directory Employment Trends (Trenton: 1968), and Consultant's Survey*

WHOLESALE TRADE

The number of wholesale trade establishments in Maywood increased from six to nine between 1958 and 1963, a growth rate of 33 percent. Sales increased at a slightly higher rate, 64.4 percent; payroll increased by 140.0 percent. Estimated current employment in wholesale trade is 116 workers, an increase of 50.6 percent since 1963. Table XVIII provides a detailed comparison of wholesale trade trends in Maywood, Bergen County and the State.

TABLE XVIII
WHOLESALE TRADE
BOROUGH OF MAYWOOD, BERGEN COUNTY, AND STATE OF NEW JERSEY
1958 — 1963

	MAYWOOD	BERGEN COUNTY	NEW JERSEY
Number of Establishments			
1963	9	1,396	9,626
1958	6	966	8,236
Percent Change	+33.3%	+44.8%	+16.9%
Sales (\$000)			
1963	\$8,879	\$2,708,335	\$12,768,598
1958	5,400	1,126,548	8,477,140
Percent Change	+64.4%	+140.4%	+50.5%
Payroll (\$000)			
1963	\$684	\$127,091	\$709,178
1958	285	58,125	NA
Percent Change	+140.0%	+118.7%	NA

Source: U.S. Census of Business, 1963

RETAIL TRADE

Although the Borough experienced a decline in the number of retail establishments from 58 to 45 during the intercensal period, the remaining establishments reported a larger sales volume and payroll for 1963. This trend is similar to the trends experienced by retail operations on the County and State levels. The data of Table XIX indicates the Borough's retail sector has maintained its position and in some instances is expanded toward larger businesses.

Since the 1963 Business Census, the number of retail establishments in the Borough has increased to 48. Included in this number of establishments are a variety of food stores, women's and children's apparel, household, hardware, and home appliance shops; and drugs, jewelry, variety, general merchandise, and confectionery outlets. In addition, there are eating and drinking places, liquor stores, gasoline service stations, and several miscellaneous retail outlets.*

The retail establishments in the Borough appear viable and adequately competitive to continue offering a variety of merchandise to the Borough residents and providing a complementary function to the established nearby regional shopping facilities.

TABLE XIX

RETAIL TRADE BOROUGH OF MAYWOOD, BERGEN COUNTY, AND STATE OF NEW JERSEY 1958 — 1963

	MAYWOOD	BERGEN COUNTY	NEW JERSEY
Number of Establishments			
1963	45	6,831	62,630
1958	58	7,124	68,377
Percent Change	-22.4%	-4.1%	-8.4%
Sales (\$000)			
1963	\$6,134	\$1,204,259	\$9,059,926
1958	4,644	904,653	7,275,092
Percent Change	32.1%	33.1%	25.3%
Yearly Payroll (\$000)			
1963	\$879	\$133,927	\$1,013,369
1958	454	97,074	779,221
Percent Change	+93.6%	+37.9%	30.0%

Source: U.S. Census of Business, 1963

* Consultant's field survey, December, 1968

SERVICES

Selected Services establishments are defined as those primarily engaged in rendering a wide variety of services to individuals and business establishments. According to the U.S. Census of Business, in 1958 there were 49 selected service establishments in Maywood. As seen in Table XX, the 1963 Census also enumerated 49 selected service establishments in the Borough. However, sales and payroll increased 236.5 percent and 617.6 percent, respectively.

TABLE XX
SELECTED SERVICES
BOROUGH OF MAYWOOD, BERGEN COUNTY, AND STATE OF NEW JERSEY
1958 – 1963

	MAYWOOD	BERGEN COUNTY	NEW JERSEY
Number of Establishments			
1963	49	4,199	35,135
1958	49	3,555	33,157
Percent Change	---	+18.1%	+6.0%
Sales (\$000)			
1963	2,591	232,014	1,472,717
1958	770	117,754	1,036,982
Percent Change	+236.5%	+77.0%	+42.0%
Payroll (\$000)			
1963	1,349	69,972	472,058
1958	188	35,962	310,164
Percent Change	+617.6%	+94.6%	+52.2%

Source: U.S. Census of Business, 1963

The analysis of the principal sectors of the economy, including growth indices, indicates that the Borough has sustained a favorable economic posture, comparable to County and State positions. It is anticipated that Maywood will continue to maintain a limited level of local economic activity, but that the Borough's economic well-being will continue to be tied to that of the New York Metropolitan Region.

HOUSING AND NEIGHBORHOOD ANALYSIS

In Maywood the single-family residential structure is the most significant land use determinant and, in large measure, dominates the character of the Borough. The design, type of construction, level of maintenance and degree of obsolescence of the residential structures are contributing determinants of the character and quality of living a community offers.

The purpose of this analysis of exterior building conditions is to determine the condition and viability of the neighborhoods in Maywood and to explain the trends and forces contributing to their conditions.

METHODOLOGY

During the summer of 1968, the consultant conducted a field survey and recorded the exterior condition of each residential building. The surveyors, in making their determinations, used such criteria as the age of the buildings, type of construction, and condition of foundations, roof lines, window frames, porches and appurtenances, paint, and gutters.

The rating scale utilized in the survey ranged from excellent (A), to poor or defective structures (D). The criteria for each rating is outlined below.

- A — Excellent. These are primarily structures that meet the highest standards of building maintenance. They indicate no evidence of structural deterioration or functional obsolescence. Their grounds are very well maintained and set an example for other sites.
- B — Good. These are older structures which evidence a high standard of building maintenance. Their grounds are well maintained and the buildings present a good appearance. However, their structural appearance does not warrant classification as an "A" structure.
- C — Fair. These structures are reasonably maintained, but show signs of aging. They show minor structural defects, such as cracked chimneys, makeshift additions, cracked and peeling paint, or cracked roofing shingles. With improvements they could be upgraded and classified as "B" structures.
- D — Poor. These structures are partially sound but display evidence of exterior neglect. They exhibit major defects such as cracked foundations, sagging roof lines, or ill-fitting windows. Other characteristics are advanced age, physical, structural, or economic obsolescence, and lack of maintenance.

The distribution of residential buildings in the various rating categories is shown in Figure VI. The chart seems to indicate that the great majority of all buildings are rated as either "good" or "fair;" however, it is of some importance to note that a greater number of buildings are rated "excellent" or "good." The result is an overall picture suggesting that the building conditions for Maywood as a whole are substantially better than average. Although overall building conditions in the Borough are sound, the age of some structures is beginning to show, and their conditions are less than desirable. Corrective maintenance may restore these structures to a higher standard and upgrade the condition of the areas in which they are located.

**ANALYSIS OF
HOUSING
CONDITIONS**

Of the 2,651 residential structures included in the survey, 63.1 percent were classified as either "excellent" or "good" and 36.9 percent as "fair" or "poor." It may be observed that nearly two-thirds of the housing stock in the Borough is better than average and less than one percent is deteriorated. This is a significant factor in community development and indicates the sound initial construction and the beneficial effects of building maintenance.

Table XXI indicates the distribution of building conditions by planning area as evaluated in the Housing Field Survey. The residential structures in Area VI, because of its predominately industrial character, are omitted from this analysis.

According to the 1960 U.S. Census of Housing, nine years ago the Borough of Maywood contained only 20 dwelling units in either deteriorated or dilapidated condition. Although different criteria were used, the 1968 housing field survey classified 14 structures as poor or deteriorated. This comparison, despite the differences in survey methodology, indicates that the level of building conditions in Maywood has remained constant, suggesting a high level of individual building maintenance and property owner concern.

**BLIGHTING
INFLUENCES**

There are several, additional important factors which influence the evaluation of some buildings in the Borough. Among these are traffic, lot size, incidence of conversions from residential to more intensive uses, the mixture of different land uses in the same area, the unrestricted use and display of signs and outdoor advertising devices, and economic or structural obsolescence.

The blighting influence of traffic normally depends on two conditions: the volume of traffic and the building set-back. The heavy traffic on Passaic Street has a negative affect on private residences due to noise, dirt, fumes, and peril to pedestrian and family safety. In other areas, such as Maywood Avenue, East and West Pleasant Avenues, Central Avenue and Spring Valley Avenue, the traffic is less severe than on Passaic Street, but the constant flow of residential traffic and the influence of commuter traffic, also passing through residential areas, produces a subtle, deteriorating effect on adjoining properties.

Traffic volumes on Route 17 are extremely heavy and relatively fast; Essex Street also carries large volumes of traffic. The traffic on these arteries has a deleterious effect upon the abutting commercial and industrial establishments due to inadequate setbacks, access, and insufficient off-street parking facilities.

FIGURE VI
DISTRIBUTION OF EXTERIOR BUILDING CONDITIONS
DECEMBER, 1968

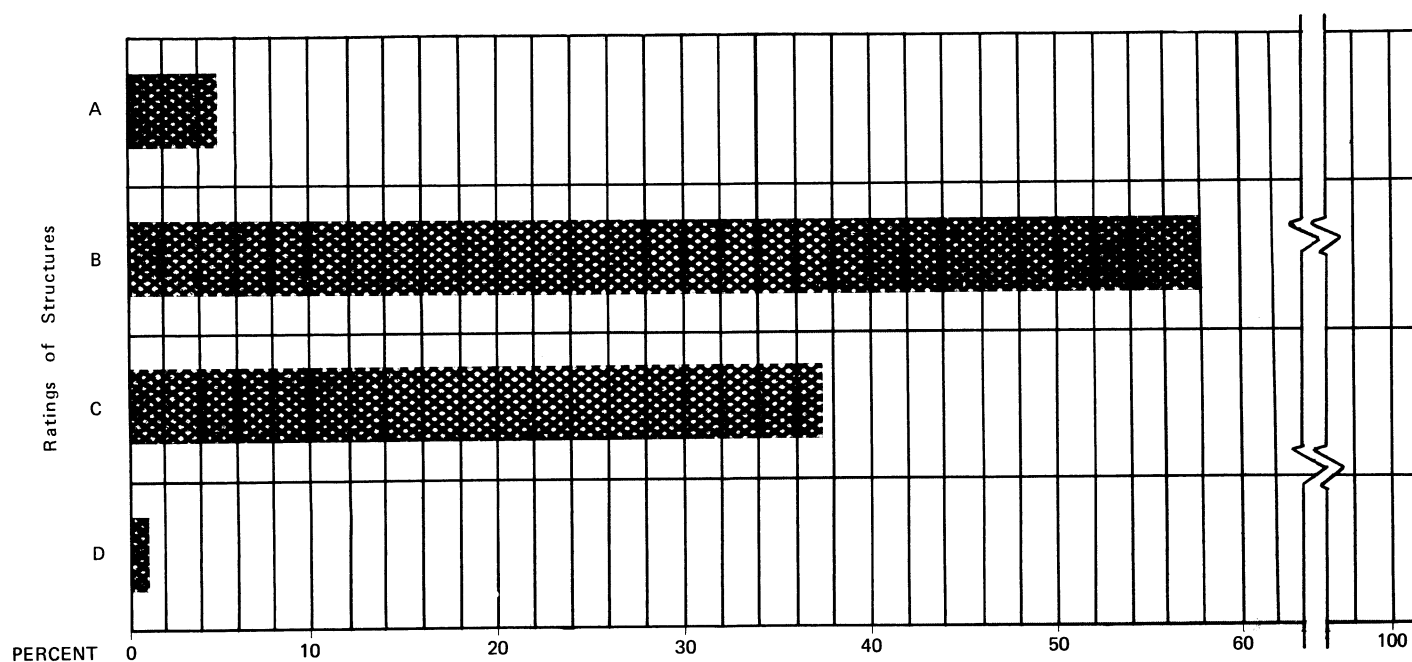


TABLE XXI
DISTRIBUTION OF BUILDING CONDITIONS BY PLANNING AREA
BOROUGH OF MAYWOOD
1968

PLANNING AREA	BUILDING RATINGS			
	A	B	C	D
I	107	539	555	9
II	16	126	91	3
III	10	121	116	0
IV	9	167	148	1
V	3	341	7	1
VI	—	—	—	—
VII	0	234	47	0
TOTAL	145	1,528	964	14

Source: Consultant's Field Survey, 1968

In addition to traffic considerations, it was noted that many residential buildings reflect the development patterns of the 1920's and 1930's. While the advanced age of a building does not necessarily mean it has deteriorated, the construction of residences on small lots, typical of pre-war development, has resulted in high population densities, little open space, and parking and traffic circulation inconveniences. These trends are not concentrated in every area or in any consistent pattern throughout residential neighborhoods. They are, however, consistently present and more prevalent in various degrees in the Prospect Avenue, Washington Avenue, Elm Street, Edel Avenue, and Palmer Avenue sections.

