

# MASTER PLAN

## BOROUGH OF DEMAREST

January, 1959 • MORROW PLANNING ASSOCIATES, CONSULTANTS

MASTER PLAN  
BOROUGH OF DEMAREST, NEW JERSEY

TITLE VII MASTER PLAN STUDIES  
REPORT NUMBER 4

THE PLANNING BOARD

Morrow Planning Associates, Consultants  
31 East Ridgewood Avenue  
Ridgewood, New Jersey

January, 1959

# MORROW PLANNING ASSOCIATES

Mailing Address:  
31 East Ridgewood Ave.,  
Ridgewood, New Jersey  
GIlbert 4-4450

*Community Planning  
Landscape Architecture*

C. Earl Morrow AIP FASLA  
Donald J. Irving AIP

January, 1959

To the Officials and Citizens of Demarest Borough:

This report is the result of eighteen months of fact finding, analysis, and study on the part of the Demarest Borough Planning Board and its consultants. It outlines the major objectives and plans considered at this time as necessary for the future development of the Borough.

While planning is a continuing process, it is important that goals be established and adopted by the planning board to guide it in its day to day decisions and recommendations on current problems and projects.

This report is published with the hope and expectation that the citizens will give it thoughtful consideration and offer suggestions for improvement before the planning board adopts it after public hearing according to law.

Respectfully submitted,



C. Earl Morrow  
Morrow Planning Associates

## THE PLANNING BOARD

Borough of Demarest, New Jersey

Mr. Anthony Rinaldi, Chairman

Mr. John J. Coady, Vice Chairman

Mr. Anthony A. Pfund, Mayor

Mr. Harold G. Collins

Mr. Martin Higgins

Mr. George Dettelback

Mr. Fred W. McIntyre

Mr. John Tracey

Mr. Charles Secchia

Previous members of the Planning Board who have participated during the formation of the plan.

Mr. William Smith

Mr. Charles W. Strong

Mr. Edward Hayden

Mr. Dennis Shea

Mr. Donald C. Bogert, Mayor

Acknowledgement is made to the numerous officials and members of the various policy question committees who have made contributions to the master plan.

The preparation of this report was financed in part through an urban planning grant from the Housing and Home Finance Agency, under the provisions of Section 701 of the Housing Act of 1954, as amended. It was prepared under contract with the Department of Conservation and Economic Development of the State of New Jersey.

## LIST OF ILLUSTRATIONS

| <u>Figure<br/>Number</u> | <u>Title</u>                           | <u>After<br/>Page</u> |
|--------------------------|--|-----------------------|
| 1                        | General Reference Map                  | 1                     |
| 2                        | Population Forecast                    | 3                     |
| 3                        | Future Land Use Plan                   | 6                     |
| 4                        | Circulation and Public Facilities Plan | 8                     |
| 5                        | Suggested Local Street Arrangement     | 10                    |
| 6                        | Estimated Bonding Capacity             | 23                    |

## LIST OF TABLES

| <u>Table<br/>Number</u> | <u>Title</u>                                     | <u>Page</u> |
|-------------------------|--|-------------|
| I                       | Generalized Breakdown of Land Use                | 1           |
| II                      | Length of Streets by Function and Pavement Width | 2           |
| III                     | Quantitative Summary of Proposed Land Uses       | 7           |
| IV                      | School Enrollment Forecast                       | 12          |
| V                       | Index of School Utilization                      | 13          |

## TABLE OF CONTENTS

|  | <u>Page</u> |
|--|-------------|
| <u>I Survey of Analysis</u>                    | 1           |
| Physical Conditions                            | 1           |
| Circulation                                    | 1           |
| Economic Study                                 | 2           |
| Population                                     | 2           |
| <u>II The Plan</u>                             | 4           |
| Principles and Objectives                      | 4           |
| Proposals                                      | 5           |
| Future Land Use Plan                           | 5           |
| Circulation Plan                               | 8           |
| Primary Street                                 | 8           |
| Collector Street                               | 9           |
| Local Access Streets                           | 11          |
| Public Facilities Plan                         | 11          |
| Civic Center                                   | 11          |
| Schools  | 11          |
| Playground, Playfield, Parks<br>and Open Space | 14          |
| Municipal Off-Street Parking                   | 16          |
| Sewage Disposal                                | 16          |
| Storm Drainage                                 | 16          |
| <u>III Plan Effectuation</u>                   | 18          |
| Adoption of the Master Plan                    | 18          |

TABLE OF CONTENTS

(continued)

|                                    | <u>Page</u> |
|------------------------------------|-------------|
| Adoption of an Official Map        | 20          |
| Zoning and Subdivision Regulations | 21          |
| Capital Programming                | 22          |
| Estimated Bonding Capacity         | 23          |
| List of Capital Projects           | 24          |

## SURVEY AND ANALYSIS

During the past eighteen (18) months two reports have been presented to the Demarest Borough Planning Board on existing conditions in the Borough. The following is a summary of the highlights of information presented in these reports.

### Physical Conditions

The General Reference Map (Figure 1) presents some of the existing natural and man-made features of the Borough.

The following table shows the number of acres in a generalized breakdown of the land use in the Borough of Demarest.

