MASTER PLAN
SADDLE BROOK, NEW JERSEY

JUNE 2004

PREPARED FOR:
TOWNSHIP OF SADDLE BROOK PLANNING BOARD

PREPARED BY:

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JUNE 2004

ADOPTED _____, 2004

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INTRODUCTION

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

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

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

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

Saddle Brook's last full Master Plan was adopted in 1988 and an update report was prepared in 1995. The 1998 Master Plan addresses how conditions in the Township and region have changed in the past decade and updates the recommendations of the earlier reports based upon emerging trends and issues.

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

- Land Use Plan Element
- Housing Plan Element
- Circulation Plan Element
- Utility Service Plan Element
- Community Facilities Plan Element
- Recreation Plan Element
- Recycling Plan Element

DEMOGRAPHIC PROFILE

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

SUMMARY OF FINDINGS

Saddle Brook Township is a stable municipality comprised of a majority of single-family detached homes. The Township is attracting young people and smaller families, as indicated by the increase in residents aged 25 to 44, and through decreasing household size.

The major demographic trends in Saddle Brook are as follows:

- Saddle Brook Township has experienced a population pattern typical of older suburban areas, with a sharp increase in population between 1940 and 1970, and a slight decrease between 1970 and the present.
- The oldest segment of Saddle Brook's population is getting older. At the same time, young families are moving into the Township.
- Median household size continues to decrease, which is consistent with state and national trends.
- Twenty-five percent of households in Saddle Brook are one-person households, with a total of almost 11% where the single householder was 65 and over.
- Saddle Brook has a low vacancy rate, fewer than 2%.
- Saddle Brook is a relatively young community in terms of housing, with over 60% of its housing stock built between 1940 and 1960.
- Most of the housing stock is single-family detached housing and is in good condition.

POPULATION CHARACTERISTICS

Population Trends

Saddle Brook Township has experienced a population growth pattern typical of older suburban areas, with a sharp increase in population between 1940 and 1970. The population of Saddle Brook has experienced a steady decrease since 1970. These trends are similar to trends experienced by Bergen County, which also saw a sharp increase between the years of 1940 and 1970, with a gradual decrease since then (see Table 1). The years between 1970 and 1980 saw the biggest decrease in population, almost 12 percent and 6 percent for Saddle Brook and Bergen County, respectively. Bergen County did see an increase in population between 1990 and 2000, slightly over 7 percent. This is most likely due to the vibrant economy of the late 1990s and the similarly vibrant housing market, particularly in the northeast and the metropolitan area.

It is likely the Township population will remain relatively stable, since the annual number of new housing units is expected to be low because limited vacant land is available for development.

Table 1
Population Growth
Saddle Brook Township and Bergen County

Saddle Brook

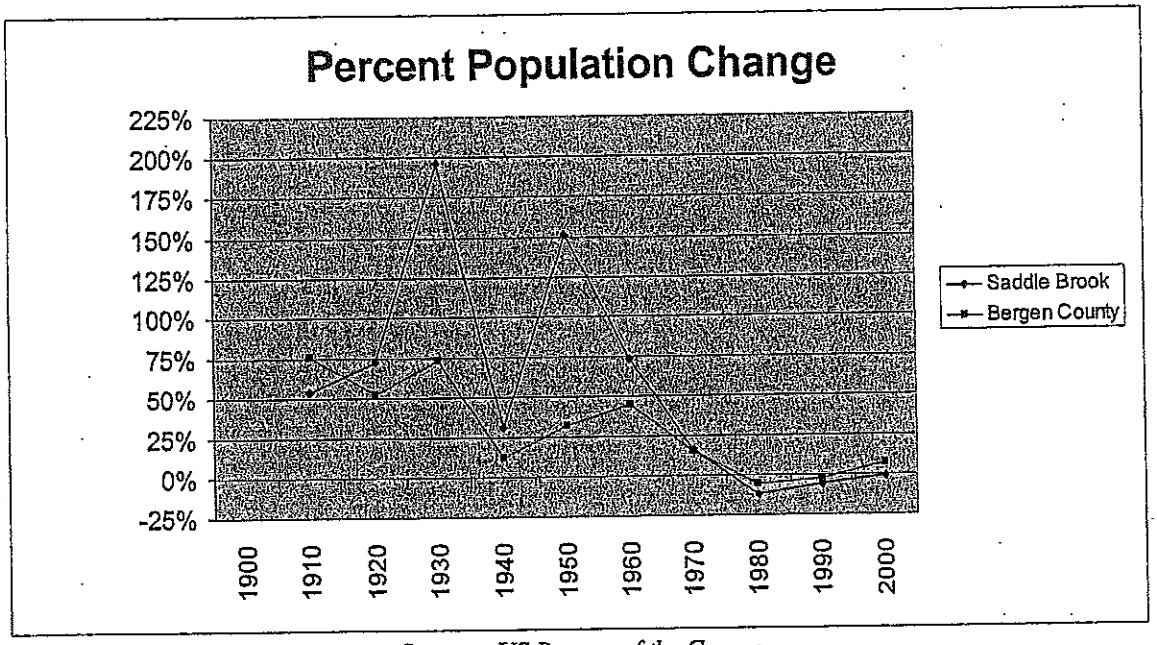
Year	Population	Population Change	
		Number	Percent
1900	306	-	-
1910	473	167	54.58%
1920	819	346	73.15%
1930	2,424	1,605	195.97%
1940	3,169	745	30.73%
1950	7,955	4,786	151.03%
1960	13,834	5,879	73.90%
1970	15,975	2,141	15.48%
1980	14,084	-1,891	-11.84%
1990	13,296	-788	-5.60%
2000	13,155	-141	-1.06%

Bergen County

Year	Population	Population Change	
		Number	Percent
1900	78,441	-	-
1910	138,002	59,561	75.93%
1920	210,643	72,641	52.64%
1930	364,977	154,334	73.27%
1940	409,646	44,669	12.24%
1950	539,139	129,493	31.61%
1960	780,255	241,116	44.72%
1970	897,148	116,893	14.98%
1980	845,385	-51,763	-5.77%
1990	825,380	-20,005	-2.37%
2000	884,118	58,738	7.12%

Source: US Bureau of the Census

Chart 1
Percent Population Change
Saddle Brook Township and Bergen County



Source: US Bureau of the Census

Population Composition by Age

Saddle Brook experienced a number of changes in its population composition between the years 1990 and 2000. Saddle Brook saw a drastic increase in the 25 to 44 year old cohort, and the 75+ age cohort. Conversely, there was a significant reduction in the 45 to 54 age cohort.

The increase in the number of 25 to 44 year olds may be indicative of an affordable housing market. These are the years that people are getting married, buying homes, and having children. Many of thee are first-time homebuyers. Saddle Brook's median housing value is less than that of the county as a whole, and lower than the majority of towns in Bergen County. The reduction in the 45 to 54 age cohort may be the result of the trend to "upgrade" and buy a second, larger, and more expensive home, outside of Saddle Brook. The large increase in the 25 to 44 age cohort may have implications on future educational needs. There has been a slight increase in children aged 5 to 19 in the Township, however, the census indicates there may be an increase in the 5 and under age cohort in the near future.