Upon completion of the building by building evaluation, groups of buildings were analyzed by block, reflecting more closely the general neighborhood conditions. The following four categories for overall residential building conditions are presented in order to explain the building condition trends in each of the areas, as well as to relate them to the evaluation of each individual building:

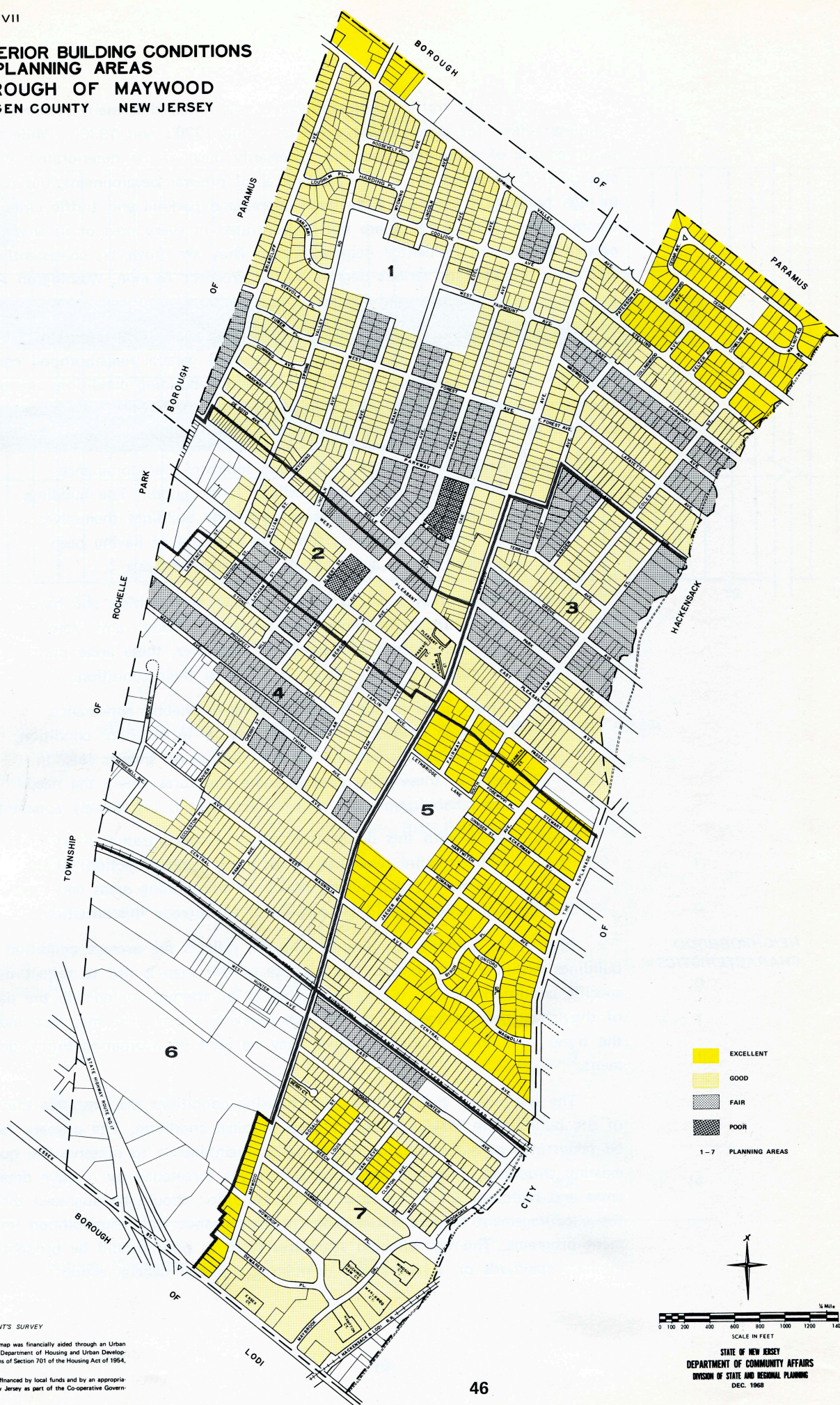
- Excellent: Areas receiving this designation indicate a predominance of buildings rated as "excellent" and "good." The buildings in these areas are on larger lots. The buildings themselves are larger and most exhibit the attribute of having been constructed on a custom or an individual basis.
- Good: These areas begin to reflect a trend of transition and have a mixture of buildings with ratings of "good" and "fair" with an occasional "excellent." However, these areas may be considered very stable in terms of their condition.
- Fair: These areas reflect a general aging or shabby appearance. Although individual structures may be in excellent condition, the overall character is of older homes on smaller lots. In general, these areas contain some structures where the need for rehabilitation and code enforcement is increasingly apparent.
- Poor: Areas with this designation reflect a concentration of structures which require rehabilitation or other remedial action. These may have a detrimental effect on surrounding areas and remedial action should be considered to upgrade this situation.

NEIGHBORHOOD CHARACTERISTICS

Figure VII, Exterior Building Conditions, reflects the average condition of buildings within a given block. The purpose of this map is not to reflect the specific condition of each block, but rather is an attempt to indicate the pattern of the larger neighborhood of which each block is a part. The map also indicates the trend in building conditions which may be used for evaluating future development.

The analysis of neighborhood and housing conditions demonstrates that most of the buildings in Maywood are in good physical condition. The primary factor to be taken into consideration for the future is maintenance to preserve the quality of existing structures. Although Maywood is not yet threatened by massive deterioration, areas and buildings which are rated in fair condition should be upgraded through the encouragement of accelerated property maintenance and neighborhood improvement programs. The few blighted structures rated as poor should be brought up to minimal standards or, if warranted, demolished through official action.

EXTERIOR BUILDING CONDITIONS BY PLANNING AREAS BOROUGH OF MAYWOOD BERGEN COUNTY NEW JERSEY



SOURCE: CONSULTANT'S SURVEY

The preparation of this map was financially aided through an Urban Planning grant from the Department of Housing and Urban Development, under the provisions of Section 701 of the Housing Act of 1954, as amended.

The remainder has been financed by local funds and by an appropriation of the State of New Jersey as part of the Co-operative Governmental Planning Program.

FINANCIAL ANALYSIS

MUNICIPAL COSTS AND REVENUE TRENDS

The revenue and expenditures of local government are influenced by such major factors as property use, the type and quantity of services provided, population changes, and the effective purchasing power of the dollar. Table XXII outlines municipal costs and revenues for Maywood between 1960 and 1967.

Overall revenue for Maywood increased by 47.6 percent during the study period. The major source of revenue for the Borough, like most New Jersey municipalities, is the property tax. Between 1960 and 1967, Maywood's dependence on the property tax increased from 82.0 to 85.2 percent of total revenue. During the same period the actual amount of revenue collected from the property tax increased by 53.3 percent. A significant increase of 385.8 percent in State aid was also registered. Maywood received \$25,000 in 1967 for road aid compared with \$5,000 in 1960.

Total municipal cost increased 52.9 percent over the eight-year period. The most significant increases were in required school payments, 69.1 percent, and county payments, 48.5 percent, reflecting statewide and national trends in these areas. The overall increase in municipal functions, such as public safety, recreation, health and welfare, was 36.0 percent, a moderate increase. Although some areas of municipal functions experienced decreases, most experienced moderate to large increases. These increased expenditures are, for the most part, the result of Maywood's need for an increased number and higher level of municipal services and a higher salary scale for its employees.

ASSESSED VALUATION AND TAX RATE TRENDS

The tax rate and property valuation are the determinants of the largest part of the local revenue in Maywood. As seen in Table XXIII, true property values have increased 29.3 percent from 1960 to 1967. To determine a hypothetical tax rate, adjusted true values have been employed to eliminate deviations resulting from the annual change in the ratio of assessed valuation. Thus, the tax rate has increased approximately 22 percent, from \$2.28 to \$2.77 per \$100 of true value.

COST-REVENUE COMPARISON BY PROPERTY USE

For analytical purposes all real property in Maywood is arranged into six categories, as shown in Table XXIV: one- and two-family residential, multi-family residential, commercial, industrial, vacant and tax exempt. Between 1960 and 1967, the percentage of total revenues from commercial and industrial properties increased 119.2 and 262.9 percent, respectively. The rising costs of services to the industrial sector, amounting to 197.5 percent, kept pace with increased tax revenues, whereas the cost of services to the commercial sector rose 101.2 percent. In the residential sector, costs increased by 47.2 percent and revenues by 40.2 percent, indicating that residential revenues are not keeping pace with the rising cost of services to residential properties.

TABLE XXII
ANALYSIS OF REVENUE AND EXPENDITURES
BOROUGH OF MAYWOOD
1960 – 1967
(\$000's)

	1960	1963	1965	1967	% CHANGE 1960 – 1967
REVENUES					
Property Tax Collection	\$1,459	\$1,627	\$1,776	\$2,238	53.3%
Miscellaneous, Other than Property Tax	154	188	265	222	44.0
Surplus Balance	140	155	155	109	-22.1
Delinquent Taxes	21	36	31	34	60.0
State Aid	5	6	19	25	385.8
TOTAL REVENUES	\$1,779	\$2,012	\$2,246	\$2,628	47.6%
EXPENDITURES					
General Government	91	110	124	567	73.0%
Public Safety	192	214	248	298	54.8
Streets and Roads	63	72	86	106	68.4
Sewer	81	102	89	75	-7.6
Garbage Removal	59	65	64	90	52.0
Health and Welfare	13	15	18	19	49.3
Recreation and Playgrounds	20	23	27	31	55.7
Public Library	20	26	29	45	130.8
Statutory Expenditures and Unclassified	30	34	37	52	74.7
Capital Improvements Debt Service and Deferred Charges	135	66	89	84	-38.1
Required School Payments	783	966	1,110	1,324	69.1
County Payments	192	219	249	285	48.5
TOTAL EXPENDITURES	\$1,679	\$1,912	\$2,170	\$2,567	52.9%

Sources: Annual Reports, N.J. Division of Taxation, 1960–1967
Maywood Planning Board
Annual Budgets, Borough of Maywood

The multi-family portion of the community shows the greatest disparity between revenue and costs during the study period. While revenues increased by 7.4 percent, expenditures increased by 84.2 percent. The negligible revenue increase may be attributed to limited new construction and a number of successful tax appeals resulting in a reduction in valuation. The increase in expenditures is assumed to be due to increased costs for schools, fire and police protection, health and welfare, and other municipal services.

TABLE XXIII
ASSESSSED VALUATION AND TAX RATE TRENDS
BOROUGH OF MAYWOOD
1960 – 1967

	1960	1963	1965	1967
Estimated True Value of Real Property* (\$000's)	\$65,254	\$66,141	\$74,093	\$84,344
Total Tax Levy for all Purposes (\$000's)	1,490	1,649	1,867	2,338
Tax Rate Per \$100 of True Value of Real Property	2.28	2.49	2.51	2.77

* Exclusive of all Class II Railroad Property

Source: Annual Report, N.J. Division of Taxation, 1960–1967

**PUBLIC DEBT AND
BORROWING
CAPACITY**

New Jersey statutory law now requires all municipalities to prepare a capital improvements program for anticipated current expenditures and projected expenditures over a five-year period. Therefore, a review of the present debt condition of the Borough is important since most capital improvements are financed by municipal bond issues.

Knowledge of the debt limitations imposed by legislation upon local governments is vital to an understanding of municipal fiscal debt structure. For municipal purposes a local government may incur debt to a limit of 3.5 percent of the prior three-year average of the equalized valuation of all real property. A debt up to 3.5 percent of the same three-year average equalized valuation may be incurred for school purposes, and an additional 0.5 percent debt may be accrued if the municipality maintains or assists in the maintenance of a high school. The total 4.0 percent debt capability for school purposes may be exceeded, but the excess must be applied to the municipal 3.0 percent debt limit.

As of 1968 the total municipal debt limit for the Borough of Maywood, according to the debt limitations mentioned above, is approximately \$5,819,816. Approximately \$2,909,908 is allocated for school purposes and \$2,909,908 for local governmental expenses. The upward limit on Maywood's borrowing capacity will increase as the value of property rises during the next few years.

TABLE XXIV
REVENUE AND COSTS BY PROPERTY USE
BOROUGH OF MAYWOOD
1960 — 1967
(000's)

	1960	1967	% CHANGE
REVENUE			
One and Two Family Residential	\$1,426	\$1,999	40.2%
Multi-Family Residential	197	212	7.4
Commercial	88	194	119.2
Industrial	56	202	262.9
Vacant	13	21	63.8
Tax Exempt	0	0	—
TOTAL REVENUE	\$1,780	\$2,628	47.6%
COST			
One and Two Family Residential	\$1,429	\$2,104	47.2%
Multi-Family Residential	131	223	84.2
Commercial	30	77	101.2
Industrial	26	78	197.5
Vacant	6	18	181.9
Tax Exempt	58	66	14.1
TOTAL COST	\$1,670	\$2,566	52.8%

Source: N.J. Division of Taxation

Estimates of the value of real property in Maywood, projected through 1974, are indicated in Table XXV. The basis for computing the future borrowing capacity of the Borough is also indicated by this Table. Assuming that by 1974 the equalized valuation of real property will increase to approximately \$100,039,000, the borrowing capacity will be \$7,002,730. This debt capacity is allocated as follows: \$3,501,365 for school purposes and \$3,501,365 for municipal purposes.