TABLE 1 - Generalized Breakdown of Land Use

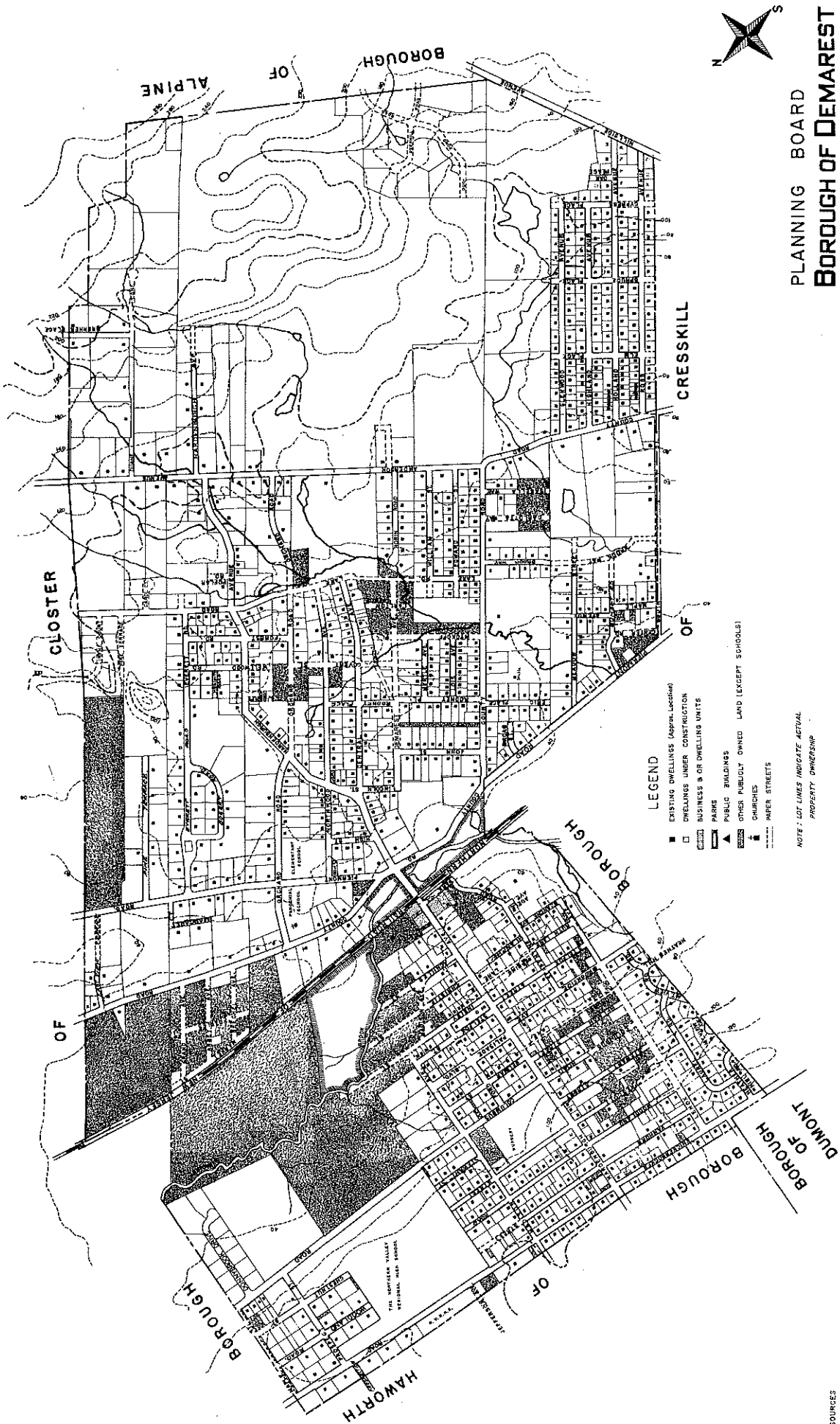
|                                | <u>Acres</u> | <u>%</u>    |
|--------------------------------|--------------|-------------|
| Residential                    | 358.5        | 26.7        |
| Business/Residential           | 1.5          | 0.1         |
| Public and Semi Public         | 71.7         | 5.3         |
| Streets (existing and "paper") | 150.7        | 11.2        |
| Railroad                       | 6.2          | 0.5         |
| Vacant*                        | <u>756.4</u> | <u>56.2</u> |
|                                | 1,345.0      | 100.0       |

\* Of the total vacant land in the Borough 159.0 acres (11.8 % of the total area of the Borough) are publicly owned.

About 490 acres of the vacant land (40 acres of which are publicly owned) can be considered as prime land for future development. This figure includes the Aldecress Country Club property.

### Circulation

A primary street is a street that carries a heavy volume of relatively fast moving traffic between municipalities. Collector streets carry local traffic from



PLANNING BOARD  
**BOROUGH OF DEMAREST**



**GENERAL REFERENCE MAP**

FIGURE 1

MORROW PLANNING ASSOCIATES

**SOURCES**  
 AERIAL PHOTOGRAPHS BY THE U.S. AIR FORCE  
 MAPS FROM DEMAREST AND HAWORTH  
 GENERAL, H.A.T. COMPANY  
 HAWORTH, H.A.T. COMPANY  
 HAWORTH, H.A.T. COMPANY

the local access streets to the community center or to the primary street system. Local access streets furnish access to abutting properties. A paper street is a street which has been mapped but not improved.

Demarest has a total of 25.7 miles of streets, including "paper" streets. The breakdown is as follows:

TABLE II - Length of Streets by Function and Pavement Width

|                    | <u>Miles</u> | <u>%</u>      |
|--------------------|--------------|---------------|
| Primary            | 4.6          | 18.0%         |
| Collector          | 2.0          | 7.8%          |
| Local Access       |              |               |
| 30' Pavement       | 5.1          | 20.0%         |
| 26' -29' Pavement  | .5           | 1.9%          |
| 20' -25' Pavement  | 1.1          | 4.1%          |
| Under 20' Pavement | 3.1          | 12.1%         |
| Dirt or Gravel     | 3.5          | 13.7%         |
| Paper              | 5.8          | 22.4%         |
|                    | <u>25.7</u>  | <u>100.0%</u> |

Economic Study

To appraise the economic conditions in the Borough of Demarest, its relation to the region in which it is situated was studied. It was found the Demarest shoppers will go to Bergenfield and Closter and probably as far as Hackensack and the highway business facilities along Route 4 and Route 17 for purchasing of goods. For services the centers of Tenafly and Hackensack and sub-areas of Closter and Dumont are important.