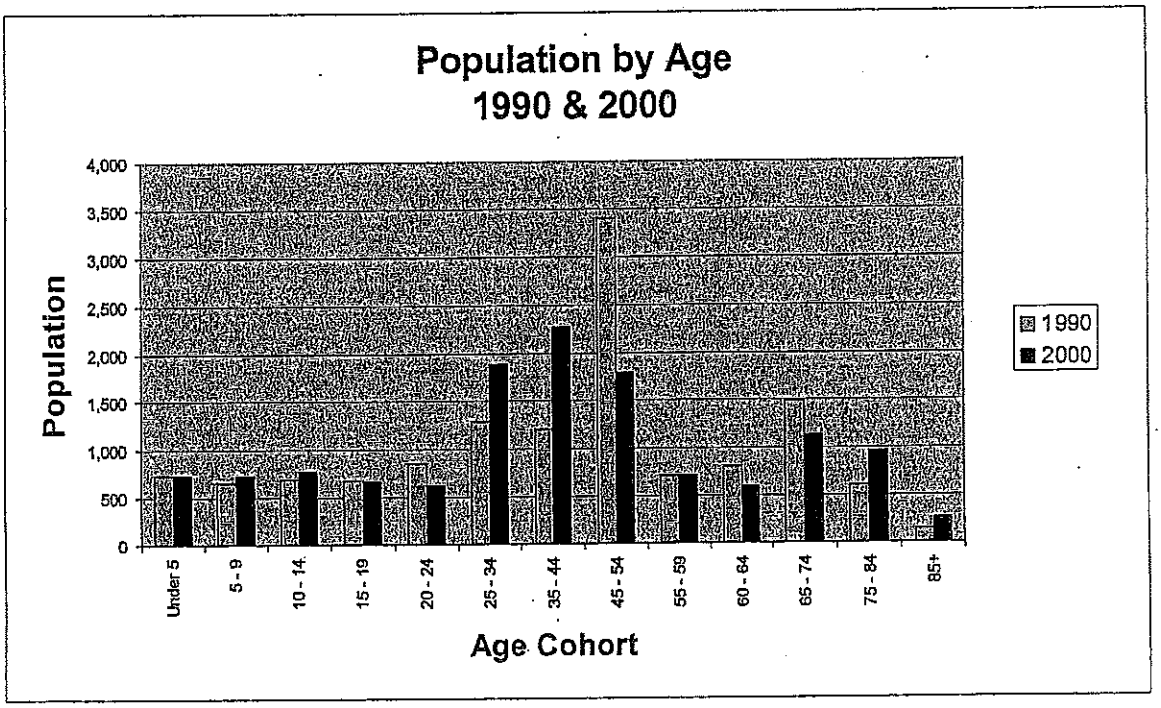
It is also apparent that the oldest segment of the population is getting older. The age cohorts of 60 to 74 saw a decrease in population, however, the age cohorts of 75 and above saw a significant increase in population. As the Township's oldest population gets older, there will be additional demand for senior housing, particularly assisted living facilities. The oldest segments (75 and above) are the users of assisted living facilities. Demand for other senior services, such as senior bus service, will increase. The Township may wish to provide for additional age-restricted and assisted living opportunities for its aging population.

Table 2
Population by Age
1990 and 2000
Saddle Brook

Age	1990		2000		Change, 1990 - 2000	
	Number	Percent	Number	Percent	Number	Percent
Under 5 Years	744	5.6%	744	5.7%	0	0.0%
5 to 9 years	651	4.9%	730	5.5%	79	12.1%
10 to 14 years	691	5.2%	773	5.9%	82	11.9%
15 to 19 years	681	5.1%	664	5.0%	-17	-2.5%
20 to 24 years	861	6.5%	624	4.7%	-237	-27.5%
25 to 34 years	1284	9.7%	1,881	14.3%	597	46.5%
35 to 44 years	1210	9.1%	2,266	17.2%	1,056	87.3%
45 to 54 years	3406	25.6%	1,795	13.6%	-1,611	-47.3%
55 to 59 years	719	5.4%	718	5.5%	-1	-0.1%
60 to 64 years	808	6.1%	592	4.5%	-216	-26.7%
65 to 74 years	1492	11.2%	1,130	8.6%	-362	-24.3%
75 to 84 years	608	4.6%	972	7.4%	364	59.9%
85 years and over	141	1.1%	266	2.0%	125	88.7%
Totals	13,296	100.0%	13,155	100.0%	-141	-1.1%

Source: US Bureau of the Census

Chart 2
Population by Age
1990 and 2000
Saddle Brook Township



Source: US Bureau of the Census

Table 3 and Chart 3 compare the age group distribution for the Township of Saddle Brook and Bergen County in 1990 and 2000. Both the County and the Township experienced an increase in population in the under 5, 5 to 9, and 10 to 14 age cohorts. Similarly, both the Township and the County experienced population decreases in the 15 to 19 and 20 to 24 age cohorts, with a more noticeable decrease in the 20 to 24 age cohort for both the Township and the County.

The most prominent shift was found in the 25 to 34, 35 to 44, and 45 to 54 age cohorts. While the township saw an increase in the 25 to 34 age cohort, the County experienced a decrease in this age cohort. Both the Township and the County saw an increase in the 35 to 44 age cohort. The Township saw a significant decrease in the 45 to 54 age cohort, while conversely the County saw a slight increase in the 45 to 54 age cohort.

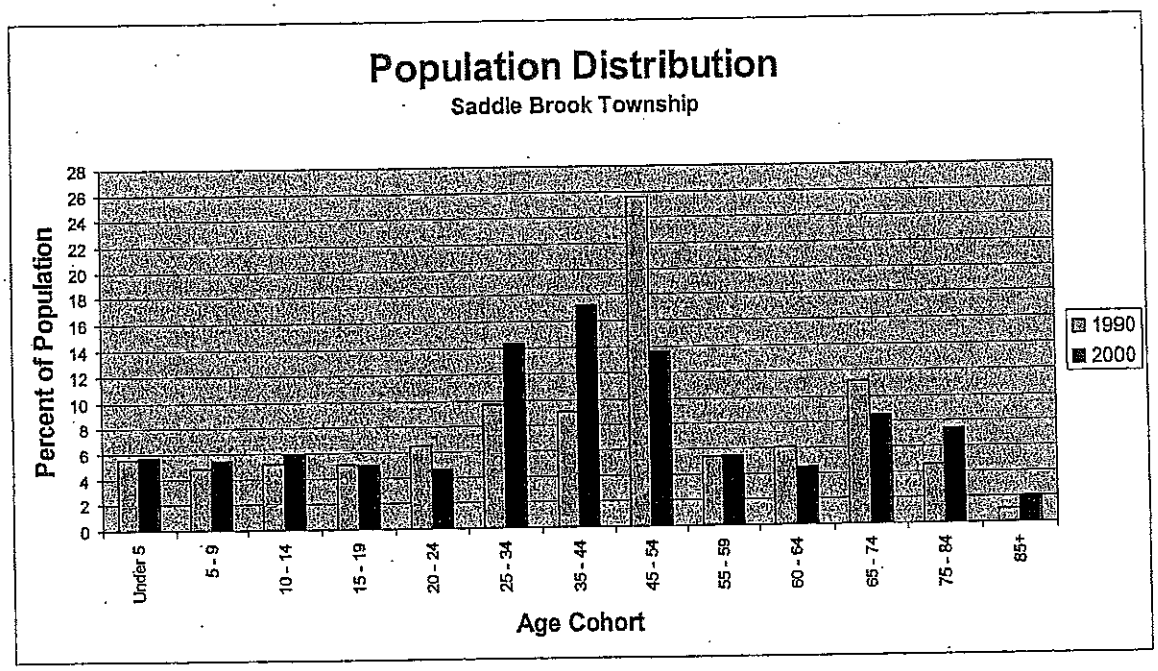
The population distribution for the Township and the County in 1990 for the age cohorts of 25 to 34, 35 to 44, and 45 to 54 were drastically different. The Township's age cohorts of 25 to 34 and 35 to 44 averaged 6.65% less than the percentage for the County. Conversely, the Township's age cohort of 45 to 54 was 10.5% greater than the percentage of that age cohort for the County. These differences were "normalized" in 2000, where the Township and the County have a similar population distribution.