TABLE XXV
PROJECTED BORROWING CAPACITY
BOROUGH OF MAYWOOD
1964 — 1974

	ESTIMATED EQUALIZED VALUATION BASIS ¹	MUNICIPAL 3½% CAPACITY ²	SCHOOL 3½% CAPACITY	TOTAL BORROWING CAPACITY	TOTAL OUT- STANDING DEBT ³	UNUSED BORROWING CAPACITY
1964	\$ 68,197,212	\$2,386,902	\$2,386,902	\$4,766,804	\$1,112,900	\$3,653,904
1965	71,679,184	2,508,771	2,508,771	5,017,542	1,309,300	3,708,242
1966	75,668,731	2,648,405	2,648,405	5,296,810	1,190,378	4,106,432
1967	79,404,490	2,779,157	2,779,157	5,558,313	1,118,378	4,439,935
1968	83,140,249	2,909,908	2,909,908	5,800,036	1,046,378	4,753,758
1969	86,015,000	3,010,525	3,010,525	6,021,050	999,378	5,021,672
1970	88,890,000	3,111,150	3,111,150	6,222,300	952,378	5,269,922
1971	91,765,000	3,211,775	3,211,775	6,423,550	903,178	5,520,372
1972	94,640,000	3,312,400	3,312,400	6,624,800	851,178	5,773,622
1973	97,515,000	3,413,025	3,413,025	6,826,050	799,178	6,026,872
1974	100,039,000	3,501,365	3,501,365	7,002,730	747,178	6,255,552

¹ Based on average of equalized value of prior 3 years (method required by State) 1968—1974 are estimated

² Municipal debt capacity is 3½% of equalized evaluation

³ Figures gained from-local Municipal Budget of the Borough of Maywood, New Jersey, 1967

Source: N.J. Department of the Treasury, Division of Taxation, Annual Report, 1964 — 1966

CAL OUTLOOK

The fiscal structure of Maywood appears to be sound. The Borough tax rate is not excessive according to recognized standards, and the future debt limit and borrowing capacity provide sufficient opportunities for the municipality to underwrite necessary capital improvements.

Based upon the cost-revenue analysis, land uses within the Borough are providing more revenue than they receive in services, except for residential and tax exempt uses. While residential land uses receive slightly more for their tax dollar than they pay, these uses still provide the major share of local tax revenues. However, it is pointed out that the predominant service costs of residential land uses — required school district payments — are charged solely to that land use category. Tax exempt properties, which produce no tax revenue for the Borough, often provide services not otherwise available.

CIRCULATION AND TRANSPORTATION

THE REGIONAL HIGHWAY NETWORK

The regional highway network in Central Bergen County is characterized by extremely complex traffic patterns. Daily flows of rush-hour commuter, local, commercial, and shopping traffic over the regional highways produces high-volume traffic patterns that strain and, at peak hours, often saturate the county roads and local streets which must function as alternate routes and by-passing links in the regional system. This is particularly true of the Maywood street system owing to the Borough's geographical location amidst burgeoning regional shopping facilities and a network of high-volume highways.

Local traffic patterns and street functions will undoubtedly continue to be affected by the regional highway network. Therefore, it is important that existing and proposed highways in the region be considered when developing or revising local circulation plans.

Existing and proposed regional highways are shown on Figure VIII. It is apparent from an inspection of Figure VIII that the regional highway network not only serves Bergen County and the neighboring urban areas, but also serves as an integral part of the interstate routes to New York City and other points throughout the New York Metropolitan area. It is also apparent that the traffic flow over the regional network is primarily in an east-west direction and secondarily in a north-south direction.

Of the various proposed highways and highways presently under construction in the region, the proposed extension of Interstate Route 287 through western Bergen County to link with the completed portion of I-287 in New York State, and the completion of Interstate 80 will have the more noticeable effect on the Maywood area. Both of these facilities will accelerate the development of the northwestern part of Bergen County, and consequently will generate additional traffic in Central Bergen County.

Other regional highway improvement proposals under consideration by the New Jersey Department of Transportation and outlined in its 1968 master plan include the extension of Route 208 from Oakland to the New York state line, the widening of Route 17 and the construction of several interchanges along this route from Route 3 to Route I-287, the widening of Route 46 from Route 17 to Little Ferry, and the improvement of the Midland Avenue interchange with Route 46. To relieve traffic congestion and the hazardous conditions at the Routes 4 and 17 interchange, the Department of Transportation Master Plan proposes major improvement for this high-volume facility. Also under consideration by the Department of Transportation Master Plan are proposals for widening Route 4 from Route 17 to Route I-95 to accommodate the high volume in that segment of Route 4,

FIG. VIII

REGIONAL HIGHWAY SYSTEM NORTHEASTERN NEW JERSEY



and for the improvement of the Route 4 interchange with Route 208.

All of these State highway improvements are designated first priority projects in the Department of Transportation 1968 Master Plan scheduling and are proposed to be financed by the recently approved Transportation Bond Referendum but as yet they have not been programmed for implementation.

In addition to the Department of Transportation highway improvement proposals, the Bergen County Department of Public Works released in 1968 a preliminary plan for the extension of Plaza Way. This plan is the latest in a series of proposals to improve the traffic flow on Passaic Street and Rochelle Avenue. The plan, designated Alternate Plan VII, proposes the construction of a four lane roadway along the existing route of Plaza Way from Arcola Road, just east of Garden State Parkway, to Passaic Street at Spring Valley Road. The objective of Plan VII is to relieve traffic congestion in the local street network of the Maywood, Rochelle Park, and Paramus area through which the access routes to the Garden State Plaza shopping complex are concentrated, and to improve traffic circulation and distribution on Passaic Street, Rochelle Avenue, Farview Avenue, and Plaza Way.

There are many constraints operating against the implementation of these highways proposals such as the intensive strip development abutting the highways, the prohibited cost of land acquisition, and the limited resources of the County and State to finance the construction program. Accordingly, these proposed improvements may not be implemented in the near future.

REGIONAL TRAFFIC VOLUMES

Traffic volumes of the various links of the regional highway network are indicated on Figure IX. This map presents the 1968 average annual daily traffic volumes (AADT) for both directions on the interstate and state highways in the northeastern part of the state. The data of Figure IX compiled by the Department of Transportation indicate the traffic volumes of the major carriers in the central part of Bergen County generally increase from the easterly and southerly directions. This is dramatically illustrated by Route 4 which experiences a 47.8 percent increase in average annual daily volume from 58,850 vehicles per day at point immediately east of the junction of Route I-95 to 87,000 in the area of the Route 4 regional shopping complex. A similar pattern is shown by Route I-80 in the central part of the County. The AADT volume on this freeway increases 37.5 percent from 62,050 at its junction with I-95 to 78,600 in the Hackensack area, then decreases 83.0 percent to 35,670 just west of the Route 17 interchange. Traffic volume on Route 17 increases 62.0 percent from 39,460 vehicles per day in the Carlstadt area to 64,000 just south of the Route 4 interchange, and further increases to 77,000 just north of this same facility for an overall increase of 95.0 percent for these two links.

THE BOROUGH STREET SYSTEM

The network of the Borough street system is characterized by a gridiron configuration with Maywood Avenue providing the only north-south arterial service and Spring Valley Avenue, Passaic Street, Central Avenue, and Essex Street providing the east-west arterial service. As a result of the gridiron street system there are numerous intersections and short blocks. In addition, many of the streets are characterized as dead end streets, some of which do not have sufficient turn around facilities. Nevertheless, this is not a serious deficiency since these streets are, for the most part, local streets in residential neighborhoods.

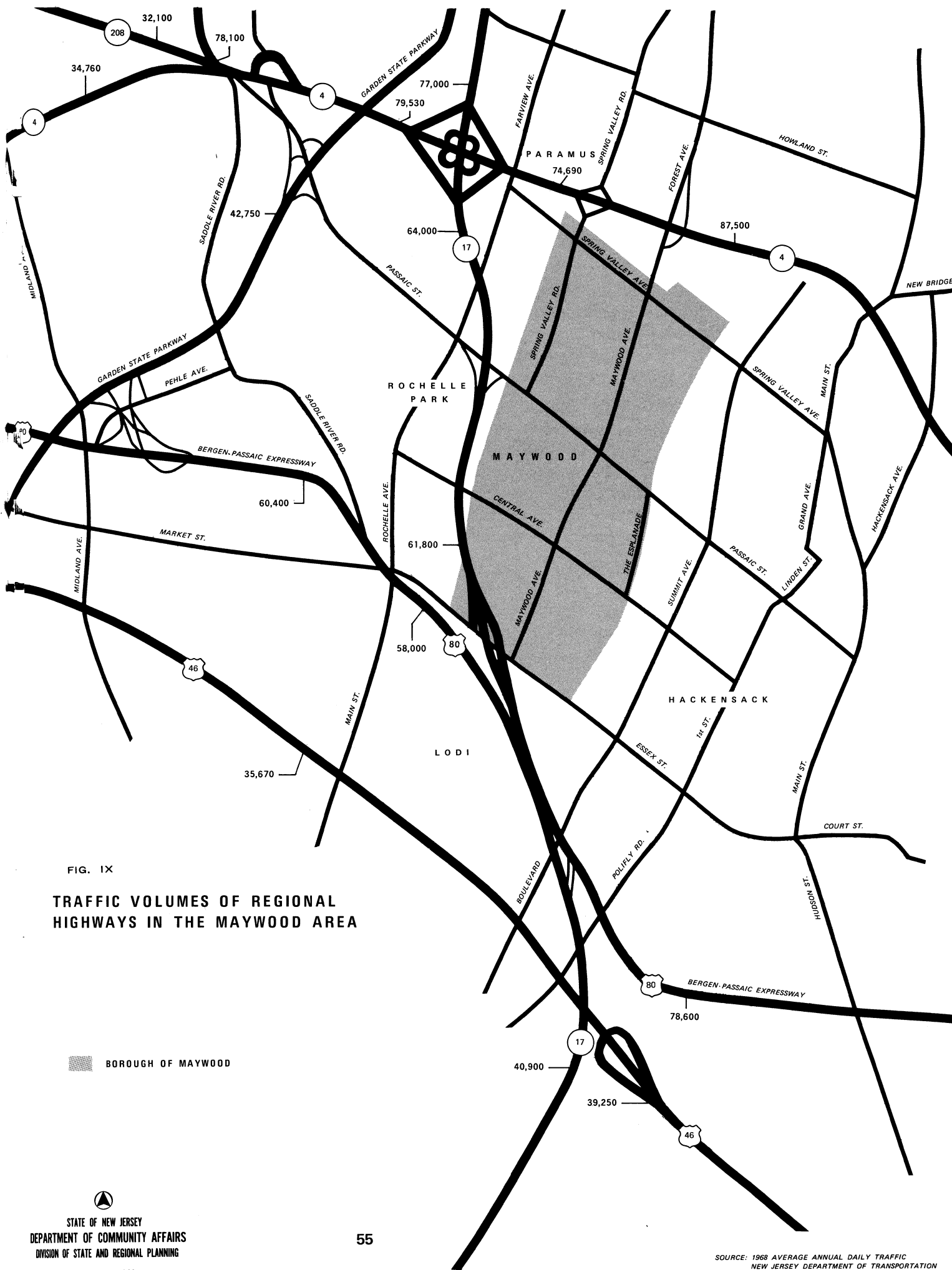


FIG. IX

TRAFFIC VOLUMES OF REGIONAL HIGHWAYS IN THE MAYWOOD AREA

 BOROUGH OF MAYWOOD

There are approximately 22.3 miles of roadway in Maywood. This total includes 0.3 miles of State highway, 3.8 miles of County roads, and 18.2 miles of local streets.

All streets are improved and adequately paved except Duvier Place, Lethbridge Lane, Magnolia Lane, Maple Lane, and Van Cleve Street. Right-of-way and pavement widths of the Borough arterial streets are generally deficient in terms of functional use. Over utilization of the arterial streets stems from their multiple functions as land service streets, inter-city connectors, access links, and as alternate routes in the regional highway network. This multi-functional usage of Borough's arterial streets results in volume levels that exceed the respective streets capacities.

LOCAL TRAFFIC VOLUMES

Traffic volumes or the number of vehicles passing a certain point during a given period of time will help reveal traffic conditions, trends, and needs. The Traffic Volume Map, figure X, shows the average weekday volumes for both directions of the heavier travelled Borough Streets and a portion of Route 17. The data presented on this map was compiled from information obtained from the New Jersey Department of Transportation, the Bergen County Department of Public Works, and the Maywood Police Department.