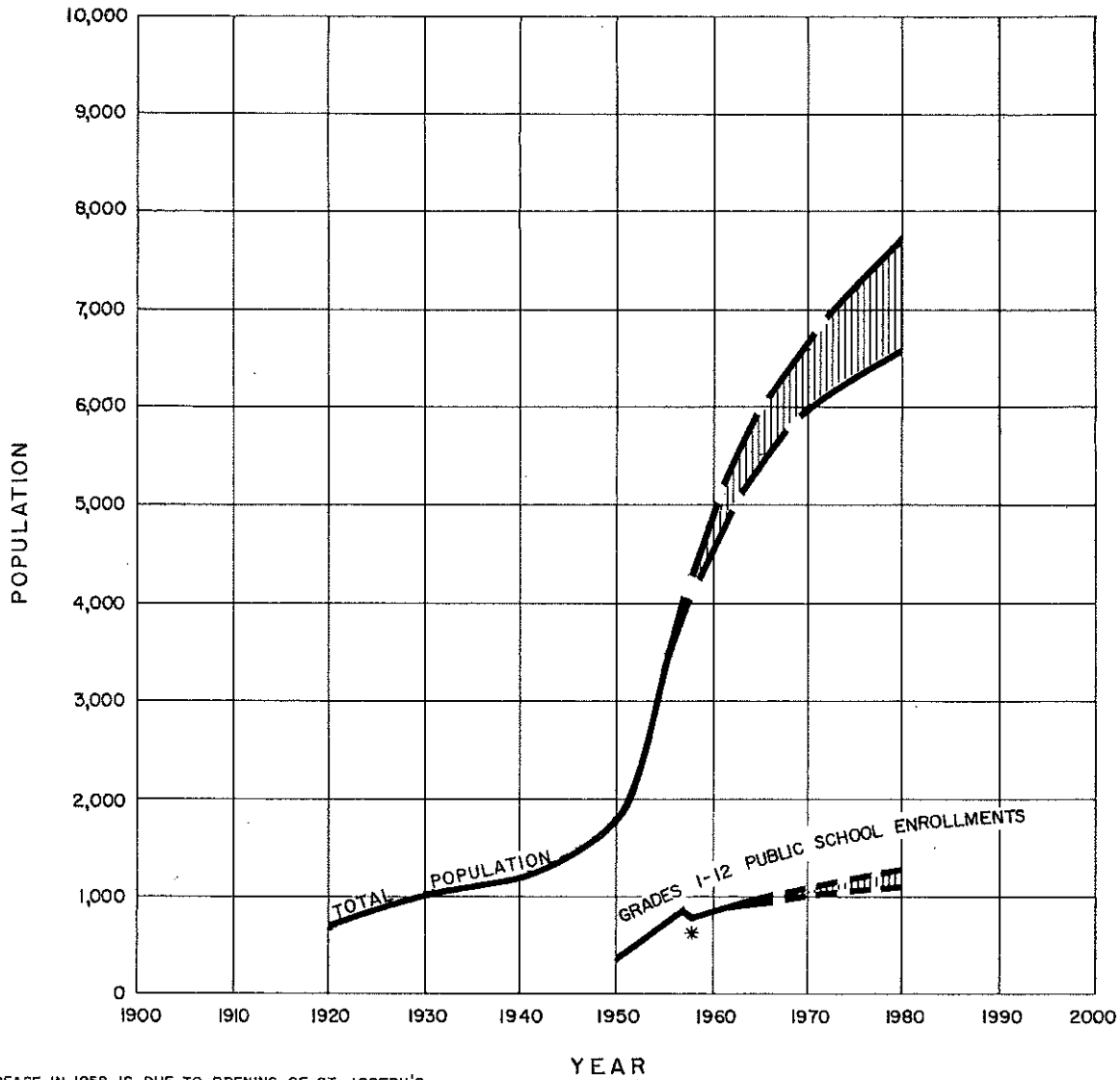
Population

The population of the Borough of Demarest has grown from 654 in 1920 to an estimated 3,900 in 1957. It is estimated it will grow to about 6,200 - 6,700 by the year 1975. Under current zoning policy the Borough can grow to a population of

6,100, if the Aldecress Country Club were to develop residentially. The forecast of population and grades 1 - 12 public school enrollments are shown on Figure 2.

# POPULATION FORECAST

## BOROUGH OF DEMAREST



\* DECREASE IN 1958 IS DUE TO OPENING OF ST. JOSEPH'S PAROCHIAL SCHOOL OPERATING GRADES 1-4 WHICH DREW ABOUT 90 % OF ITS STUDENTS FROM THE DEMAREST SCHOOL SYSTEM.

FIGURE 2

DECEMBER 1958

CONSULTANTS: MORROW PLANNING ASSOCIATES

## THE PLAN

### Principles and Objectives

The Master Plan is designed as a general guide to:

- 1) Aid in the provision and maintenance of a satisfactory living environment.
- 2) Provide recreational facilities and open space and appropriate community facilities that are adequate in scope and location.
- 3) Maintain, protect, assure stability and encourage a density of development in the Borough that will encourage the building of houses of a value that will contribute substantially to the tax base in relation to the cost of required municipal services.
- 4) Confine business development to that type which will serve the resident population of the Borough with local day-to-day goods and services.
- 5) Assure that business development will be located in convenient and harmonious relation to residential development, with adequate off-street parking and with emphasis on good design.
- 6) Develop a circulation system that is co-ordinated with the land use pattern and will provide for efficient movement of people and goods within the community and to and from the community.
- 7) Co-ordinate the growth and development of the community with that of the adjoining communities.
- 8) Assure, to the maximum degree possible, that new land development shall provide as a part of development, all the land and facilities necessary to serve the development at its maximum contemplated occupancy and use, without imposing undue costs on the property owners or adding to the normal costs of the government of the Borough.

## Proposals

The Master Plan of development presents proposals for future land use, circulation and community facilities. While presented separately, these proposals are interlocking. They should therefore be viewed and reviewed as a single integrated whole and should be considered in terms of their cumulative aims and effects.

### Future Land Use Plan

The purpose of the land use plan is to determine over a predictable period of time in the future, the uses of land that will produce an orderly and sound development of the Borough.

In deriving the plan existing man-made conditions, including buildings, highways and utilities, are accepted as starting points which are not susceptible to abrupt, radical changes. In addition, natural features of the land such as geographic, topographic, water conditions and soil conditions must be recognized in the layout.

The resulting future land uses which are proposed must relate to one another as well as to the circulation pattern, community facilities, and the character of the land. To that end, successive densities of land occupancy are proposed that will make for economy in the cost of public services and utilities. The retention of permanent open spaces of considerable area is a desirable objective. Land adjacent to streams should be reserved as drainage rights-of-way, private open space and in some cases may be developed for public park purposes. To service the increasing population with local goods and services, limited expansion of the business area appears desirable.

On recommendation of its consultants the planning board considered the desirability of designating an area within the Borough for research laboratory and office building use, as a means of contributing substantially to the tax base. The borough-owned property west of County Road and north of Wakelee Field was suggested as an appropriate area where development would not adversely affect the residential areas of the Borough. After due consideration the Board did not favor this means of attaining the objective of a broader tax base.

The Future Land Use Plan (Figure 3) indicates the general areas in which certain types of uses and intensities of uses are appropriate now or should be encouraged in the future. Where uses are shown in the same location as they now exist, the plan indicates a recommended continuance of such use; where uses or intensities of uses on the map differ from present conditions, the plan indicates that at some time in the future it will be appropriate to allow the proposed uses. A future land use plan, therefore, does not necessarily recommend immediate changes in the present zoning ordinance. It should be clearly understood that the zoning map indicates areas in which specified uses and intensities of uses are permitted at the present time and for the immediate future; whereas the land use plan recommends general land use policy over a period of twenty-five (25) to thirty (30) years.



Quantitative Summary

Table III shows the total gross acreage (including streets) in each land use type as proposed in the land use plan.