Table 3
Population Distribution
1990 and 2000
Township of Saddle Brook and Bergen County

	1990		2000	
Age	Township	County	Township	County
Under 5 Years	5.6%	5.9%	5.7%	6.3%
5 to 9 years	4.9%	5.5%	5.5%	6.6%
10 to 14 years	5.2%	5.5%	5.9%	6.4%
15 to 19 years	5.1%	5.8%	5.0%	5.5%
20 to 24 years	6.5%	6.7%	4.7%	4.7%
25 to 34 years	9.7%	16.4%	14.3%	13.3%
35 to 44 years	9.1%	15.7%	17.2%	17.3%
45 to 54 years	25.6%	12.1%	13.6%	14.6%
55 to 59 years	5.4%	5.5%	5.5%	5.5%
60 to 64 years	6.1%	5.7%	4.5%	4.4%
65 to 74 years	11.2%	9.1%	8.6%	7.8%
75 to 84 years	4.6%	4.8%	7.4%	5.5%
85 years and over	1.1%	1.4%	2.0%	1.9%
Totals	100.0%	100.0%	100.0%	100.0%

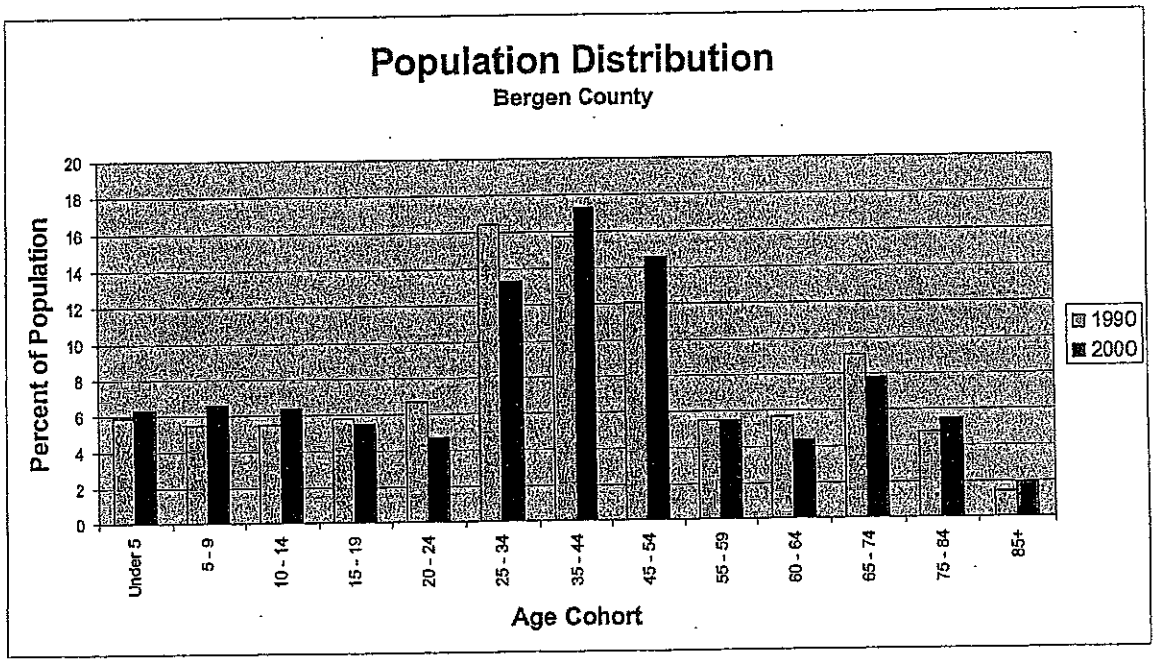
Source: US Bureau of the Census

Chart 3
Population Distribution
Saddle Brook Township



Source: US Bureau of the Census

Chart 4
Population Distribution
Bergen County



Source: US Bureau of the Census

Race and Gender

Both the Township and the County have a fairly even distribution between males and females. The male population in the township and the County is 47.2% and 48.1%, respectively. The female population in the Township and the County is 52.8% and 51.9%, respectively.

The Township population is largely white, compared to Bergen County which has a more diverse population. As shown in Table 4, almost 91% of the population is white, compared to 78% in Bergen County. The second largest category is Asian, with almost 4.7% of the population. Only 1.4% of the population is black, compared to 5.3% in the County.

Table 4
Gender, 2000
Saddle Brook Township and Bergen County

	Saddle Brook Township		Bergen County	
Gender	*Number*	*Percent*	*Number*	*Percent*
Male	6,210	47.2%	425,436	48.1%
Female	6,945	52.8%	458,682	51.9%

Table 5
Race, 2000
Saddle Brook Township and Bergen County

	Saddle Brook Township		Bergen County	
Race	Number	Percent	Number	Percent
One Race	12,970	98.6%	864,160	97.7%
White	11,936	90.7%	693,236	78.4%
Black or African American	183	1.4%	46,568	5.3%
American Indian or Alaska Native	5	-	1,336	2.0%
Asian	623	4.7%	94,324	10.7%
Asian Indian	240	1.8%	17,862	2.0%
Chinese	105	0.8%	14,166	1.6%
Filipino	183	1.4%	14,224	1.6%
Japanese	14	0.1%	7,662	0.9%
Korean	49	0.4%	36,075	4.1%
Vietnamese	7	0.1%	545	10.0%
Other Asian	25	0.2%	3,790	0.4%
Native Hawaiian and Other Pacific Islander	-	-	193	-
Native Hawaiian	-	-	36	-
Guamanian or Chamorro	-	-	35	-
Samoan	-	-	37	-
Other Pacific Islander	-	-	85	-
Some Other Race	223	1.7%	28,503	3.2%
Two or More Races	185	1.4%	19,958	2.3%

Source: US Bureau of the Census

HOUSING CHARACTERISTICS

Household Size

The Township has seen a steady decline in the median household size since 1970, which is consistent with state and national trends. The average household size in 2000 in the Township was 2.58, down from 2.69 in 1990, as shown in Table 6. Conversely, the median household size in the County remained stable, at 2.64 persons per household in both 1990 and 2000.

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

Table 6
Household Characteristics
2000
Township of Saddle Brook and Bergen County

	Township		County	
Household Size	Number	Percent	Number	Percent
1 person	1,263	24.95%	81,573	24.66%
2 person	1,605	31.71%	101,508	30.68%
3 person	892	17.62%	57,800	17.47%
4 person	832	16.44%	54,277	16.41%
5 person	315	6.22%	23,625	7.14%
6 person	112	2.21%	8,005	2.42%
7+ person	43	0.85%	4,029	1.22%

Median Persons Per Household	Saddle Brook	County
1950	n/a	3.39
1960	3.74	3.36
1970	3.45	3.19
1980	2.92	2.79
1990	2.69	2.64
2000	2.58	2.64

Source: US Bureau of the Census

Household Type

Saddle Brook is comprised of over 70% family households, the majority of which are married couple families, as shown in Table 7. Of the non-family households, 25% of the total number of households is a 1-person household. Persons 65 years and over comprised almost 11% of the total number of households.