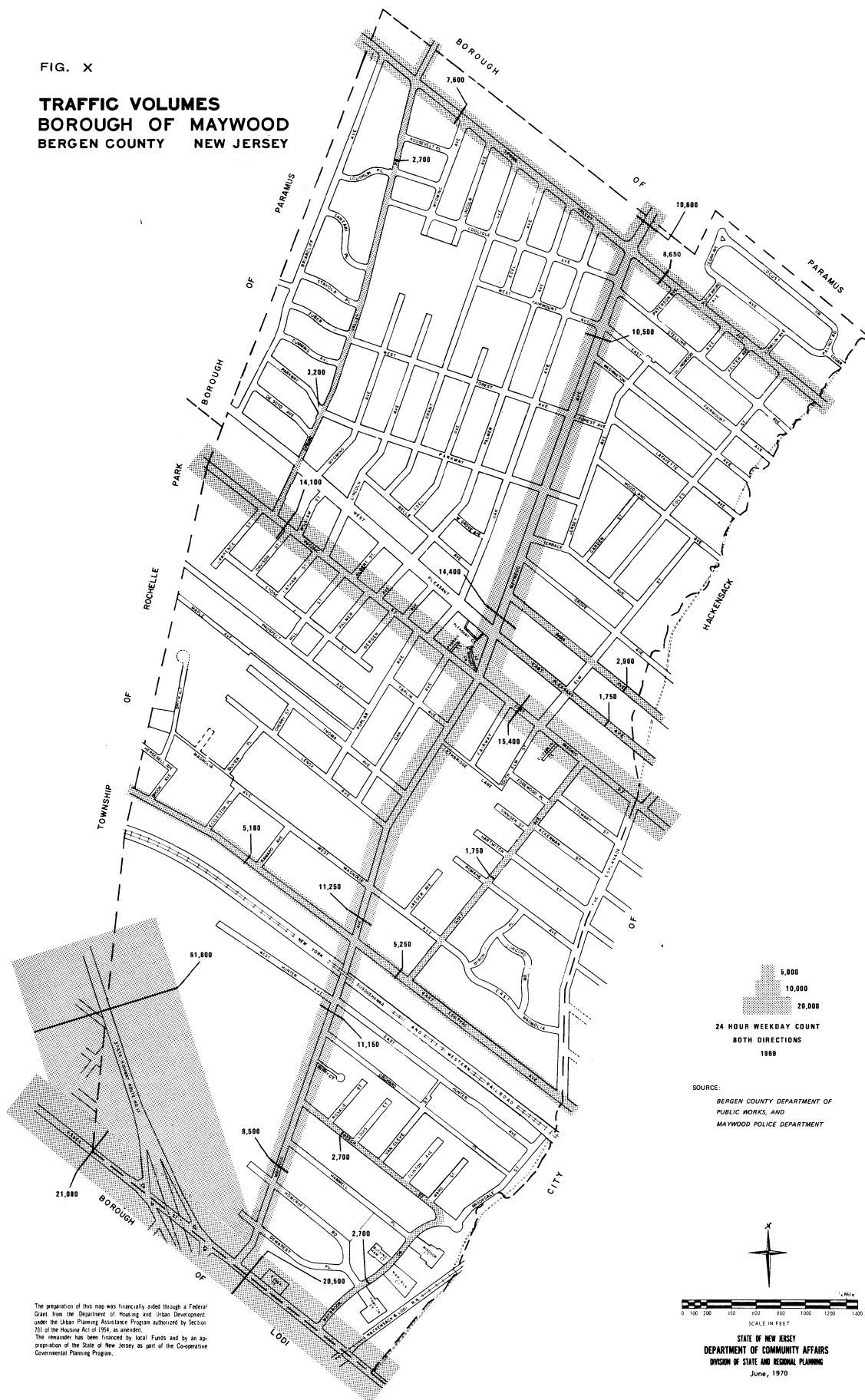
Route 17 is shown to have the highest volume of traffic of all of the thoroughfares under examination. An average annual daily traffic volume of 61,800 was assigned by the Transportation Department to that portion of Route 17 which traverses the Borough. This high volume is indicative of the importance of Route 17 as a primary north-south major arterial road and the degree of traffic density in the central area of Bergen County.

Since Maywood Avenue is the only major north-south thoroughfare, it services the bulk of the traffic flow in those directions. The traffic volume on Maywood Avenue increases from 8,500 vehicles per day at Essex Street to 14,400 at a point just north of West Pleasant Avenue then decreases to 10,500 at Spring Valley Road, while Passaic Street and Essex Street carry considerable volumes of traffic over their respective lengths with little variation. Passaic Street has an average daily volume of 15,400 vehicles and Essex Street averages 20,500. Spring Valley Avenue ranges from 8,650 vehicles on the section east of Maywood Avenue to 7,600 vehicles per day on the section west of the intersection. Central Avenue maintains an average daily volume of 5,200 over its entire length. Since the improvement of Spring Valley Road traffic flow on this street increased approximately 50.0 percent, from 1,790 in 1967 vehicles per day to 2,700 in 1969 at a station just south of the intersection of Spring Valley Avenue. A more recent traffic count taken in 1970 indicates that the volume for both directions on this street increases to 3,200 vehicles per day at the West Pleasant Avenue intersection.

Another significant traffic pattern revealed by traffic counts is the Beech Street and Maybrook Drive by-pass of the Essex Street-Maywood Avenue intersection. This by-pass link is presently averaging 2,700 vehicles per day. Other streets with significant traffic volumes are Park Avenue and East Pleasant Avenue which have volumes of 2,900 and 1,750 vehicles per day respectively, and Golf Avenue which also has a volume of 1,750 vehicles per day.

FIG. X

**TRAFFIC VOLUMES
BOROUGH OF MAYWOOD
BERGEN COUNTY NEW JERSEY**



The preparation of this map was financially aided through a Federal Grant from the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended. The remainder has been financed by local funds and by an appropriation of the State of New Jersey as part of the Cooperative Governmental Planning Program.

PARKING

Street parking in the Borough does not present a serious problem except in the West Pleasant Avenue retail shopping area. The shortage of off-street parking facilities and the low turnover rate of parking spaces on West Pleasant Avenue are causing the all day business parking to overflow into the adjacent residential neighborhoods. These conditions indicate that there is a pressing need for a re-evaluation of existing parking regulations for West Pleasant Avenue and the nearby residential streets as well as additional off-street parking facilities.

STREET CLASSIFICATION

Streets and roads, the major components of a circulation system, may be classified for planning purposes according to the function they serve. To provide a basis for analyzing and developing a meaningful street plan, it is necessary to define and classify the Borough's streets according to recognized functional categories. A review of the street system in this manner will be helpful in evaluating circulation improvement needs and establishing a system of priorities for accomplishing them.

Maywood's streets fall into four functional categories: major arterial and minor arterial roads, and collector and minor streets. These categories are adopted from the National Committee on Urban Transportation. A description and examples of each category follow.

MAJOR ARTERIAL ROADS

The principal function of this category of streets is to provide for the movement of large volumes of inter-regional and longer intra-county trips at moderately high speeds. Major arterial roads are usually multi-lane divided roadways but unlike freeways they do not have full access control or grade separation at intersections. The only major arterial road traversing the Borough is Route 17, a state highway.

MINOR ARTERIAL ROADS

These streets provide for traffic movement between the higher order of roads and major activity centers. Minor arterial streets also serve the longer intra-county and inter-city trips, and are often links in the county road system. While the primary function of this street classification is to move traffic, providing access to abutting properties is a secondary function. Minor arterial streets in Maywood are Spring Valley Avenue, a municipal street, Passaic Avenue, Central Avenue, Essex Street, and Maywood Avenue, all under Bergen County jurisdiction.

COLLECTOR STREETS

This classification of streets provide for internal movement within the Borough and interconnect with the arterials. Their functions are equally divided between traffic flow and land service. Collectors serve the abutting land uses as well as filtering traffic from the local streets and conducting it to the higher order of streets or to local generators such as shopping centers, schools, and places of employment. Generally this classification of streets conducts moderate volumes of traffic over roadways of two moving lanes. Spring Valley Road and the Esplanade are examples of the collector street.

LOCAL STREETS

Included in this classification are the streets which carry traffic directly to and from residential, commercial, and industrial properties and provide access to land abutting the street's rights-of-way. Thus, the primary function is land service. Local streets also conduct traffic to and from collectors and arterial streets. Although this classification of streets carries a small part of the overall traffic volume, it accounts for over 81.0 percent of the Borough's public street mileage. All Borough streets not included in the above categories are classified as local streets.

It is apparent that the various categories of streets in a circulation system may serve more than one function and that precise classification on a functional basis may be somewhat arbitrary. Land service and vehicular flow are the principal demands placed in varying degrees upon all traffic carriers other than freeways. These demands are not always compatible and the relative importance of each determines to a large extent a given street's overall capacity.

**RAILROAD
TRANSPORTATION**

Rail transportation in the Maywood area is provided by the New Jersey and New York Branch of the Erie-Lackawanna Railroad and the Susquehanna and Western Railroad. The New Jersey and New York Branch provides passenger service to Hoboken terminal for connection with the Port Authority Trans-Hudson rail service to lower Manhattan. Passenger service on this Branch, characteristically a commutes pattern, has declined steadily during the last thirty years. The New York and Susquehanna and Western Railroad and its branch, the Hackensack and Lodi Railroad, provide low volume freight service.

**AIR
TRANSPORTATION**

Although Maywood has no airports the Borough's location places it within reasonable access to major regional air transportation facilities. The broad range of domestic and international flight service offered by Newark, La Guardia, and John F. Kennedy Airports is complemented by the nearby general aviation facilities of Teterboro Airport. This latter Airport, offering air freight, charter, and private flight services, is located about four miles south of the Borough.

Estimated travel time to Newark Airport is approximately 30 minutes from the Borough over the New Jersey Turnpike. La Guardia and John F. Kennedy International Airports may be reached by automobile in about 50 minutes and one hour respectfully.

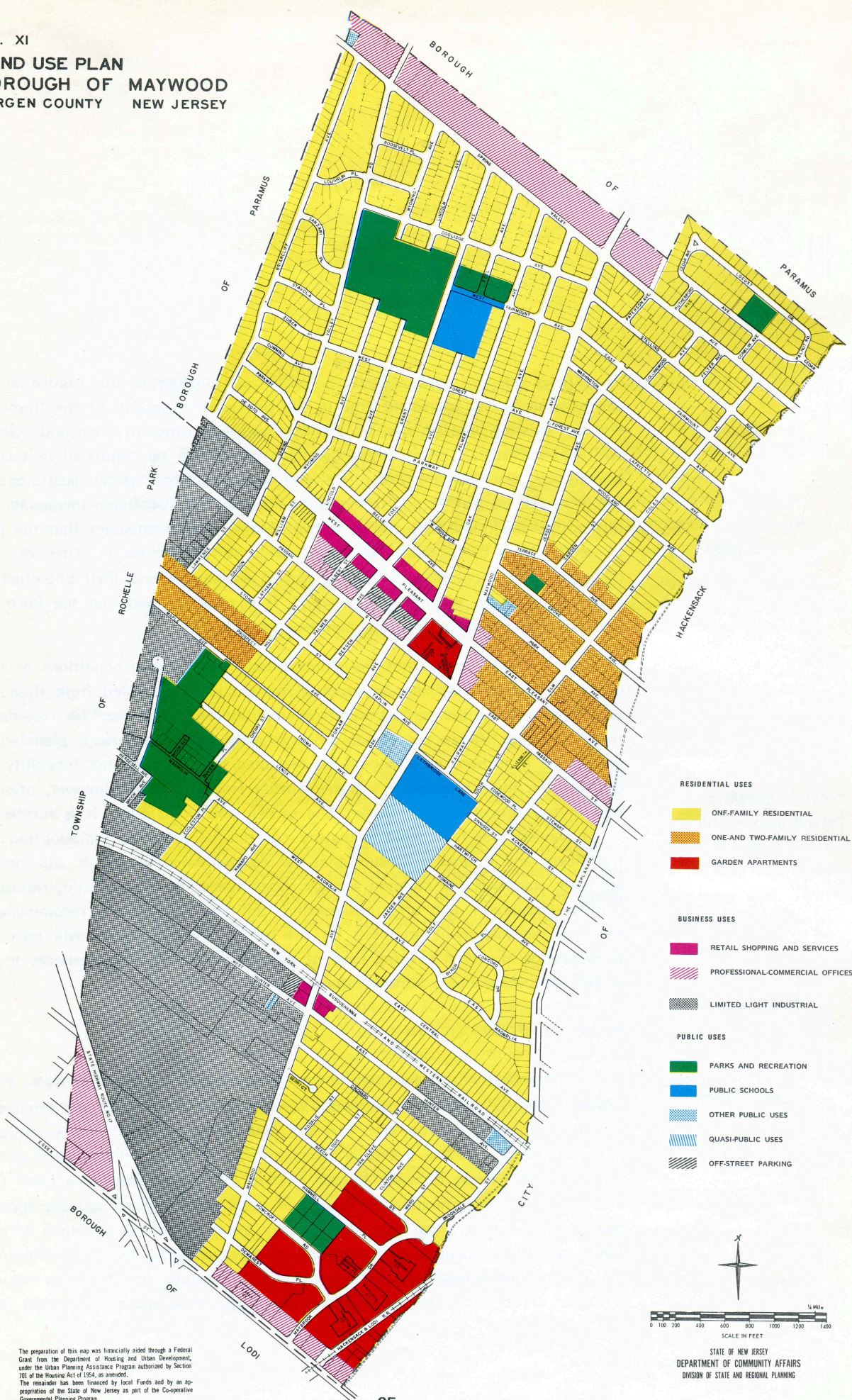
**BUS
TRANSPORTATION**

Maywood is served by a variety of bus service to neighboring towns and New York City. The Inter-City Transportation Company provides frequent service on its routes 45 and 65 to New York City via the George Washington Bridge. Running time for route 45 from the Borough to the New York Terminal at 167th Street and Saint Nicholas Avenue is 29 minutes while the running time for route 65 to the same terminal is 34 minutes. Inter-City route 35 provides frequent service to the Port Authority Bus terminal, 9th Avenue and 41st Street, New York City via the Lincoln Tunnel. Running time from the Borough to New York City for this route is 40 minutes. Public Service Coordinate Transport Company route 82 also provides frequent service from Bergen Mall to the Port Authority Bus Terminal, a 35 minute trip. Public Service route 1 is a local service route between Hackensack and Passaic, and route 68/120 is a local service route between Hackensack and Boonton. All of the Public Service buses run on 10 to 30 minute rush hour schedules and hourly during other times.