Table III - Quantitative Summary of Proposed Land Uses

|  | <u>Acres</u> | <u>%</u>    |
|--|--------------|-------------|
| Medium Density Residence (2-4 families per net acre) | 579.8        | 43.1        |
| Low Density Residence (1-2 families per net acre)    | 532.2        | 39.6        |
| Community business and off-street parking            | 5.6          | 0.4         |
| Existing Public and Semi-Public Use                  | 71.7         | 5.3         |
| Proposed Open Space and Public Use                   | <u>155.7</u> | <u>11.6</u> |
|  | 1,345.0      | 100.0       |

## Circulation Plan

The Circulation Plan consists of street proposals. Trends over several decades do not suggest any railroad extensions.

A Circulation Plan, officially adopted by the Planning Board, can contribute to the improvement of the street system in two ways:

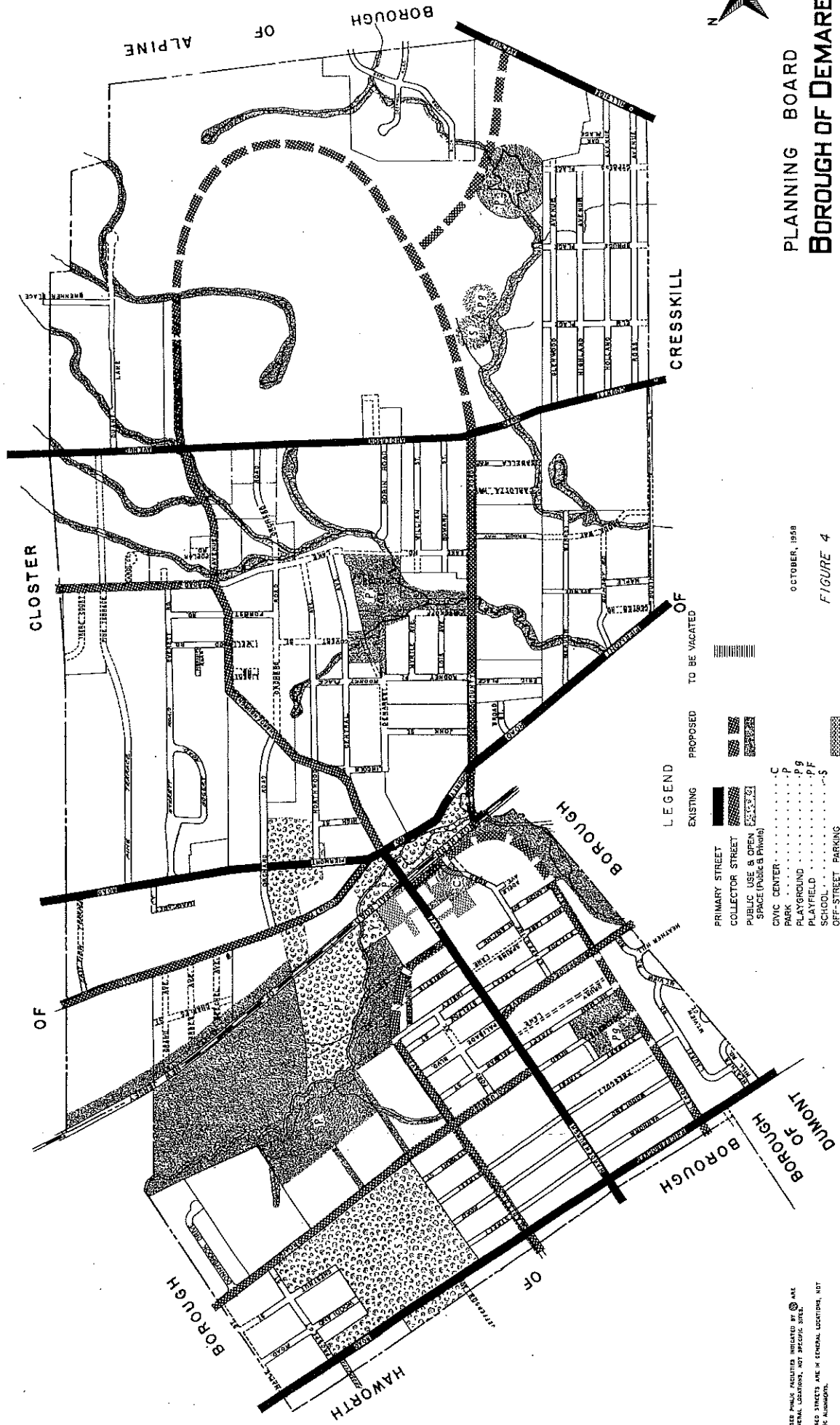
1. Where an existing street is shown in the Master Plan, additional right-of-way width which may be necessary to meet the desired standard can be obtained when abutting land is subdivided.
2. Where a proposed street is indicated the desired right-of-way width and location can be required as condition of subdivision approval.

These means of enforcing conformance with necessary street standards are authorized by the Municipal Planning Act (1953), Section 20:

"...Where the Planning Board after hearing has adopted portions of the master plan with proposals regarding the street system within the proposed subdivision, the board may require that the streets shown conform in design and in width to the proposals shown on the master plan. No street of a width greater than fifty feet within the right-of-way lines may be required unless said street already has been shown on such master plan at the greater width, or already has been shown in greater width on the official map."

Streets and highways in the Borough can be classified by function into three types: primary streets, collector streets and local access streets. The Circulation and Public Facilities Plan (Figure 4) shows the proposed street classification.

- 1) Primary Streets are those streets of intermunicipal importance. Depending upon the extent of the route and its traffic volume, such a route belongs in either the State or County System. The desirable right-of-way



PLANNING BOARD  
**BOROUGH OF DEMAREST**

**MORROW PLANNING ASSOCIATES**  
 PLANNERS

- LEGEND**
- EXISTING PRIMARY STREET
  - EXISTING COLLECTOR STREET
  - EXISTING PUBLIC USE & OPEN SPACE (Public & Private)
  - EXISTING CIVIC CENTER
  - EXISTING PARK
  - EXISTING PLAYGROUND
  - EXISTING PLAYFIELD
  - EXISTING SCHOOL
  - EXISTING OFF-STREET PARKING
  - PROPOSED PRIMARY STREET
  - PROPOSED COLLECTOR STREET
  - PROPOSED PUBLIC USE & OPEN SPACE (Public & Private)
  - PROPOSED CIVIC CENTER
  - PROPOSED PARK
  - PROPOSED PLAYGROUND
  - PROPOSED PLAYFIELD
  - PROPOSED SCHOOL
  - PROPOSED OFF-STREET PARKING
  - TO BE VACATED

OCTOBER, 1958  
 FIGURE 4

**CIRCULATION AND PUBLIC FACILITIES PLAN**

UNDESIGNED FACILITIES INDICATED BY @ ARE GENERAL LOCATIONS, NOT SPECIFIC SITES.  
 SPACED STREETS ARE IN GENERAL LOCATIONS, NOT SPECIFIC PLACEMENTS.

width for a primary route is sixty-six (66) feet, but where the State or County decides that such width is unobtainable due to existing building conditions, the lesser right-of-way width suggested by the State or County should be accepted.