Table 7
Household Type
2000
Saddle Brook Township

Household by Type	Number	Percent
Total Households	5,062	100.0%
Family Households (Families)	3,579	70.7%
With own children under 18 years	1,400	27.7%
Married Couple Family	2,918	57.6%
With own children under 18 years	1,221	24.1%
Female Householder, no husband present	484	9.6%
With own children under 18 years	133	2.6%
Non-family households	1,483	29.3%
Householder living alone	1,263	25.0%
Householder 65 years and older	545	10.8%
Households with individuals under 18 years	1,518	30.0%
Households with individuals 65 years and over	1,645	32.5%
Average Household Size	2.58	
Average Family Size	3.11	

Source: US Bureau of the Census

Household Income

Saddle Brook Township had a per capita income of $27,561 in 1999, extremely close to the state's per capita income of $27,006, shown in Table 8 below. However, Saddle Brook's per capita income was slightly lower than Bergen County's 1999 per capita income. In 1999, the median household income for the Township was $63,545, which is slightly less than Bergen County's median income of $65,241, but much greater than the state's median income of $55,146.

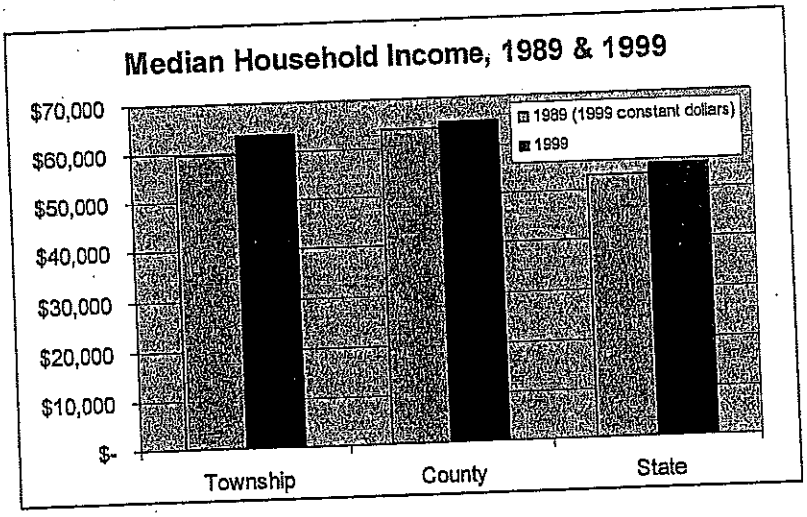
These numbers represent a significant increase in Saddle Brook's spending power in terms of constant dollars. The constant dollar figures revise the 1989 income figures by taking into account inflation. The Township's per capita income increased by 11.36% between 1989 and 1999, while the county per capita income increased by only 7.63%. The increase in per capita income in Saddle Brook is attributable to the decrease in persons per household between 1989 and 1999 (2.69 and 2.58, respectively). This is consistent with the state's increase in per capita income, at 11.19%. Saddle Brook's 6.25% increase in median income was greater than both the county and the state, which increased at 2.07% and 3.82%, respectively.

In terms of household distribution, more Township households earned between $35,000 and $100,000 than the county, yet fewer earned over $100,000 than the county, as seen in Table 9. In addition, over half of the township's households earned between $35,000 and $100,000. Over 20% of the Township's households earned over $100,000, while almost 29% of the County's households earned over $100,000. Saddle Brook also had fewer households than the county that earned less than $15,000.

Table 8
Per Capita and Household Income
1989 and 1999
Saddle Brook Township, Bergen County, and State of NJ

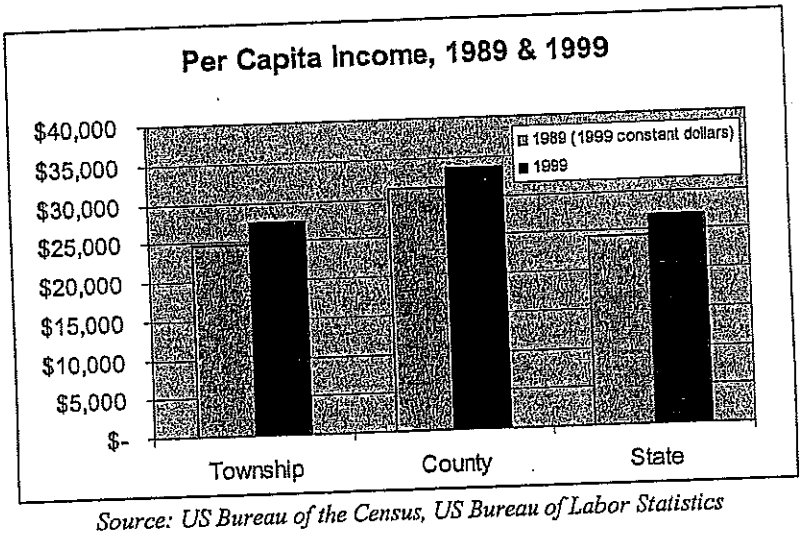
Median Household Income

	1989 (1989 dollars)	1989 (constant 1999 dollars)	1999 (1999 dollars)	% Change
Township	$ 46,082	$ 59,808	$ 63,545	6.25%
County	$ 49,249	$ 63,918	$ 65,241	2.07%
State	$ 40,927	$ 53,118	$ 55,146	3.82%



Per Capita Income

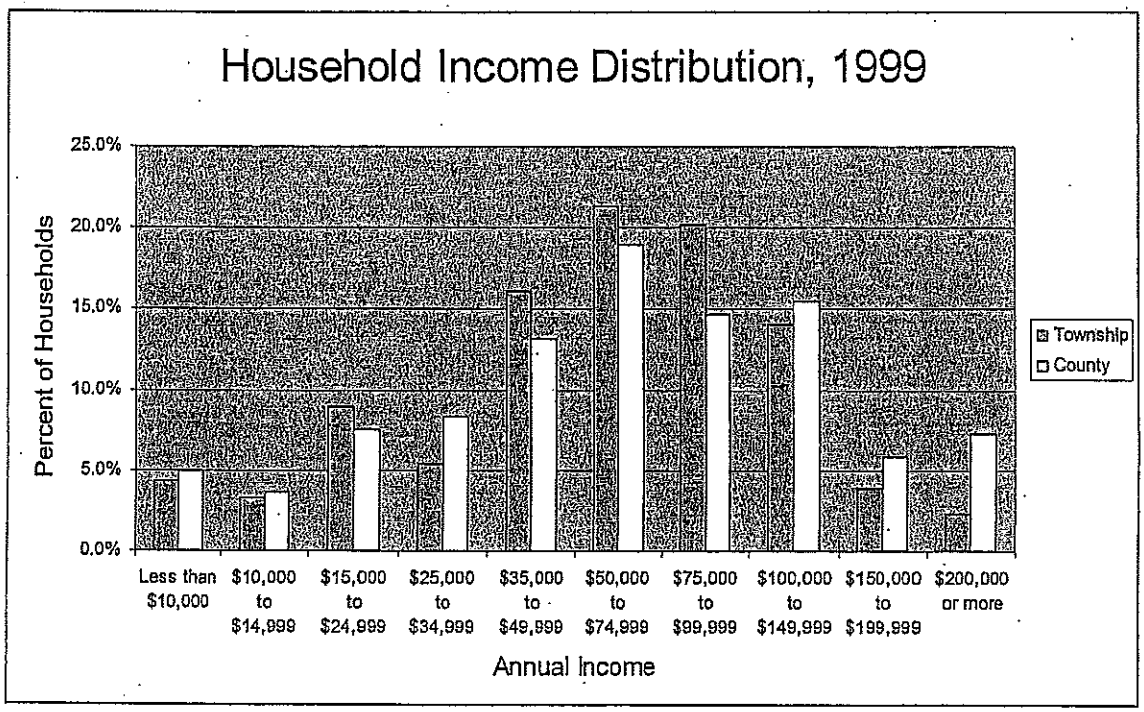
	1989 (1989 dollars)	1989 (constant 1999 dollars)	1999 (1999 dollars)	% Change
Township	$ 19,070	$ 24,750	$ 27,561	11.36%
County	$ 24,080	$ 31,252	$ 33,638	7.63%
State	$ 18,714	$ 24,288	$ 27,006	11.19%