SECTION TWO
MASTER PLAN PROPOSALS

FIG. XI

**LAND USE PLAN
BOROUGH OF MAYWOOD
BERGEN COUNTY NEW JERSEY**



The preparation of this map was financially aided through a Federal Grant from the Department of Housing and Urban Development, under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended. The remainder has been financed by local funds and by an appropriation of the State of New Jersey as part of the Co-operative Governmental Planning Program.

STATE OF NEW JERSEY
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GARDEN APARTMENTS

There are two areas designated for the continuance of this residential use, the existing garden apartment area in the southeastern section of the Borough and the existing area situated on the northwestern corner of Maywood Avenue and Passaic Street. It is recommended that these areas be continued in their present use. The Planning Board, however, recognizes that garden apartments in the Borough, ranging in age from 20 to 25 years, are becoming increasingly difficult to maintain. As a result, it has become readily apparent that the process of deterioration of the buildings and grounds has already set in. Therefore, to minimize further deterioration of the garden apartments and their potentially blighting effect on the rest of Maywood, it is recommended that the Borough undertake an extensive property maintenance program.

It is recommended that the neighborhood and housing conditions of the garden apartment areas also be reviewed by the Planning Board from time to time to determine the general trend of conditions and the need for recommending remedial action. At an appropriate point of time in the long-range planning period, the garden apartment areas should be evaluated to determine the feasibility of redeveloping these areas with a higher-density residential use. However, prior to making any proposals to redevelop the garden apartment areas, it is further recommended that reasonable regulatory controls be proposed for adoption by the Mayor and Council to assure that the redevelopment proposals will include adequate standards for building setback, open space, floor area ratio, residential density, circulation, and off-street parking facilities. Finally, it is recommended that any redevelopment proposals for the garden apartment areas will take into consideration the then existing level of community facilities and services to avoid placing an unreasonable burden upon them.

Business Uses

RETAIL SHOPPING AND SERVICES

This category includes retail shops, personal and household services, and related consumer oriented businesses. Maywood's retail shopping and services activity is concentrated on West Pleasant Avenue. In addition to this central business district, there is a smaller concentration of neighborhood retail outlets on Maywood Avenue between Hunter Avenue and the railroad. The Land Use Plan proposes a continuation of these two retail shopping and services areas as they presently exist since they are primarily a convenient, local source of consumer goods and services. Concentration of these activities facilitates one-stop, multiple purpose shopping convenience for the consumer and tends to reduce vehicular movements. The proximity of the larger scale regional shopping facilities

indicates that expansion of retail shopping areas is neither warranted nor recommended.

Rather, it is the intention of the Planning Board to stress the need for re-enforcing the retail sales and services sectors of the Borough's economic base. Therefore, it is recommended that retail sales and services uses be encouraged to prosper in their established areas and that professional and commercial offices be encouraged to locate in specially designated areas provided for those uses.

Another recommendation for the West Pleasant Avenue neighborhood shopping district includes provisions for developing a comprehensive off-street parking facility. This recommendation is discussed in the Circulation Plan.

PROFESSIONAL AND COMMERCIAL OFFICES

To provide additional opportunities for development of professional and commercial offices and to encourage non-residential ratables, the Land Use Plan proposes a specific category for such business uses.

There are several areas designated for professional and commercial offices. The Passaic Street area, lying between Lincoln Avenue and Oak Avenue, is ideally situated for these business uses. The development of this area, however, should be coordinated with the development of the proposed off-street parking facilities for the West Pleasant Avenue retail shopping district. Also the area lying west of Route 17 and bounded by Essex Street and the Rochelle Park boundary line is designated for these uses. This latter area is primarily devoted to commercial office use and further development of this type should be encouraged for that area.

Still another area designated by the Land Use Plan for professional and commercial offices is the existing DX zoning district on Spring Valley Avenue which is presently limited to off-street parking facilities for private passenger vehicles. It is proposed to broaden the use of this area to encourage development that would be harmonious with the nearby residential neighborhoods and to provide an adequate buffer area between the residential uses in Maywood and the commercial area to the north.

Other areas designated for professional and commercial office uses include a tract situated on East Passaic Street, east of Golf Avenue, and a tract fronting on Essex Street between Maywood Avenue and the Hackensack boundary line.

It is further proposed that professional and commercial office development will be limited to non-nuisance, low-volume activities and that all development proposals will include adequate site design provisions to harmonize with the residential character of the Borough.

**LIMITED LIGHT
INDUSTRIAL USES**

The area designated for limited light industrial uses corresponds to the existing areas allocated for these uses. Except for some minor boundary changes, most of the land presently zoned for limited light industrial uses is recommended for such development. This category includes the larger industrial area in the south-western portion of the Borough, the two smaller areas in the central portion of the Borough adjacent to the Rochelle Park boundary line, and another smaller area on East Hunter Avenue. It is proposed that the limited industrial areas be continued in their existing intensity of use. It is further proposed that the East Hunter Avenue limited light industrial area be re-examined during the short-range planning period to re-evaluate its trends and existing conditions, and to determine the need for redesignating the proposed land use of this area.

PUBLIC USES

This category includes all land presently committed to community facilities, such as firehouses, library, public safety building, public schools, public works garage, and the parks and recreation areas. In addition, this category includes the quasi-public parochial school facilities as well as the proposed parks and the West Pleasant Avenue and West Hunter Avenue off-street parking sites. Proposals for the public use category are discussed in the Community Facilities Plan.

COMMUNITY FACILITIES PLAN

The Community Facilities Plan encompasses functional elements of Maywood's Master Plan. It sets forth a statement of community goals in respect to public facilities and services and, more specifically, the Plan articulates the Borough's responsibility to its residents in respect to future community development.

During the background studies phase of the Master Plan Program, it became apparent that if Maywood is to provide a level of community services that is consistent with recognized standards for municipal government, the Borough's Master Plan should provide for certain additional facilities and recommend sites for their locations.

Consideration of sites for master plan proposals for public uses of land in a developed community is an extremely important and often difficult task. This is particularly true in respect to the Borough's planning program, in view of the limited supply of developable vacant land in Maywood. Although some of the proposals will affect Borough-owned land, others will affect privately-owned land. Thus, it is recognized that there may be land acquisition problems involved in the fulfillment of many of the proposals of the Community Facilities Plan. Nevertheless, it is important that the proposed sites for the parks, playgrounds and the municipal administration building should be reserved for public use as soon as practical to take advantage of any existing options as to their locations, availability, and effective utilization.

The Community Facilities Plan is based on an analysis of the Borough of Maywood's existing public facilities and an evaluation of their adequacy to serve the Borough's present and projected needs.

The major proposals of the Community Facilities Plan may require a number of years to complete, and the expenditure of large sums of public funds will be necessary if they are to be implemented in their entirety. Nevertheless, if Maywood is to develop and prosper these facilities should be provided. In an effort to insure that the proposed community facilities can be provided within the financial capability of the Borough and the local taxpayers, the Planning Board should provide for their funding through the Borough's capital improvements program.

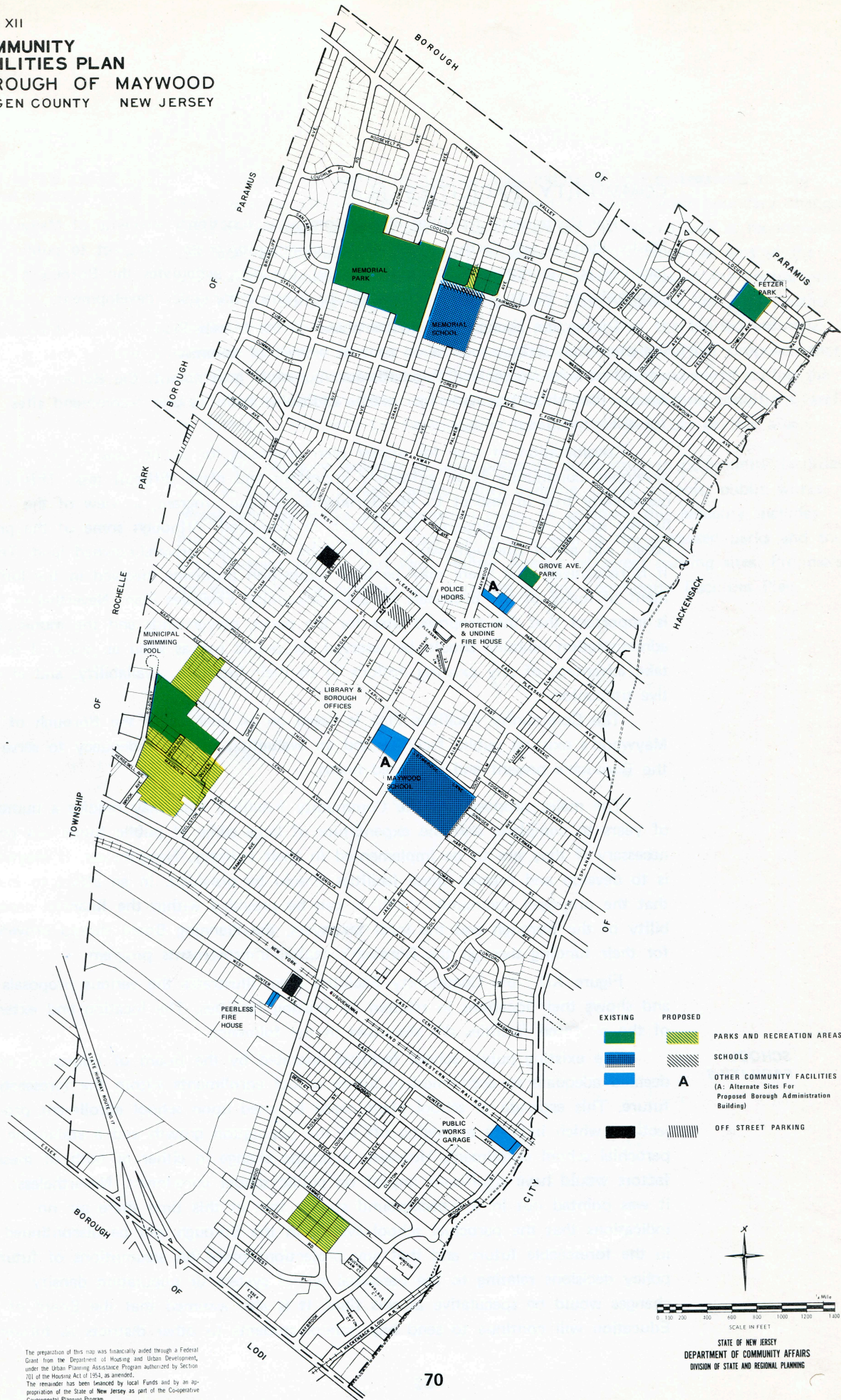
Figure XII, the Community Facilities Plan, illustrates the various proposals and shows their locations in relation to existing facilities. The location and extent of the proposed facilities are discussed in the following.

SCHOOL FACILITIES

The existing public school facilities operated by the Board of Education are deemed adequate to accommodate future school enrollments within the foreseeable future. This estimate of school plant needs is based upon school enrollment projections which indicate a leveling off of the population growth and a stabilizing parochial school enrollment. However, a drastic change in either or both of these factors would have significant impact on public school enrollment. Nevertheless, it was pointed out in the background studies that at this time there are no indications that the parochial school system in the Borough will be discontinued in the foreseeable future and that any projections based on assumptions of future policy decisions relating to the parochial school system or population density changes would be speculative at this time. It is also assumed that the Board of Education will continue to send high school students to other districts as tuition

FIG. XII

**COMMUNITY
FACILITIES PLAN
BOROUGH OF MAYWOOD
BERGEN COUNTY NEW JERSEY**



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STATE OF NEW JERSEY
DEPARTMENT OF COMMUNITY AFFAIRS
DIVISION OF STATE AND REGIONAL PLANNING

**PARKS AND
RECREATION
FACILITIES**

students. Thus, it is recommended that a continuing emphasis on efficient utilization of the existing school facilities should prevail.