The primary street system proposed for the Borough is composed mainly of existing streets as shown on the Circulation and Public Facilities Plan.

It is proposed that County Road from the Cresskill Boundary to Anderson Avenue and Anderson Avenue become primary streets for north-south traffic. Anderson Avenue joins into Closter-Dock Road which is a major east-west Road north of Demarest. Also Anderson Avenue will eventually be extended north of Closter Dock Road and will become a major north-south road. County Road joins into Hillside Avenue which is also an important east-west road. Piermont Road, Knickerbocker Avenue and Hardenburgh Avenue from the Haworth boundary to its intersection with County Road are proposed as primary streets.

- 2) Collector Streets are those intramunicipal streets which function as carriers of traffic to and from primary streets and furnish convenient access to the Borough center. This type of street would probably be under municipal jurisdiction, although under some circumstances it might be part of the County system. A minimum right-of-way width should be sixty (60) feet which should be required for all new collector streets. On the present streets of a lesser width, existing conditions may be such that acquiring the extra width would be impractical. In such cases, the traffic capacity may be increased by widening the paving within present right-of-way lines, reducing sidewalk area, or prohibiting parking on the street. Collector streets are proposed through the Aldecress County Club. These are placed in the plan so that if the country club should develop, adequate

collector streets can be required as a condition of subdivision approval.

An important collector street is also proposed from County Road across the railroad to join with Lenox Avenue extension. At the present time Hardenburgh Avenue is the only crossing of the Northern Railroad of New Jersey in Demarest. A second crossing is needed to distribute the traffic load and also as a safeguard in case of a blockage on Hardenburgh Avenue in time of emergency.

Lenox Avenue is proposed to be extended and join Park Street at its southern end, thus giving the residents of the area convenient access to the shopping and civic areas.

Madison Avenue, between Insley Street and Achilles Street, is proposed to be relocated and joined with Achilles Street to form a convenient collector street.

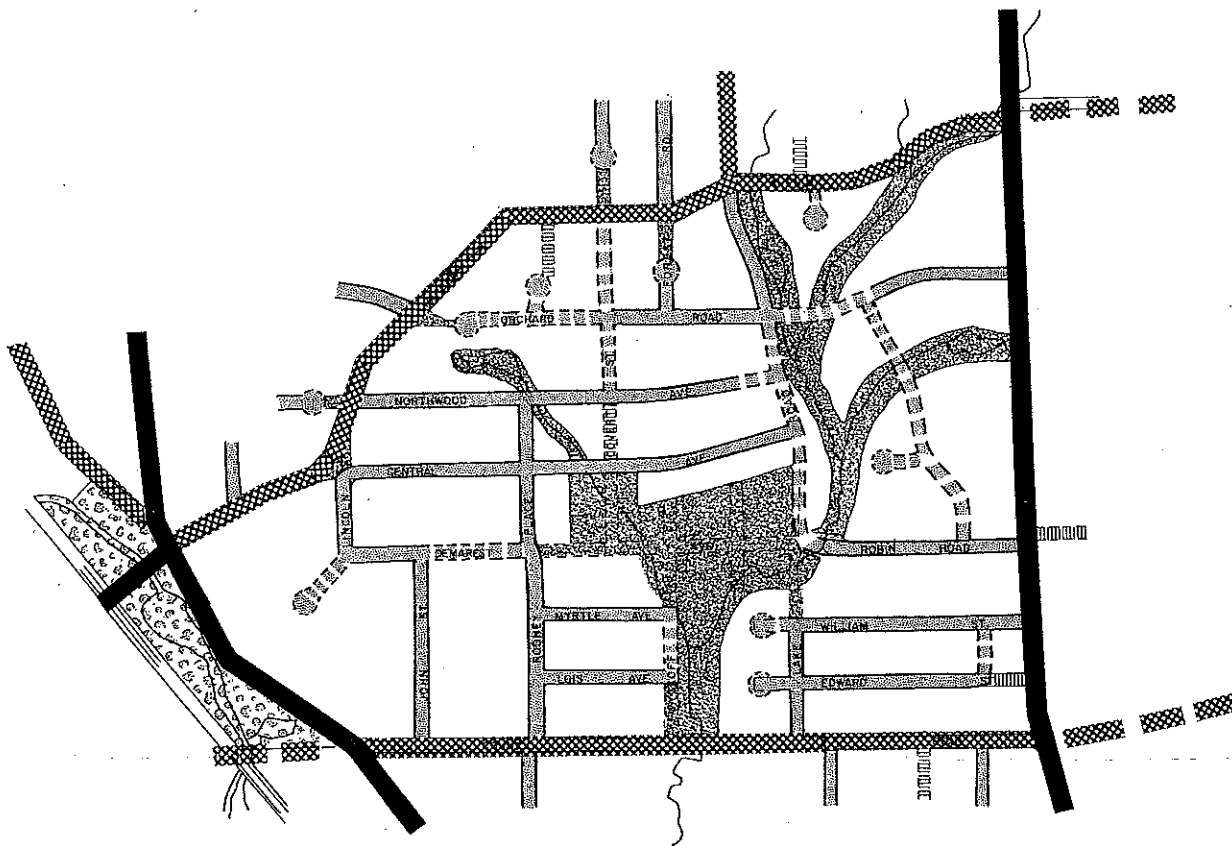
- 3) Local Access Streets are those giving direct access to abutting property. In the design, they should discourage through traffic and excessive speeds.

Where abutting land is in one-family residential development, a fifty (50) foot right-of-way should be required; where abutting land is to be in commercial development, the right-of-way should be sixty (60) feet.









Since additional local access streets are laid out in the course of property development, no attempt has been made to locate future local access streets, since their location is somewhat dependent on the extent of property holdings at the time of development.

A suggested local street arrangement is shown on the Figure 5. This map is intended to show an example of the local street arrangement to be used as a guide in correcting hazards in the existing local street arrangement and in approving subdivision plats showing proposed streets.

SUGGESTED LOCAL STREET ARRANGEMENT: A TYPICAL AREA



LEGEND

|                               | EXISTING  | PROPOSED  | TO BE VACATED   |
|-------------------------------|---|---|---|
| PRIMARY STREET                |  |   |   |
| COLLECTOR STREET              |  |  |   |
| LOCAL ACCESS STREET           |  |  |  |
| PUBLIC AND PRIVATE OPEN SPACE |  |  |   |

### Public Facilities Plan

There are several major public facilities that Demarest should consider in its planning program:

- 1) civic center - to include a municipal building, library, police and fire headquarters
- 2) schools
- 3) parks, playgrounds and playfield
- 4) municipal off-street parking
- 5) sewage disposal
- 6) storm drainage
- 7) water supply

### Civic Center

Development of a civic center, located adjacent to the business area is under consideration by the Borough. This civic center should provide space for all administrative and governmental functions, including offices and meeting rooms and an auditorium for public assembly.