Source: US Bureau of the Census, US Bureau of Labor Statistics

Table 9
1999 Household Income Distribution
Saddle Brook Township and Bergen County

Income	Township		County	
	# of Households	Percent	# of Households	Percent
Less than $10,000	222	4.4%	16,418	5.0%
$10,000 to $14,999	167	3.3%	12,028	3.6%
$15,000 to $24,999	456	9.0%	25,022	7.6%
$25,000 to $34,999	276	5.4%	27,776	8.4%
$35,000 to $49,999	815	16.1%	43,546	13.2%
$50,000 to $74,999	1,082	21.3%	62,841	19.0%
$75,000 to $99,999	1,026	20.2%	48,612	14.7%
$100,000 to $149,999	715	14.1%	51,224	15.5%
$150,000 to $199,999	197	3.9%	19,403	5.9%
$200,000 or more	117	2.3%	24,021	7.3%
Totals	5,073	100.0%	330,891	100.0%



Source: US Bureau of the Census

Housing Characteristics

Saddle Brook is a relatively young community in terms of housing. Most of its housing stock was built in the 1950s and 1940s, which comprises over 60% of the housing stock. Only 10% of the housing units were built prior to 1940, as shown in Table 12. Since 1970, a total of 715 housing units have been built, increasing Saddle Brook's housing stock by 16%.

Of the total number of housing units, over 98% are occupied. A small number of the vacant units are for seasonal, recreational, or occasional use only. The majority of occupied units are owner-occupied units, as seen in Table 10.

Table 10
Housing Data in 2000
Saddle Brook

Housing Occupancy	Number	Percent
Total housing units	5,161	100.0%
Occupied housing units	5,062	98.1%
Vacant housing units	99	1.9%
for seasonal, recreational, or occasional use	15	0.3%
Homeowner vacancy rate (%)	0.3	
Rental vacancy rate (%)	1.7	

Housing Tenure	Number	Percent
Occupied housing units	5,062	100.0%
Owner-occupied housing units	3,773	74.5%
Renter-occupied hosuing units	1,289	25.5%
Average household size of owner-occupied housing units	2.75	
Average household size of renter-occupied housing units	2.07	

Year Structure Built	Number	Percent
1990 to March 2000	147	2.8%
1980 to 1989	243	4.7%
1970 to 1979	410	7.9%
1960 to 1969	703	13.6%
1940 to 1959	3151	61.1%
1939 or earlier	507	9.8%
Totals	5161	100.0%

Units in Structure	Number	Percent
1-unit, detached	3545	68.7%
1-unit, attached	182	3.5%
2 units	836	16.2%
3 or 4 units	86	1.7%
5 to 9 units	31	0.6%
10 to 19 units	148	2.9%
20 or more units	333	6.5%
Mobile Home	-	-
Boat, RV, van, etc.	-	-
Totals	5161	100.0%

# of Rooms	Number	Percent
1	21	0.4%
2	142	2.8%
3	471	9.1%
4	742	14.4%
5	842	16.3%
6	1267	24.5%
7	763	14.8%
8	569	11.0%
9 or more	344	6.7%
Totals	5161	100.0%

Source: US Bureau of the Census

Tenure of Households

Table 11 details the breakdown of units in the Township of Saddle Brook by tenure, or the year the householder moved into the unit. About 44% of all households moved into a unit since 1990, and over 32% moved into a unit since 1995. This represents a significant turnover of housing between 1990 and 2000. This may be partially attributable to the multi-family housing units in the Township.

Table 11
Year Householder Moved into Unit
Saddle Brook Township

Year Householder Moved into Unit	Number	Percent
1999 to March 2000	573	11.3%
1995 to 1998	1070	21.1%
1990 to 1994	590	11.7%
1980 to 1989	683	13.5%
1970 to 1979	615	12.1%
1969 or earlier	1531	30.2%
Totals (Occupied housing units)	5062	100.0%

Source: US Bureau of the Census

Housing Sales

Median housing prices for the Township of Saddle Brook increased from $192,800 to $243,088 from 1990 to 2002. In constant dollars, (adjusting for inflation), the median housing price remained relatively stable from 1990 to 2002. During this same time period, the median housing price for Bergen County increased from $293,317 to $377,132, and increase of 29%. The stable housing prices in Saddle Brook in 2002 in relation to 1990 may be indicative of an older housing stock that needs to be rehabilitated. However, median housing prices did increase between 2000 and 2002, indicative of an upswing in median housing price.

Table 12
Median Housing Sales Prices
Saddle Brook Township, Bergen County, and State of New Jersey

	Actual Dollars			Constant Dollars (2000)		
Year	Saddle Brook Township	Bergen County	State	Saddle Brook Township	Bergen County	State
1990	$ 192,800	$ 226,000	$ 162,300	$ 250,228	$ 293,317	$ 210,643
2000	$ 198,600	$ 250,300	$ 161,200	$ 198,600	$ 250,300	$ 161,200
2001	$ 223,663	$ 331,986	$ 253,670	$ 223,663	$ 331,986	$ 253,670
2002	$ 243,088	$ 377,132	$ 274,705	$ 243,088	$ 377,132	$ 274,705

Source: Bergen County Department of Planning

EMPLOYMENT

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

Table 13
Employment Characteristics
Saddle Brook Township

Year	Labor Force	Employment	Unemployment	Unemployment Rate
1990	7,197	6,847	350	4.9%
1991	7,124	6,647	477	6.7%
1992	7,008	6,375	633	9.0%
1993	6,943	6,363	580	8.4%
1994	6,946	6,408	538	7.7%
1995	6,999	6,493	506	7.2%
1996	7,097	6,626	471	6.6%
1997	7,172	6,780	392	5.5%
1998	7,085	6,761	324	4.6%
1999	7,116	6,784	332	4.7%
2000	7,020	6,748	272	3.9%

Source: New Jersey Department of Labor

MAJOR PLANNING ISSUES

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

Affordable Housing. Most importantly, the Township has settled its Mt. Laurel Housing Obligation with COAH and the Court. Predominantly a single-family home community, Saddle Brook has zoned for an additional 375 multi-family housing units at increased densities to comply with their obligation for affordable housing.