There are approximately 19.1 acres of open space in the Borough dedicated to parks, playgrounds and recreational uses. This acreage includes the Municipal Swimming Pool, although it is restricted to membership use. The level of development of the Borough and scarcity of undeveloped land indicates that Maywood cannot, without severe financial strain, attain recognized recreational land standards. However, the accessibility of Bergen County Parks to the Borough residents and the acquisition and development of additional open space facilities within the Borough can serve to offset existing deficits. It is, therefore, proposed that public recreational facilities be expanded wherever possible to serve the needs of all of the residents of Maywood.

Specifically, it is proposed to develop approximately four acres of land adjacent to the Municipal Swimming Pool as a community open space facility, much of which could be developed as a park and picnic area. This area is large enough to provide, in addition to the park, a playground and other active recreational facilities.

It is also proposed to acquire a tract of land in the southeastern area of the Borough to develop a playground and park to serve the residents in that area.

To provide additional recreational opportunities in the Memorial School area, it is proposed that the existing park facilities be enlarged by vacating portions of Edel Avenue and Fairmount Avenue.

It is the belief of the Planning Board that the implementation of these proposals will provide the Borough Recreation Commission with much improved open space facilities to develop its needed outdoor recreation programs.

LIBRARY

The Maywood Library, dedicated in 1966, meets present day concepts of a community library in terms of physical plant, location, professional staffing, collections and services. Its design capacity is more than adequate for current needs and it has ample space for expansion to meet community needs of the foreseeable future. Furthermore, when the Borough administrative functions are relocated in a permanent borough hall, the library floor space presently assigned to these functions will be available for library use. Therefore, there are no recommendations for library expansion.

**MUNICIPAL
ADMINISTRATIVE
OFFICES**

Maywood's municipal offices and the council chambers are presently situated in the lower level of the Library. As temporary Borough administrative facilities, these offices are adequate. However, the demands associated with a continuing expansion of administrative functions and the anticipated need for additional library space will eventually limit expansion of floor space for municipal offices in the present quarters.

To alleviate this foreseeable problem, it is proposed to locate a suitable site in the central area of the Borough to develop a new municipal administration building. It is recommended that the proposed facility would be specifically designed to provide efficient municipal administrative services, and provide adequate quarters for the Borough Council and meeting rooms for the various municipal boards and agencies.

The two alternates sites under consideration for the location of the proposed municipal administration building are:

- (a) — adjacent to the Borough Library and
- (b) — adjacent to the Public Safety Building.

Each of these sites presents some advantages and disadvantages in terms of location, suitability for the proposed use, availability of land, compatibility of neighboring land uses, community service potential, and traffic and parking impact. Therefore, it is recommended that the Planning Board undertake a site evaluation study with the objective of selecting and acquiring a site for the proposed administration building during the short-range planning period and outline a capital improvements program for its construction during the earlier phase of the long-range planning period.

Public Safety Facilities

POLICE PROTECTION

The existing police administrative facilities located in the Public Safety Building on Park Avenue have sufficient floor space for current needs. If additional space is required in the future for expanding functions, it is recommended that the upper floor of the Public Safety Building presently used for meeting rooms be reassigned to the Police Department.

FIRE PROTECTION

The existing fire stations are adequately located and have ample garage space, equipment, and apparatus to maintain an acceptable level of fire protection for the Borough. Other than the proposed improvement of fire headquarters office facilities, expansion of the fire stations is not anticipated during the short-range planning period. Some consideration, nevertheless, should be given to eventually replacing one hook and ladder truck, one pumper and acquiring additional equipment to maintain the Borough's fire rating and to keep abreast of the changing needs of community development.

CIVIL DEFENSE AND FIRST AID SQUAD

The basic studies phase of the master plan program indicated that the public safety facilities accommodating these two essential services are satisfactory for present needs. However, early replacement of the first aid squad ambulance is recommended to maintain this unit's vital service.

Other Public Facilities and Services

PUBLIC WORKS GARAGE

The existing public works garage on East Hunter Avenue has sufficient floor space and facilities to provide for current municipal requirements. To maintain the current level of services and to ease the financial impact of replacing vehicles and heavy equipment, it is recommended that a cyclical approach to equipment replacement be instituted and incorporated in the capital improvements program. Such a program should provide for replacement of the dump truck, leaf vacuum machine, road sweeper, tractor and air compressor in the near future.

SANITARY SEWERS



The Borough's sanitary sewer collection system has been deemed adequate for the present density of population and per capita sewage discharge. As any increase in either one of these factors could cause a strain on the existing facilities, it is recommended that the loading of the Borough's sewage system be reviewed and evaluated from time to time to assure adequate service levels.

Potable water supply, electric and gas services, and street lighting are provided by private utility companies. The Community Facilities Basic Study revealed that the respective utility companies do not anticipate any serious problems of supply or distribution.

STORM DRAINAGE

Although the Borough has had little if any serious exposure to recurring flooding resulting from surface water runoff, to minimize any potential exposure of storm water flooding and to determine the need for access to the drainage rights-of-way, it is recommended that the Borough consider undertaking a special study to investigate the location, delineation, and access requirements of the Borough's drainage rights-of-way and have these items detailed on the official map.

REFUSE DISPOSAL

Solid waste disposal services continue to be a costly municipal service. In view of the eventual restrictions of dumping operations in the Hackensack Meadows and the escalating costs of collection and disposal of solid wastes, it is recommended that the Borough undertake a study to explore alternative solutions to the mounting problems associated with this municipal service. Such a study should encompass all facets of solid waste disposal including regional considerations.

PUBLIC HEALTH SERVICES

The administration of these essential services is conducted in the Borough Administration Offices in the Library. Although the present quarters are adequate, it is recommended that full consideration be given to the particular requirements of the Borough's public health services and programs when floor plans and space allocation are discussed in the planning of the proposed administration building.

CIRCULATION PLAN

This element of the Master Plan concerns Maywood's street system and traffic related problems. Its purpose is to make provisions for a suitable circulation pattern, designate streets according to function and provide a basis for solving existing and anticipated traffic problems. Making recommendations for a convenient and adequate circulation system to facilitate through traffic as well as local traffic is an essential part of the Master Plan.

The proposals which follow must be recognized in terms of Maywood's spatial location. The proximity of a network of regional highways and regional traffic generators, and the lack of an adequate secondary highway system to serve regional needs places an excessive volume of traffic on local streets in the Maywood Area. These regional factors limit the Borough's capacity to solve its traffic problems.

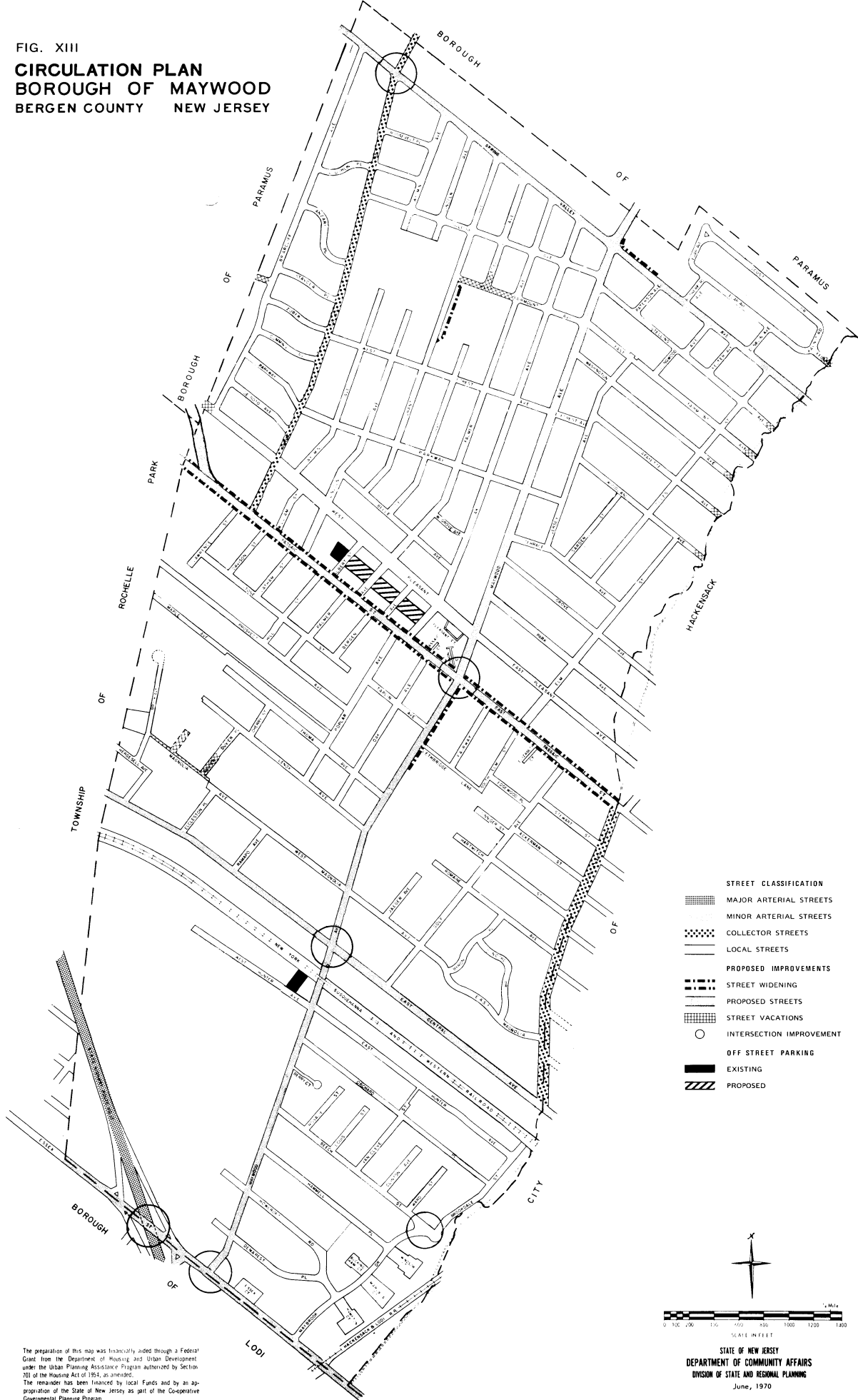
Figure XIII, the Circulation Plan, illustrates the various proposals. It also indicates the functional classification of the various streets.

Fulfillment of some of these proposals will depend upon the actions of the New Jersey Department of Transportation and the Bergen County Department of Public Works; others will depend upon the actions of the Borough. A discussion of the various street improvements follows.

Foremost among the circulation plan proposals for the Borough is one to implement the widening of Route 17 from Route 3 to Interstate Route 287, and the improvement of the Interchanges of Route 4 and Essex Street with Route 17 as proposed by the New Jersey Department of Transportation in its 1968 Master Plan. Adequate relief from the heavy regional traffic flow seeking alternate routes over the Borough street system is not foreseeable unless this essential highway link is improved. In view of the regional significance of this proposal to widen and improve a portion of Route 17, it is strongly recommended that the Mayor and Council coordinate the Borough's efforts with those of its neighboring municipalities and Bergen County in its efforts to petition the Transportation Department to implement this improvement, particularly that portion of Route 17 from Route 80 to Route 4.

FIG. XIII

CIRCULATION PLAN BOROUGH OF MAYWOOD BERGEN COUNTY NEW JERSEY



The preparation of this map was historically aided through a Federal Grant from the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1964, as amended. The remainder has been financed by local funds and by an appropriation of the State of New Jersey as part of the Cooperative Governmental Planning Program.

*STREET
IMPROVEMENTS*

From the Borough's point of view, Maywood Avenue is the primary street in Maywood. Since Maywood Avenue is the only street that extends entirely through the Borough in a north-south direction, a large portion of local traffic, including emergency vehicles, must travel over portions of it to get from one part of the Borough to another part. Traffic flow on Maywood Avenue has a tendency to become congested in the section between the northerly end of the Maywood Avenue School drop-off lane and Passaic Street. To alleviate traffic congestion in this section and to improve the overall circulation on Maywood Avenue, it is recommended that this section of Maywood Avenue be widened.

Passaic Street has the highest traffic volume of all streets in Maywood except Essex Street and Route 17. The importance of Passaic Street as an arterial link serving the regional traffic generators and the population centers cannot be overstated. The average weekday traffic volume is presently estimated to be 14,500 vehicles and recent traffic studies indicated the daily volume is increasing at an annual rate of 3 percent.