It is also proposed that a shopper's mall be developed with the municipal building as the focal point from Hardenburgh Avenue south. Future businesses could front on this mall with parking facilities at the rear of the stores. This proposal is shown on the Future Land Use Plan (Figure 3).

### Schools

In order to provide for the educational needs of the increasing number of children, it is necessary to determine the enrollments which can be expected in the future. In Table IV enrollments in the Demarest school system are projected

for the next five years.

TABLE IV - School Enrollment Forecast

| <u>School Year</u><br><u>Beginning</u><br><u>September</u> | <u>1 - 8</u> | <u>9 - 12</u> | <u>1 - 12</u> |
|--|--------------|---------------|---------------|
| 1958   | 542          | 209           | 751           |
| 1959   | 566          | 229           | 795           |
| 1960   | 595          | 231           | 826           |
| 1961   | 594          | 277           | 871           |
| 1962   | 596          | 297           | 893           |
| 1963   | 650          | 322           | 972           |

If present trends continue unabated, enrollments in grades 1 - 8 of 750 - 800 in 1970 and 825 - 875 in 1980 might be expected.

This forecast takes into account that St. Joseph's Parochial School will be operating grades 1 - 8 by 1962. It is estimated in the forecast that of the parochial's total capacity (300 students) about 90% will come from the Borough of Demarest.

The high school students from the Borough of Demarest attend Northern Valley Regional High School. It is expected that the high school students will continue to go to the Regional High School in the future.

The present elementary school site is located at the intersection of Orchard Road and Piermont Road. It contains twenty-one (21) standard classrooms and two (2) kindergarten classrooms.

Because kindergarten attendance is optional and will depend in large part upon future Board of Education policy, kindergarten enrollments are difficult to forecast with any certainty. In estimating classroom needs kindergarten enrollments are not used because kindergarten classrooms may be of varying sizes and may operate on double sessions.

The need for future expansion can be anticipated by the use of yearly school enrollment forecasts which should be compared to the plant capacity as shown in Table V.

TABLE V

Index of Utilization

| <u>Year</u> | <u>1 - 8 Enrollment</u> | <u>1 - 8 Capacity<sup>1</sup></u> | <u>Index of Utilization</u> |
|-------------|-------------------------|-----------------------------------|-----------------------------|
| 1958        | 542                     | 630                               | .86                         |
| 1959        | 566                     | 630                               | .90                         |
| 1960        | 595                     | 630                               | .94                         |
| 1961        | 594                     | 630                               | .94                         |
| 1962        | 596                     | 630                               | .95                         |
| 1963        | 650                     | 630                               | 1.03                        |
| 1964        | 668                     | 630                               | 1.06                        |
| 1965        | 679                     | 630                               | 1.08                        |
| 1966        | 695                     | 630                               | 1.10                        |
| 1967        | 711                     | 630                               | 1.13                        |
| 1968        | 727                     | 630                               | 1.15                        |
| 1969        | 743                     | 630                               | 1.18                        |
| 1970        | 760                     | 630                               | 1.21                        |
| 1971        | 767                     | 630                               | 1.22                        |
| 1972        | 773                     | 630                               | 1.23                        |
| 1973        | 780                     | 630                               | 1.24                        |
| 1974        | 786                     | 630                               | 1.25                        |
| 1975        | 793                     | 630                               | 1.26                        |
| 1976        | 800                     | 630                               | 1.27                        |
| 1977        | 807                     | 630                               | 1.28                        |
| 1978        | 814                     | 630                               | 1.29                        |
| 1979        | 823                     | 630                               | 1.31                        |
| 1980        | 830                     | 630                               | 1.32                        |

<sup>1</sup> Based on a maximum of thirty (30) children per grades (1 - 8) classroom.

It can be seen from Table V that by 1963 the present school will be fully utilized and that by 1980 approximately 7-8 additional classrooms will be needed for grades 1 - 8 based on thirty (30) pupils per classroom.

In selecting sites for elementary schools, several factors should be considered:

- 1) State standards for elementary schools recommend five acres plus one additional acre for each 100 pupils;
- 2) The location should be such as to serve future population needs as well as the needs dictated by existing development patterns;
- 3) Schools should be located so as to eliminate vehicular transportation of pupils as much as possible;
- 4) The maximum desirable size of an elementary school is considered to be about six hundred (600) pupils.

The general location where an elementary school will be needed is shown on the Circulation and Public Facilities Plan. (Figure 4)

#### Playgrounds, Playfields and Parks and Open Space

##### Playground

A playground should serve the fundamental play needs of the children 6 to 14 years old. It can also be a neighborhood center where the whole family can come for limited types of recreation and relaxation.

There should be one acre of playground space for each 800 present and estimated future population. A playground should be from 4 to 7 acres.

There should be a playground within one-half mile of every home. Since it is used to a large extent by children of grammar school age and the radius of

service of an elementary is also one-half mile, it is usually best to locate the playground on or adjoining an elementary school site.

### Playfield

The playfield provides facilities for the 15-21 year age groups and adults. A section may be developed as a playground for younger children in the surrounding neighborhood.

The size of the playfield should be 15 - 20 acres and should be located within a mile of every home.

Among the common features of a playfield are a children's playground, areas for field games, an area for lawn games, picnic centers for small groups and indoor recreation facilities. Parking space should be provided and opportunities for landscape development should be fully utilized.

### Parks

The neighborhood park should be near the closely built-up part of the community, utilizing, if available, some attractive natural feature and designed principally for elderly people and small children.

### Other Open Space

A permanent open space about fifty (50) feet in width is proposed to be retained as private open space and in some areas as public parks and playgrounds along the existing streams. The land involved is generally undesirable for building purposes because of flood conditions. In this manner the streams can be retained and protected as attractive features of the community.

The existing and proposed parks, playgrounds, playfield and other open space are shown on the Circulation and Public Facilities Plan (Figure 4).

### Municipal Off-Street Parking

Three sites are proposed for off-street parking. The site which should receive primary consideration is the one south of Hardenburgh Avenue to the rear of the existing business on Park Street. This site can be used for off-street parking for the business establishments during the day and for an off-street parking area for the municipal building during the evening.

The other sites for parking can be developed as the need for them arises.