Pressure for Multi-family Residential Development. While the Township recognizes its need to provide for its fair share of affordable housing, the community has also encountered other development pressures. Most notably, the community has been pressured for conversion of non-residential developments and vacant non-residentially zoned properties to rezone for multi-family housing. In our current economy, it appears that housing is the strongest real estate market which is creating development pressures for Saddle Brook, as well as the region and New Jersey as a whole.

Need for age-restricted/senior housing. There is a need for this type of housing in the Township. This was indicated as far back as the 1989 Master Plan. Currently, senior housing, as defined as those 62 years of age and over, is permitted as a conditional use in all zones of the Township. However, not many senior developments have been constructed in the Township.

Redevelopment. The redevelopment of distressed properties, particularly those lands located along the railroad line, is a major planning issue. As in most northeastern areas, the economy has shifted from industry to commercial service. Former industrial properties lay fallow and in a state of disrepair. Some of these properties have been found to meet the statutory criteria for "areas in need of redevelopment." A Redevelopment Study was completed on 3 specific areas of Saddle Brook along the railroad. However, this does not include all the areas that may be in need of redevelopment in the Township. It is in the best interest of Saddle Brook to consider over and underutilized sites for appropriate redevelopment.

Widening of Market Street. Bergen County has a plan to widen Saddle Brook's most major thoroughfare that runs through the Township. The widening of Market Street will also have implications for planning in the Township. The last Master Plan recommended streetscape improvements for the Market Street Corridor. As Market Street is one of the major arterials in the Township which provides Saddle Brook with its "sense of place," the Township should seek to incorporate the street widening improvements with a comprehensive streetscape plan. The Township should apply for grant funding to design and incorporate the streetscape improvements at the same time of the county widening.

Residential Home Expansion. Another issue is the demolition of existing single-family homes and the building of "McMansions" in single family areas where the new homes are not in character with the prevailing neighborhood character.

Proliferation of Two-Family Homes. There have been many applications for the conversion of a single-family home into a two-family home. This may have an impact on the character and/or the population of the Township, which, in turn, could also affect township services.

Placement of Cellular Antenna Towers. Several applications for the construction of cellular towers and/or antennas have come before the Zoning Board of Adjustment in the last few years, as they were not specifically permitted uses in any of the zones in the Township.

GOALS AND OBJECTIVES

Saddle Brook is in an enviable position. It's location among several major arterials, including State Route 46, the Garden State Parkway, and Interstate Route 80, make it a very desirable community in which to live and work. This is evident by the development and redevelopment pressures Saddle Brook is currently facing. In order to transition from the 20th to the 21st century, it is important that Saddle Brook outlines goals and objectives to address re/development pressures and maintain its character.

The Master Plan Goals and Objectives outline a framework for future development and redevelopment of the community. This allows for land use controls that in concert with Saddle Brook's vision for the future.

The vision for Saddle Brook's future is best explained through the following goals and objectives. These goals were outlined in the last Master Plan of 1989. This Master Plan updates those goals to address Saddle Brook's transition into the 21st century.

Goal 1
Whereas the planning board is fully aware that Saddle Brook is a fully developed community, and that development trends are for redevelopment, it is the purpose of the Master Plan to sustain and protect existing residential neighborhoods consisting of predominantly one- and two-family detached homes.

1989: It is recommended in order to help maintain the fine residential character of the existing residential neighborhoods consisting of one and two-family detached homes, and in order to protect such areas from the encroachment of multi-family residential, and non-residential uses that home occupations and offices shall be prohibited form all one-family residential districts.

Policy Statement
The Township has and will continue to prohibit home occupations and office uses in one-family residential districts. The Township also seeks to sustain and improve the existing housing stock, which should be achieved through participation in State and County rehabilitation programs and enforcement of property maintenance, zoning, and building code regulations.

Goal 2
It is the objective of the Master Plan to avoid the haphazard proliferation of multi-family projects and therefore it is its objective to channel and guide multi-family residential growth to areas proposed to be zoned for such uses.

Policy Statement
While the Township has adopted townhouse zoning to address multi-family residential construction, the Township needs to consider altering the number and location of zoning for multi-family residential projects. The Township will see a large increase in the number of multi-family units constructed in the Township as a result of the affordable housing litigation. Additionally, these affordable housing sites are at scattered locations throughout the Township. The Township seeks to minimize the number of non-age multi-family housing developments so

as to not overburden the Township's services, and monitor the development of age-restricted housing to meet, but not exceed, current needs.

Goal 3
It is the further purpose of the Master Plan to encourage the maintenance and upgrading of the business zones along Market Street and Route 46.

Policy Statement
The Township recognizes the need for upgrading of the areas along its major commercial corridors. These areas are essential to the vitality of the community as a whole. These areas are a draw to the community, and should be attractive to both residents and newcomers alike.

Actions to Implement
The Township should become actively involved in obtaining street improvement grants for the commercial and business areas of the Township. This type of program would address the street tree planting that was recommended in the 1996 Master Plan Reexamination. In addition, sign standards should be reviewed in relation to functional and aesthetic design issues. Recommendations for this area are found in the Implications for Zoning Chapter.

Goal 4
It is the objective and purpose of the Master Plan to provide for highway regional business oriented uses such as offices, hotels, restaurants, etc., in a planned, compact, centralized and well accessible manner, so as to encourage reduction of traffic volumes, traffic hazards, and congestion in the areas so indicated on the Land Use Plan.

Policy Statement
The Township recognizes the need for a compact, sensible land use pattern in the commercial areas, and specifically the CBD, of the Township.

Goal 5
It is the object and purpose of the Master Plan to maintain existing general business uses including local business activities, local service activities and office buildings in compact areas already substantially developed for such uses, and to prevent and discourage the spreading of non-residential uses into residential neighborhoods.

Policy Statement
The Township recognizes that one of its most significant attributes is its uniform land use arrangement, with limited intrusions of non-residential development in residential neighborhoods. The objective of maintaining existing business uses in areas substantially developed for such uses affirms the integrity and current applicability of the existing land use plan.

Goal 6
It is the purpose of the Master Plan to encourage the efficient distribution of attractively accessible parking areas to serve the Market Street Business District areas.

Policy Statement
The Township continues to encourage the efficient distribution of attractively accessible parking areas to serve the Market Street Business District areas.

Goal 7
It is the intent and recommendation of the Master Plan to encourage and assist the conservation and preservation of historic sites and structures as outlined in Master Plan Report #5, wherever reasonably feasible.

Policy Statement
The Township continues to encourage conservation and preservation of historic sites throughout the Township to the extent feasible.

Goal 8
It is the purpose of this Master Plan to assist achieving the goal of access to affordable housing to meet present and prospective needs, with particular attention to low and moderate income housing.

Policy Statement
The Township has achieved the goal of access to affordable housing through the rezoning of several areas of the Township to meet its affordable housing obligation. The Township will continue to provide for prospective needs through its development fee ordinance.

Goal 9
It is the purpose of the Master Plan to guide and channel public investments in the maintenance, improvement, and development of public facilities, in harmony with the growth areas planned for in Master Plan 1989, and in compliance with the provisions of C. 44:55D-2 of the Municipal Land Use Law.