The Bergen County Department of Public Works published a preliminary plan in 1968 proposing an extension of Plaza Way to Passaic Street. This plan designated - Alternate Plan VII - recognized the extreme traffic congestion on Passaic Street and Rochelle Avenue that is created by shopping oriented traffic superimposed upon regional traffic patterns in that area and proposed a four-lane extension of Plaza Way from Rochelle Avenue to Passaic Street at a point just west of Spring Valley Road.

This proposal is most significant to the Borough in terms of the potential impact of traffic on its street system and on the existing development in the affected area.

Although the Planning Board approves the objectives of Alternate Plan VII in principle, it prefers to see the proposed Plaza Way extension designed and implemented in a manner that would not seriously affect the development of the property in the vicinity of the extension's proposed alignment. Furthermore, the Planning Board, concurring with the Borough Traffic Bureau, concluded that Alternate Plan VII should be modified to include a comprehensive program to improve the traffic capacity of the Maywood portion of Passaic Street.

A portion of Spring Valley Avenue east of Maywood Avenue intersection should also be widened to provide a right-turn lane for westbound traffic. It is recommended that this improvement be undertaken during the short-range planning period.

Finally, it is proposed to widen a portion of the east side of Grant Avenue at Memorial School to provide a safety lane for student loading and unloading similar to the one on Maywood Avenue at the Maywood School.

**INTERSECTION
IMPROVEMENTS**

New Jersey Route 17 is the only major arterial road in the Borough. Maywood's street system has direct access to the northbound and southbound lanes of Route 17 through a series of ramps at the Essex Street intersection. The at-grade turning movements to and from the ramps and the limited sight distance associated with these movements have made this intersection hazardous and inadequate for existing traffic needs. As previously indicated, the Borough officials should continue in their efforts to induce the Department of Transportation to improve the Essex Street intersection.

The intersection of Beech Street and Maybrook Drive should be channelized to direct traffic flow and vehicular turning movements. This improvement should be implemented as soon as it is feasible in order to provide the needed safety factor for this intersection. It is also recommended that the curb radii at the intersections of Maywood Avenue and Central Avenue and Maywood Avenue and Essex Street be improved to facilitate turning movements and traffic flow through these intersections.

Other intersection improvement proposals include providing full-phase traffic signalization at Spring Valley Avenue and Spring Valley Road, and improving the Maywood Avenue and Passaic Street intersection in conjunction with the proposed Passaic Street widening and extension of Plaza Way.

PROPOSED STREETS

There is one proposal for new streets, the extension of Plaza Way to Passaic Street. This proposal was previously discussed.

STREET VACATIONS

The following streets or portions of streets are proposed to be vacated:

Portions of Duvier Place, West Magnolia Avenue, and Magnolia Lane;

Portions of Fairmount Avenue and Edel Avenue;

The paper street portions of Cedar Avenue, Stelling Avenue, Fairmount Avenue, Washington Avenue, Lafayette Avenue, and Woodland Avenue;

The paper street portion of West Pleasant Avenue located at the Avenue's western end; and

The unnamed street extending west from Briarcliff Avenue.

STREET SIDEWALKS

In the interest of promoting the safety and welfare of pedestrians, the Planning Board recommends that street sidewalks be installed throughout the Borough.

**WEST PLEASANT
AVENUE PARKING**

Low turnover of vehicular parking on West Pleasant Avenue and the lack of adequate off-street parking facilities has seriously hampered the potential of the West Pleasant Avenue retail shopping area. At the same time the overflow of all day parking of merchants' and employees' vehicles on the residential streets to the north of West Pleasant Avenue has created a deleterious effect on the amenity of those streets.

To address the parking problem in a positive manner, it is proposed to develop a comprehensive program to improve vehicular circulation and to detail regulations for on-street parking regulations. To augment this program, it is further proposed to develop a system of off-street parking lots in the area between the West Pleasant Avenue retail shopping area and the proposed professional and commercial area. The proposed off-street parking facilities should be self-sustaining and operated preferably by a Borough parking authority.

SECTION THREE
IMPLEMENTING THE PLAN

IMPLEMENTING THE MASTER PLAN


INTRODUCTION

The preceeding sections of this report concerned the background studies of the Borough and the Borough's Master Plan proposals. The former represents an analysis of the physical, economic, and social aspects of the Borough that was necessary to develop a reasonable comprehensive plan for the Maywood's future development. The latter section presents the planning proposals. The following section discusses the implementation of the Master Plan and its role in the continuing planning process.

ADOPTION OF THE MASTER PLAN

The first step in carrying out the Master Plan is its adoption by the Planning Board in accordance with the provisions of the New Jersey Municipal Planning Enabling Act (1953).

"The Planning Board may prepare, and after public hearing, adopt, and from time to time amend a master plan for the physical development of the municipality which generally shall comprise land use circulation, and a report presenting the objectives, assumptions, standards and principles which are embodied in the various interlocking portions of the master plan . . ." (Sec. 40:55.1.10)



Following adoption of the Plan, the Borough Council should accept the responsibility of implementing it through legislative action. Only then can the Master Plan assume its intended role in the Borough's planning program and can the Planning Board, Borough Council, and the residents have a greater control over Maywood's future development.

Available instruments of implementation are embodied in the zoning, subdivision, and official map ordinances and the capital improvements program. Each of these provides legislative powers needed to implement the Master Plan.

ZONING

Zoning is an effective means of regulating the use of privately owned land in the interest of promoting the general, health, welfare, and safety of the community. Through the districting of the Borough into zones wherein certain land uses are permitted with appropriate regulations, the zoning ordinance serves to guide the development of the community toward desirable goals. Thus, under existing legislation, zoning is the most important of all of the regulatory instruments available for implementing the Master Plan.

As part of the Master Plan Program, Maywood's zoning ordinance, adopted in 1959 and subsequently amended, has been analyzed to determine its adequacy to meet the Borough's future needs and its conformity with the Master Plan. As a result of this analysis, it was determined that revisions to the existing ordinance were necessary and, therefore, a basis for amending the ordinance was developed. These proposed amendments to the zoning ordinance were prepared as a separate report. The amended zoning ordinance proposed for Maywood emphasizes the perpetuation of the single-family residential character for the greater part of the Borough. In addition, the proposed amended ordinance with a few minor district

changes provides for garden apartments, retail commercial, and industrial uses. Other proposals include creation of commercial and professional office districts and upgrading of standards for off-street parking, housing types, building densities, height of structure, open space, and permitted uses of land and buildings. In general the proposed revised ordinance provides a means by which land development can continue to take place to the advantage of the property owner and the Borough.

**SUBDIVISION
ORDINANCE**

The subdivision Ordinance of the Borough of Maywood was adopted in 1954. Continuing enforcement of subdivision regulations as established by this ordinance will assure residential and other development involving the subdivision of land within the Borough will be adequately designed and will include provisions for required improvements. A review of this ordinance revealed that its provisions and standards for improvements are sufficient to assure orderly development in the future. Furthermore, under provisions of the ordinance the Planning Board is designated as the approving agency of subdivision plats and, as such, has direct responsibility for reviewing proposed subdivisions for conformance with the subdivision regulations, the Master Plan, and the principles of comprehensive planning.

OFFICIAL MAP

As previously mentioned, the official map is another instrument available for implementing the Master Plan. Like the zoning and subdivision ordinances, the official map, when adopted by legislative action of the Borough Council has the force of law. The New Jersey Official Map and Building Permit Act (1953) states:

The governing body may by ordinance after public hearing, establish an official map of the municipality or of any part or parts thereof. The official map shall be deemed conclusive with respect to the location and width of streets drainage rights-of-way and flood control basins, and the location and extent of public parks, playgrounds, and scenic and historic sites shown thereon, whether such streets, drainage rights-of-way, flood control basins, parks or playgrounds, or scenic or historic sites are improved or unimproved.

The relationship of the Official Map to the Master Plan is best understood in terms of the respective intents of these instruments. An official map is a legislative control for reserving sites for specific purposes while the Master Plan is intended as a guide to community development. In an instance where an official map has been prepared and adopted the municipality has one year from the date of final approval of a subdivision plat or within such extension of time as agreed to by the applying party. The time limit for land acquisition is provided for in the following section of the Act:

" . . . Upon the application for approval of a plat, the municipality may reserve for future public use the location and extent of public parks and playgrounds shown on the official map, or any part thereof and within the area of said plat for a period of one year after the approval of the final plat or within such further time as agreed to by the applying party. Unless within such one year period or extension thereof the municipality shall have entered into a contract to purchase or instituted condemnation proceedings, for said park or playground according to law, such applying party shall not be bound to observe the reservation of such public parks or playgrounds." (Sec. 40:55.1.32)

However, the Supreme Court of New Jersey in a recent decision concluded that it is necessary to read into the Act an implied requirement of compensation for the temporary reservation of development rights. Accordingly, a municipality, by requiring the reservation of land as a condition to approving the subdivision plat, obligates itself to make just compensation to the owner.

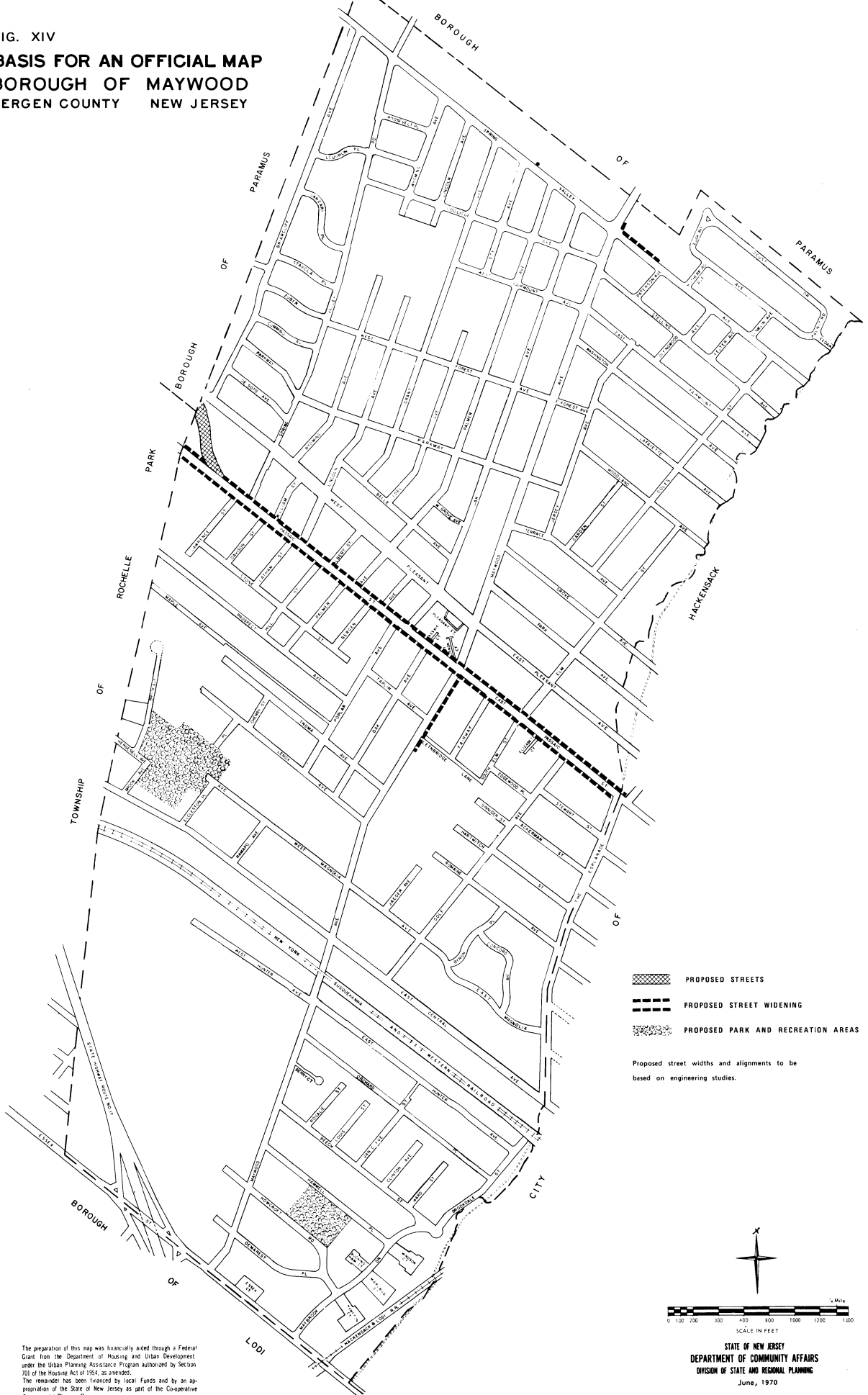
With respect to streets and drainage rights-of-way shown on the official map, the municipality may prevent development on the bed of any street of right-of-way shown on the official map for an indefinite period without the necessity of acquiring land.