### Sewage Disposal

At the present time the Borough is not serviced by a sanitary sewer system. The report of 1947 by the Bergen County Hackensack River Sanitary Sewer District Authority suggested the formation of a joint sewage works for municipalities and industries in the Overpeck Valley. It was proposed that the Borough of Demarest could enter the project in Stage A (the first of five stages) or could wait several decades and join under Stage E. In the report of 1950 by the Bergen County Sewer Authority it was pointed out that Demarest did not enter into an agreement with the Authority to join Stage A.

Eventually the Borough of Demarest should be serviced, at least in the more densely populated areas, with a sanitary sewer system. Until a sewer system is installed in the Borough, multi-family units should not be considered. However, at the present time and under existing development, a sanitary sewer system is not necessary.

### Storm Drainage

A special study of storm drainage in the Borough is suggested. As development occurs and more surface area is covered with concrete, asphalt, buildings, and other impervious materials the amount of surface run-off increases and the

amount of area left to absorb this water decreases. Consequently surface water will collect at a faster rate and will need to be carried through storm sewers to natural water courses.

The study of storm drainage should also include proposals for a complete storm sewer system. Rights-of-way for this system should be placed on the official map before they are blocked by development. The costs for engineering surveys to place these rights-of-way on the official map should be part of the capital improvement program.

PLAN EFFECTUATION

Once a tentative Master Plan is prepared, it is the responsibility of the citizens and officials of the Borough to achieve the desired goals proposed by the Plan. The most effective means of realizing these goals are:

- 1) formal adoption of the Master Plan;
- 2) formal adoption of an Official Map;
- 3) formal adoption of Zoning and Subdivision Ordinances designed to implement the Master Plan;
- 4) establishing a capital improvement program.

Adoption of the Master Plan

The Master Plan is officially adopted by the Planning Board. The governing body, school board, and other agencies may adopt it by resolution as a general statement of policy. The procedure to follow in adopting a Master Plan is:

- 1) Publication of proposed plan.
- 2) After allowing a reasonable time for study of the proposed plan by the community, the Planning Board should schedule a public hearing.
- 3) At least ten (10) days before the date of public hearing, notice should be published in the official newspaper or newspapers of general circulation.
- 4) Public hearing.
- 5) After considering comments addressed to the board, the Planning Board may adopt the Master Plan, thus making it an official plan.
- 6) Copies of the plan as adopted should be sent to the governing body, School Board and County Planning Board.

7) After the Master Plan has been adopted by the Planning Board, "The governing body or other public agency having jurisdiction over the subject matter, before taking action necessitating the expenditures of any public funds, incidental to the location, character or extent of one or more project thereof, shall refer action involving such specific project or projects to the planning board for review and recommendation, and shall not act thereon without such recommendation or until forty-five (45) days after such reference have elapsed without such recommendations. This requirements shall apply to action by a housing, parking, highway or other authority, redevelopment agency, school board, or other similar public agency, federal, state, county or municipal."

(RS 40:55-1.13)

"If portions of the master plan contain proposals for drainage rights-of-way, schools, parks, or playgrounds within the proposed subdivision or its vicinity...before approving subdivisions the planning board may further require that such drainage rights-of-way, school sites, parks or playgrounds be shown in locations and sizes suitable to there intended uses. The governing body or planning board shall be permitted to reserve the location and extent of school sites, public parks and playgrounds shown on the master plan or any part thereof 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 during such one-year period or extension thereof the municipality shall have entered into a contract to purchase or instituted condemnation proceedings according to law, for said school site, park or playground, the subdivider shall not be bound by the proposals for such areas shown on the master plan.."

(RS 40:55-1.20)

Adoption of an Official Map

An additional means by which the municipality can reserve sites for future public use if the Official Map. The governing body adopts the Official Map by ordinance, after submission to the Planning Board for recommendation.

According to the Official Map and Building Permit Act (1953),

"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 and drainage rights-of-way, and the location and extent of public parks and playgrounds shown thereon, whether such streets, drainage rights-of-way, parks or playgrounds are improved or unimproved. 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. During such period of one year or any extension thereof the applicant for the plat approval, and his assigns and successors in interest, may use the area so reserved for any purpose other than the location of buildings or improvements thereon, except as provided in section nine of this act." (RS 40:55-1.32)

Zoning and Subdivision Regulation

These regulations represent the first step towards the ultimate community pattern foreseen by the development plan. Their periodic review should result in gradual revision to conform to the general policy established by the plan. The plan itself should, of course, also receive periodic re-evaluation in the light of changing community problems and needs.

## CAPITAL PROGRAMMING

### I Objectives

The long-range, co-ordinated scheduling of capital improvements, known as capital programming, combines physical and financial planning in a way that the governing body may anticipate the community's needs. Based upon such capital programming realistic and foresighted decisions may be made. It is a practical means of assuring that municipal services and capital projects will be provided, based upon necessity and ability to pay. Such advance planning supplements established procedures for preparing the budget, and does not detract from the ultimate authority and responsibility of the governing body to determine capital spending.

The soundness of capital programming is reflected in the recommendation from the Division of Local Government<sup>1</sup> that every municipality and county adopt a capital improvements budget in accordance with R. S. 40:2-61.

Several beneficial objectives of capital programming are:

- a. to insure that capital funds go to projects on the basis of relative urgency, and that such funds be available when needed;
- b. to control municipal debt and foster an orderly system of debt retirement, to stabilize tax rates over a long term, and to create reserve funds for financing capital projects;
- c. to anticipate fully the effects of fixed charges on future operating budgets;
- d. to discourage proposals for spending which are not essential to the municipality's comprehensive plans;

<sup>1</sup> Letter Number 5, June-July 1957 from Division of Local Government, Department of the Treasury, State of New Jersey, to all municipal clerks and accountants.

e. to aid in co-ordination of municipal, school and other agencies.

## II - Method

The most common method of capital programming is the six-year financial program, based upon anticipated operating and maintenance expenditures, and a priority of capital expenditures in accordance with anticipated revenues. The expenditures for the current fiscal year (capital budget) receive primary consideration, but preliminary cost estimates are also made for the succeeding five years. In addition a tentative priority list for all projects proposed in the Master Plan is maintained.