Policy Statement
The Master Plan goal to channel public investment to maintain, improve, and develop public facilities commensurate with the needs of the community is also affirmed.

Goal 10
It is the intent of the Saddle Brook Planning Board that this Master Plan and the future development of the Township are in harmony with the Master Plans of surrounding communities, the Bergen County Master Plan, and the State Development and Redevelopment Plan.

Policy Statement
The Saddle Brook Planning Board continues to work for the future of the Township in a manner consistent with Master Plan goals of adjacent municipalities, Bergen County, and the State of New Jersey.

LAND USE PLAN ELEMENT

INTRODUCTION

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

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

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

LAND USE PLAN OBJECTIVES

1. Protect established residential neighborhoods.
2. Prohibit illegal conversions of residential units which create more units and higher densities.
3. Enhance and redevelop older residential neighborhoods while still retaining the established neighborhood character.
4. Remove substandard housing.
5. Provide housing to address the needs of all residents.
6. Eliminate non-conforming uses.
7. Protect and enhance the Township's commercial districts.
8. Establish an "image" for the Township's Central Business District.
9. Enhance neighborhood business districts.
10. Diversify industrial uses by encouraging the development of more research and development high-technology uses.
11. Promote office development in designated areas.
12. Redevelop old industrial areas through creative zoning techniques.
13. Maximize the utilization of existing parks and open space.

EXISTING LAND USES

The Township of Saddle Brook covers 2.72 square miles or 1,740.8 acres. The land mass of the city is covered by different land use categories, including: residential, commercial, office, mixed uses, industrial, public and quasi-public, recreational and open space, vacant, roads, waterways and railroads. The Township's existing land uses are summarized by each land use category below.

Residential

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

Table 14
Real Property Valuations, 1996

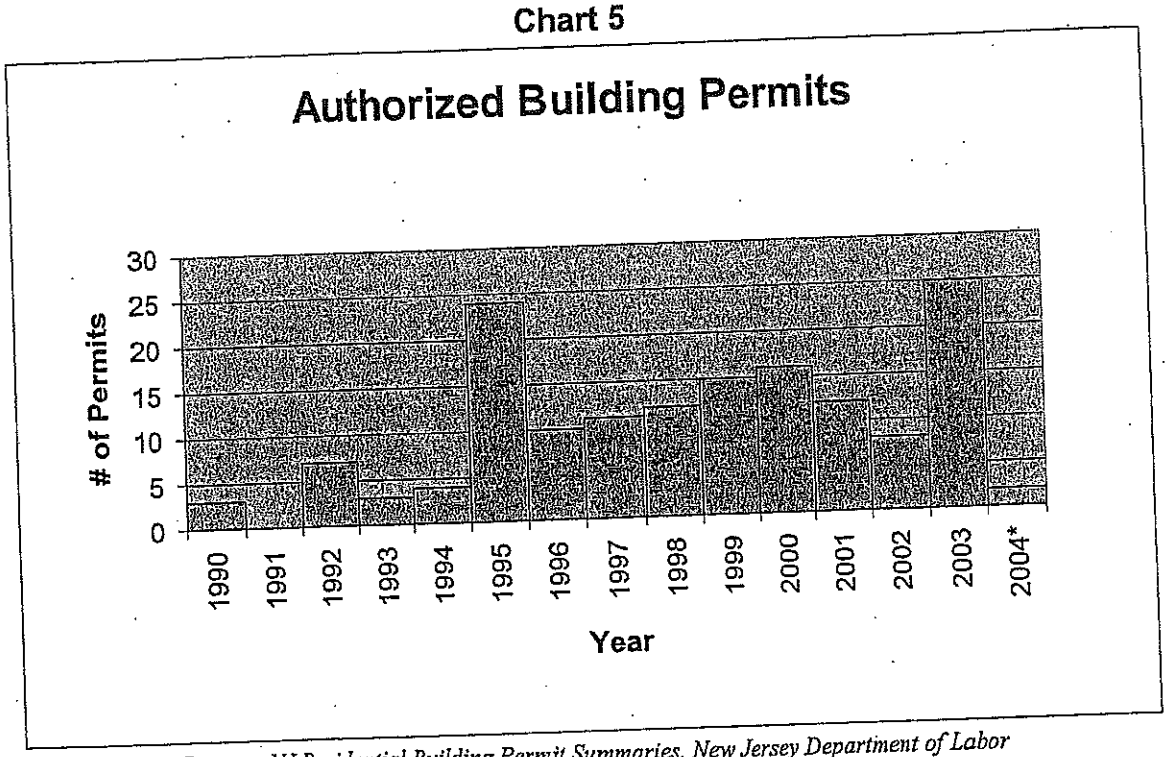
Class	# of Parcels	% Valuation
Vacant	83	1.14
Residential	3,983	62.84
Farm	0	0
Commercial	127	16.51
Industrial	85	16.93
Apartments	6	2.58
Total	4,284	

The real property valuation analysis shown in Table 14 confirms that the Township is still a predominantly residential community, with 3,983 parcels being used for residential purposes with a valuation of 62.84%. Not only does the Township have the largest amount of land zoned for residential use, it also has the most parcels and the highest valuation of any land use in the Township.

Residential Development

A significant level of single-family development occurred in the Township during the 1940s and 1950s. Residential development continued at a somewhat slower rate during the 1960s and drastically dropped in the 1970s through the early 1990s. A review of building permits issued in the 1990s through 2003 shows a gradual increase in building permits in the last half of the 1990s into 2000, with a slight reduction for the next 2 years afterward, and then a significant increase in 2003. During the years from 1993 to 2003, an average of 12.7 residential building permits per year was issued. The following chart shows the number of residential building permits issued from 1990 to February 2004.

Chart 5



Source: NJ Residential Building Permit Summaries, New Jersey Department of Labor
* Through February 2004

Although the latter half of the 1990s saw increasing building permits, a total of 62 residential demolitions occurred between January 1, 1991 and June 30, 2001.

Since the last Master Plan Reexamination in 1996, a total of 26 additional lots have been created through subdivisions. The types of subdivisions can be found in Table 15. All these lots are in residential zones and either used for residential purposes or vacant.

Table 15
Subdivisions, 1996 to August 2001

Type	Number
2-lot	15
3-lot	2
4-lot	1
5-lot	1
total	**19**

One of the subdivision applications converted a non-conforming use (a nursery) into 3 conforming single family homes.

Commercial

Commercial development since the last Master Plan Reexamination has not changed significantly. Commercial development remains concentrated in three distinct areas of the Township.

Market Street is the Township's "heart", equivalent of "Main Street". Market Street consists of varying commercial uses, including retail to industrial. The street contains many smaller neighborhood commercial uses as well as chain stores. One of the larger properties on Market Street is currently vacant, namely the former A&P.

Midland Avenue, north of Market Street is characterized by a mix of uses as well, from residential to industrial. The Zuckerburg Industrial Park is located just north of the Garden State Parkway on the east side of Midland Avenue, and is another major employer in town. On the north and west of the Industrial Park is predominantly commercial. The northern portion of Midland Avenue is scattered with residential, neighborhood retail uses, and some industrial.

The southern portion of Midland Avenue is also comprised of a mix of uses. North of Route 46 is primarily light industrial. Between Route 46 and the railroad is a mix of commercial use, light industrial, office and a few residences. The area between President Street and Outwater Lane is primarily residential, although a few commercial and one office use are found along Midland Avenue.