Figure XIV "Basis for an Official Map," indicates the proposed parks, recreation areas, and streets recommended in the Master Plan which should be considered in the preparation of the official map. The actual official map must be prepared by and certified by a licensed land surveyor or professional engineer and show in detail the exact location and dimensions of any proposal. The official map may include improved and unimproved streets, drainage rights-of-way, parks, and playgrounds or it may include only those improvements that involve land that is not presently owned by the Borough. The official map does not have to include all of the proposed improvements shown on Figure XIV. To allow for some flexibility it may be prepared in stages and amended in reference to any one or group of proposed improvements.

Revising and updating the official map is provided for in the New Jersey Official Map and Building Permit Act (1953). However, after the Master Plan is adopted, the Borough Council must refer the proposed official map or amendment thereto to the Planning Board for its recommendations. The following sections of the Act refer to these provisions:

FIG. XIV

**BASIS FOR AN OFFICIAL MAP
BOROUGH OF MAYWOOD
BERGEN COUNTY NEW JERSEY**



The preparation of this map was financially aided through a Federal Grant from the Department of Housing and Urban Development under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended. The remainder has been financed by local funds and by an appropriation of the State of New Jersey as part of the Co-operative Governmental Planning Program.

GENERAL OBJECTIVES

Establishing general objectives for community development provides a framework for decision-making about the future. The task also involves a critical evaluation of priority of need and the community's ability to carry out the objectives effectively during the planning period. Moreover, the objectives must express the community's concept of its present condition, needs, and aspirations as well as anticipate future development in sufficiently definitive terms to constitute a framework for decision-making.

The comprehensive analysis of the Borough of Maywood completed during the basic studies phase of the master plan program has provided the Planning Board with a basis for formulating general objectives for future community development. These objectives, together with the planning proposals, recommendations, and guidelines included in the following section, comprise the Maywood Master Plan.

The following general objectives formulated during the master plan program are deemed the most appropriate for the future development of the Borough:

Continuing and improving the established high standards for community development;

Striving to maintain the existing harmonious pattern of the physical, functional, economic, and cultural aspects of the community;

Encouraging the continued development of Maywood as primarily a medium-density residential community;

Encouraging private redevelopment and rehabilitation of those areas of the Borough which are showing signs of obsolescence and deterioration;

Providing for the continuance of a viable neighborhood retail shopping area and localized commercial areas to serve the community residents;

Providing for limited expansion of the industrial base;

Providing a circulation system that will minimize traffic congestion and facilitate vehicular traffic flow through and within the Borough;

Providing for the expansion of Borough facilities and services in an orderly and efficient manner to serve the existing population and its anticipated growth; and

Supporting intermunicipal cooperation that will be beneficial to the Borough and its neighboring communities.

For greater clarity, the Master Plan Proposals are presented in three integrated elements: the Land Use Plan, the Community Facilities Plan, and the Circulation Plan.

THE LAND USE PLAN

The purpose of a land use plan is to show the proposed location, extent and intensity of development of land for various uses. It presents in graphic form an interpretation of the general objectives of the master plan and takes into consideration the most appropriate arrangement of all land uses within the Borough in relation to each use, to community facilities, and to the street system. In addition, the land use plan provides specific guidelines for community development which may form a basis for detailing zoning regulations.

The existing pattern of development in the Borough has served as a primary consideration in proposing future land use of specific areas. Owing to the built-up character of Maywood and the relatively good quality of residential and non-residential structures, major changes in the land use patterns in most areas of the Borough are not likely to occur, nor are they recommended. Hence, the future land use pattern is determined to a large extent by existing development. Figure XI, The Land Use Plan, indicates the distribution of the recommended land uses for the Borough.

Residential Land Uses

ONE-FAMILY RESIDENTIAL

Except for some minor boundary changes, the one-family residential areas are left unchanged. The quality of Maywood's housing stock in the one-family neighborhoods is recognized as an important community asset. In order to conserve the high quality of the one-family neighborhoods and maintain the attractive character of the Borough, it is recommended that the one-family residential areas be continued as they presently exist and that higher residential densities and non-residential intrusion into these areas be restricted as a matter of policy.

ONE-AND TWO-FAMILY RESIDENTIAL

This category would permit both one-and two-family residential dwellings.

There are two areas designated for this use. One is located on Prospect Street and the other is the Park Avenue-Elm Street neighborhood. The Prospect Street area corresponds to the existing one-and two-family zoning district in that area. It is proposed that the Prospect Street residential area be continued in its existing use and density. In respect to the Park Ave-Elm Street one-and two-family residential area, it is proposed to enlarge this area slightly by extending its western boundary to Maywood Avenue.

To maintain the existing balance of housing types and to promote neighborhood improvement, it is recommended that steps be taken to discourage a more intensive use of this area at this time and that a voluntary neighborhood improvement program be instituted in the near future. It is further recommended that the neighborhood and housing conditions of the Park Avenue-Elm Street area be reviewed by the Planning Board from time to time to determine the need for recommending remedial action and, at an appropriate point of time in the long-range planning period, it is recommended that this area be examined and evaluated to determine the feasibility of a redevelopment program and a high-density residential use.

FIGURE XV
SUGGESTED LONG RANGE CAPITAL IMPROVEMENTS PROGRAM
BOROUGH OF MAYWOOD

PROJECTS	RESPONSIBLE AGENCY	METHOD OF FINANCING	PRIORITY
Recreation			
Develop Hammell Place Park	Borough	Capital Improvement Fund and Open Space Grant	A
Develop Magnolia Lane Park	Borough	Capital Improvement Fund and Open Space Grant	A
Improve Memorial Park	Borough	Direct Appropriation and Outdoor Recreation Grant	A
Municipal Buildings			
Acquisition of Land and Construction of Administration Building	Borough	Capital Improvement Fund and Bond Issue	B
Expand Public Safety Building	Borough	Direct Appropriation	A
Other Facilities			
Replace Fire Apparatus	Borough	Capital Improvement Fund	A
Replace Ambulance	Borough	Capital Improvement Fund	A
Rebuild Sanitary Sewer	Borough	Direct Appropriation	A
Improve Pump Station System	Borough	Direct Appropriation	A
Improve Storm Drainage System	Borough	Direct Appropriation	A
Circulation			
Improve Intersection of Spring Valley Avenue and Spring Valley Road, and Install Traffic Light	Borough	Capital Improvement Fund	A
Widen a Portion of Spring Valley Avenue	Borough	Direct Appropriation	A
Widen Passaic Street	County Borough	Direct Appropriation	B
Widen Portions of Maywood Avenue and Improve Intersections of Maywood Avenue with Passaic Street, Central Avenue, and Essex Street	County		
Widen a Portion of Grant Avenue	Borough	Direct Appropriation	A
Improve Intersection of Brookdale Street and Maybrook Drive	Borough	Direct Appropriation	A
Construct Passaic Street Extension	County		C
Acquisition of Land and Development of off-street Parking Facilities	Borough	Capital Improvement Fund and Bond Issue	A

CONTINUING PLANNING

The completion of the Master Plan is a major step in the Borough's Master Plan Program. However, if the Master Plan is to become and remain effective, the Planning Board must assume additional duties and responsibilities. At this juncture the Planning Board is in a position to conduct public hearings on the Master Plan and to adopt it. Following that, it is the responsibility of the Borough Council to implement the Plan's proposals by legislative action. To assure the Master Plan's continued effectiveness, the Planning Board as its guardian should assume the further responsibility of reviewing, and if warranted, revising the Plan's objectives, proposals, and guidelines from time to time. A review procedure such as this would encourage the Planning Board to respond to the demands of a dynamic planning process and to keep the Plan abreast of development trends and the changing needs of the Borough. These responsibilities represent an essential part of a continuing planning process.

The importance of planning as a continuing function of municipal government was recognized by the State of New Jersey, by the establishment of the "Program of Assistance for Continuing Planning." This program, administered by the Department of Community Affairs, offers financial and technical aid to municipalities in the implementation and continuous review of the master plans which they have established. This aid in the form of advances can be used for the services of either a local professional planning staff or professional consultants. At the end of five years, the State withdraws its assistance. If the municipality maintains at least the same amount of annual expenditure for the sixth year, the advances become a grant.

"The governing body may from time to time, by ordinance, amend the official map by making changes therein, additions thereto, or deletions therefrom." (40:55.1.34)

"If a planning board has duly adopted portions of the master plan, as defined in section two of the Municipal Planning Act (1953), the governing body, before adopting an official map or amendment thereto, shall refer such proposed official map or amendment to the planning board for its recommendation, and the governing body shall not act thereon without such recommendation or until forty-five days after such reference without such recommendation." (40:55.1.35).

**CAPITAL
IMPROVEMENTS
PROGRAM**

A capital improvements program is a fiscal approach to implementation of the Master Plan recommendations. Such a program may be characterized as an extended calendar which:

- a. lists the improvement projects local officials deem necessary for future community operations;
- b. characterizes these improvements according to their priority of need;
- c. specifies which governmental agency is responsible for each project; and
- d. recommends a method of financing each project.

Capital improvement expenditures are generally those expenditures allocated for projects or items of equipment with a long life expectancy, such as a new municipal building, school construction, park and playground acquisition, or fire apparatus. The program facilitates the scheduling of public improvements usually over a period of six years.

Before developing a capital improvements program and capital budget, the Borough officials and Planning Board should have the benefit of community development projections and capital improvement needs, anticipate the expenses of debts each project will incur, and determine what sources of funding are available.

By developing a general understanding of the capital improvements programming, the Planning Board may schedule and plan the recommendations of the Master Plan with due consideration of the financial capability of both the Borough and the local taxpayers.

In its coordinating role the Planning Board develops a capital improvements program, outlines operating procedures, and prepares the annual capital improvements program. Through the practice of capital improvements programming the Planning Board can facilitate meeting community capital improvement needs and may coordinate these needs with community development. The capital improvements program also provides a systematic approach to implementing the Master Plan at an efficient cost to the Borough.

Figure XV, "Suggested Long Range Capital Improvements Program," lists all the capital improvements recommended in the Master Plan and gives each a priority rating of "A", "B", or "C". Projects with an "A" priority are of an immediate nature and should be initiated by 1975; those with a "B" priority are pressing and should be scheduled for construction by 1980; "C" priority projects are postponed, but should be under construction by 1985.

The long-range schedule of improvements is accompanied by a six-year capital improvement budget. This is a detailed review of the improvements listed as priority "A" in the long-range program. It gives in specific terms the amount of money to be allocated for each project, how the project is to be financed, and exactly when it is to be initiated. This six-year capital improvements budget is subject to annual review and updating by the Planning Board. As the improvements for each year are completed, the Board may schedule additional improvements for the new sixth year. In this way the capital improvements budget provides a continuous six-year improvements schedule and at the same time provides the Planning Board with an opportunity to review the Borough's tax rate and indebtedness.

RESPONSIBILITY OF LOCAL AGENCIES

Although the Planning Board is charged with the responsibility of guiding the future development of the Borough, the Planning Board should not be expected to carry the sole responsibility of preparing a capital improvements program. The Board must have the cooperation of other local agencies in order to correctly establish costs, priorities and scheduling of needed improvements. The Board also needs the cooperation of the governing body, whose responsibility it is to adopt and implement the program. Without such cooperation among municipal agencies, it is improbable that the Borough of Maywood could achieve an effective comprehensive capital improvements program.

The Borough of Maywood has established a capital improvements program and during the last two years has prepared and submitted certified copies of its capital budget and capital improvements program schedule to the New Jersey Division of Local Finance. Therefore, the Borough officials presently have the necessary framework to continue the program and make provisions for including projects proposed in the Master Plan.

URBAN RENEWAL RECOMMENDATIONS

The housing and neighborhood analysis study completed during the Master Plan Program revealed that the housing conditions in Maywood are generally sound and that there are no indications of serious neighborhood deterioration or decline. Accordingly, there is no indication that urban renewal through public action is warranted. There is, however, some evidence of isolated and scattered instances of housing deterioration arising out of deferred maintenance, neglect, or overuse of premises. This is particularly true of some of the units of the garden apartment complexes.

EPILOGUE

The task of developing the first formal master plan for the Borough of Maywood is completed with the publishing of this report. However, this accomplishment should not be interpreted to mean that the master plan program is completed. Rather, it should be regarded as a point in the planning process where new and additional responsibilities for the Planning Board, the Mayor and Council, the Borough Officials, and the community at large become apparent.

The Planning Board now has the assigned task of adopting the Master Plan and being its guardian. The Mayor and Council have the responsibility to enact implementing ordinances, while all Borough Officials and members of Borough boards and agencies will have the responsibility to refer to the Plan as a frame of reference for their every day decisions. Borough residents, taxpayers, and private enterprise have the responsibility of attending the public hearings for the adoption of the Plan and supporting it after its adoption.

In its means and in its ends, the planning process must match the dynamism of its environment and the Plan itself must be re-examined periodically in the light of new information. Planning does not produce a finished blueprint for the future; it is an open-ended process. Through careful planning and prudent action, the Borough government can make its maximum contribution to the Borough's well-being.

STATE OF NEW JERSEY

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DEPARTMENT OF COMMUNITY AFFAIRS

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