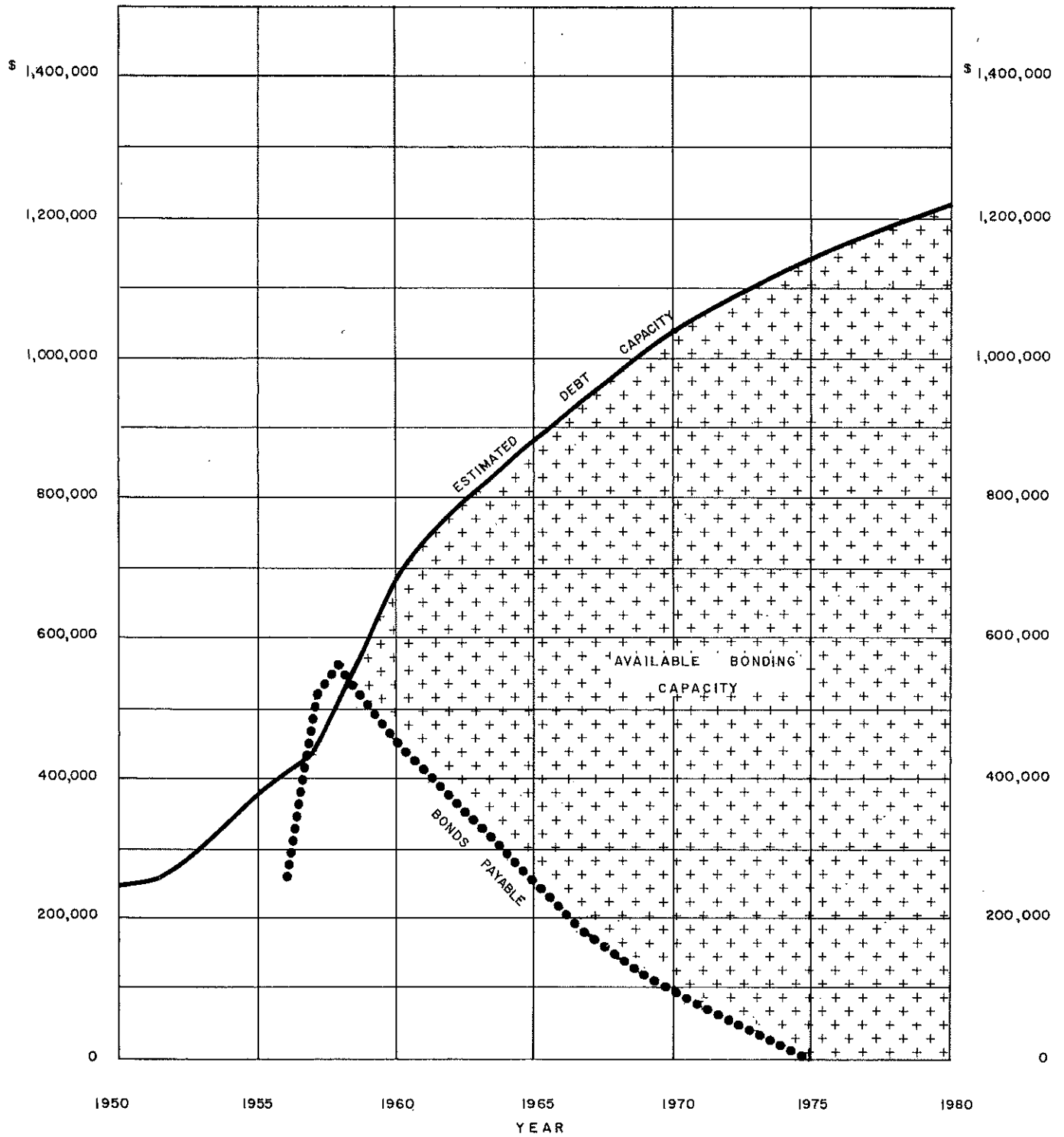
### Estimated Bonding Capacity

The effectuation of a capital improvements program requires a complete overall picture of the Borough's revenues, expenditures and indebtedness. The chart of Estimated Bonding Capacity (Figure 6) shows the Borough's debt both municipal and school. The municipal debt includes bonds which have been authorized but not yet issued. The school debt includes a \$365,000 bond which has been authorized but not yet issued. This chart also shows the retirement of debt.

The municipal and school statutory debt limit has been projected. The debt limit as projected assumes no change in the present ratio of assessed value to true value or in the present method of computing the statutory debt limit. A revised chart should be drawn at the time assessed values are figured at true value or at a different ratio of true value to assessed value or if the method of computation of the debt limit changes.

# ESTIMATED BONDING CAPACITY

## BOROUGH OF DEMAREST



December, 1958

FIGURE 6

MORROW PLANNING ASSOCIATES

Consultant

## LIST OF CAPITAL PROJECTS

Capital Improvements to be considered for the first six-year capital improvement program:

### School

- 1) acquire property for elementary school and playground suggested size: 10 acres
- 2) Demarest will be required to pay part of the land and building cost of the expansion of the Northern Valley Regional High School facilities. Estimates of the land and building cost are \$200,000 and \$2,250,000 respectively. Demarest is presently paying about fifteen (15) per cent of the budget of the Northern Valley Regional High School. It should be noted that this fifteen (15) per cent is subject to fluctuation. This figure is based on the percentage of assessed value of land and improvements of each municipality in the Regional School District to the total assessed value of land and improvements of all the municipalities in the Regional School District. Therefore should the assessed value of land and improvements fluctuate in Demarest or any other municipality this could effect Demarest's share of the Regional School District budget.

It should be further noted that the bonds will be issued and this will spread the payments of cost for these facilities over about a twenty (20) year period.

### Municipal

- 1) acquire four (4) scattered lots for addition to Borough owned property for playground site between Stewart Street and Belmar Street.
- 2) reserve on official map proposed street right-of-ways, land needed for street widening and park and playground sites which are not already in public ownership.

- 3) acquire land for off-street parking area behind existing businesses fronting on Park Street for off-street parking area to serve business and civic activities.
- 4) storm drainage study and placement of drainage rights-of-way on official map.

Other Capital Projects to be carried out as suggested by the Master Plan.

- 1) construction of a municipal library on civic center site.
- 2) about eight (8) grades 1-8 classrooms to be built on site east of Anderson Avenue.
- 3) construction of additional off-street parking space.
- 4) acquisition of park sites.
- 5) improvement to park, playground and playfield sites with equipment.
- 6) street widening and installation of storm sewers.
- 7) relocation of Madison Avenue to form collector street.

- 3) acquire land for off-street parking area behind existing businesses fronting on Park Street for off-street parking area to serve business and civic activities.
- 4) storm drainage study and placement of drainage rights-of-way on official map.

Other Capital Projects to be carried out as suggested by the Master Plan.

- 1) construction of a municipal library on civic center site.
- 2) about eight (8) grades 1-8 classrooms to be built on site east of Anderson Avenue.
- 3) construction of additional off-street parking space.
- 4) acquisition of park sites.
- 5) improvement to park, playground and playfield sites with equipment.
- 6) street widening and installation of storm sewers.
- 7) relocation of Madison Avenue to form collector street.