Route 46 contains predominantly commercial land uses in the eastern portion and a mix of commercial and industrial uses in the western portion. The Route 46 corridor contains several auto-oriented business, as well as big-box retail and several retail/ commercial strip centers.

The Route 46 area had seen a decline in occupancy in recent years with the closing of the Bradlees department store, but Wal-Mart received approval to occupy the Bradlees building and site and is in full operation.

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

Light Industrial/ Corporate Office

Light industrial development is concentrated in three areas of the Township. The Zuckerburg Industrial Park is located in the western portion of the Township along Midland Avenue. A second area is located along the New York Susquehanna Railroad, bounded to the west by a CH2 district along Midland Avenue, to the north by Route 80, and to the east and south by Mayhill Street. A third area is located between Market Street and Midland Avenue along the NJ Transit Bergen County Line railroad in the southwestern portion of the Township.

The largest contributor to the light industrial development is Zuckerburg Industrial Park. This forms a very significant part of the Township's Light Industrial/ Corporate Office Tax Base.

Many of the properties in the southern portion along Midland Avenue have been rezoned to mid-rise and low-rise office uses. As the nature of today's economy is changing, industrial uses are no longer the prevailing type of business. The office zones were implemented to provide for the development and redevelopment needs of an area currently occupied by commercial and industrial buildings in an accessible and fairly central location.

The areas along Midland Avenue that were rezoned for office uses are remain predominantly commercial and industrial in character. However, one office building has been completed recently in this area.

Public and Quasi Public

Approximately 14% of Saddle Brook's land area is devoted to public and quasi-public uses. The public uses include the Township's municipal services, (police, fire), parks and playgrounds, schools, and the United States Post Office. The quasi-public uses include land uses such as churches, cemeteries, and VFW halls. Cemeteries comprise the largest percentage of public and quasi-public uses, at 9.5% of the Township's total land area.

Vacant

There are a number of vacant parcels in the Township which comprise approximately 2.7% of the Township total land area. The majority of these vacant sites are less than one acre in size, with only 12 parcels over 1 acre. This category includes only undeveloped parcels, which does not include properties that are developed but unoccupied (i.e. vacant structures).

Use Variances

Several use variances have been granted over the last three years in the Township. The following table summarizes the use variances granted since 1998.

Table 16
Use Variances Granted since 1998

Year	# of Applications	# Granted
1998	7	2
1999	5	4
2000	4	4
2001	3	1
2002	6	5
2003	6	4

The following types of applications for use variances were brought before the Zoning Board of Adjustment in the years 1998 to 2003.

1998

Type of Application	Grant or Denial
1. Expansion of a non-conforming use	granted
2. 2-family in a 1-family zone	denied
3. Cell tower application	denied, reversed on appeal
4. 3-family in a 2-family zone	denied
5. Expansion of a non-conforming use	granted
6. Parking of Trucks on site	denied
7. Application for a fast food restaurant	denied

1999

Type of Application	Grant or Denial
1. Expansion of a non-conforming use	granted
2. Telecommunications center in an O-MR Zone	denied on rehearing
3. Expansion of a non-conforming use	granted
4. Expansion of a non-conforming use	granted
5. Expansion of a non-conforming use	granted
* Conditional Use Variance - Change of use from industrial to retail	granted

2000

Type of Application	Grant or Denial
1. 3-lot subdivision & permit 2-family in a 1-family	granted
2. Commercial antennas	granted
3. 2-family in 1-family zone	granted
4. Commercial antennas	granted

2001

Type of Application	Grant or Denial
1. Operate a day care center in CH-2 zone	granted
2. modify 1-family to 2 family	withdrawn
3. residential apartments in Business zone	denied

2002

Type of Application	Grant or Denial
1. Expansion of a non-conforming use: (Addition to a 2-family residence in a B-1 Zone)	granted
2. 4 single bedroom apartments in the B-1 Zone	granted
3. Approval of minor subdivision previously granted	granted
4. 2-family in 1 family zone	withdrawn
5. cellular tower	granted
6. cellular antenna on existing smokestack)	granted
7. Expansion of non-conforming use: (Reconstruct existing home on lot with 2 homes)	granted

2003

Type of Application	Grant or Denial
1. cellular tower	granted
2. cellular antenna	granted
3. expansion of a non-conforming use (Addition to residence)	granted
4. (non-conforming use in the TH3 zone)	granted

LAND USE PLAN

Introduction

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

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

Residential

Saddle Brook has a well-established pattern of predominantly single-family and two-family residential neighborhoods. The small increase in the number of dwelling units in the Township has resulted from scattered infill development and small-scale subdivisions. The prior Master Plan recommended the maintenance of the existing residential neighborhoods consisting of one- and two-family detached homes.

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

Single Family

The current Master Plan designates a large are of the Township for single-family residential use. This designation should remain unchanged, however, it is recommended that the bulk regulations be revised and a F.A.R. component be added to the zoning regulations to limit the overbuilding of single-family properties in the Township.

Multi-Family

According to the 2000 Census, 27.8% of the Township's housing stock is multi-family housing. This is proposed to increase as a result of the affordable housing litigation settlement. As a result of the settlement, Saddle Brook is now zoned for an additional 375 units of multi-family housing. This will bring the percentage of multi-family housing of total housing stock to 32.7%. Of these, 60 are zoned as age-restricted units. It is the intention of the Township to remain a predominantly single-family community. Further non-age restricted housing is discouraged, except in locations that are recommended for mixed-use redevelopment. The areas of the Township that are zoned for R-T Townhouse development should be rezoned to other uses, according to the land use plan map. However, there is a Township and regional need for age-restricted housing. This plan advocates zoning for additional multi-family housing in the form of age-restricted units to meet the current need. The Land Use Plan recommends the rezoning of Block 405, Lot 2 and Block 707, Lot 3 for age-restricted housing. This use is appropriate in this location, as it serves as a transitional use between the RB single- and Two-family residential zone and the I Industrial zone to the south. Rezoning for age-restricted units should be monitored by the Township to balance the need for this type of housing with the services the Township can provide so as to not overburden services.

Commercial

There are four districts of commercial land use that are designated in the Township. These include the primary business district, which is located along sections of Midland Avenue and Market Street; the Secondary Business District, which is located along sections of Market Street and Route 46; the Limited Commercial 1 District, which is located between the Garden State Parkway and Route 80; and the Limited Commercial 2 District, which is located along sections of Midland Avenue.

Primary Business District

The primary business district is primarily composed of smaller businesses that align the roadways. The character of these areas is not clearly defined. It is recommended that the focus of these areas should be on upgrading the sites and facades, creating a more unified streetscape, and more pedestrian friendly environment. The many converted homes should be eventually eliminated so that a more cohesive streetscape can be accomplished.

Secondary Business District

The only distinction between the Primary Business District and the Secondary Business District is one use – that of shopping centers. Shopping centers are permitted only in the Secondary Business District. The recommendation of this plan for the Market Street B2 district is to eliminate shopping centers per se as a permitted use; "shopping districts" which address the street and improve the streetscape of Market Street should replace shopping centers. Curb cuts should be kept to a minimum. Buildings should address the street and parking areas should be relegated to the rear of buildings. The interrelatedness of properties should become paramount. Shared parking concepts should be explored among businesses with differing peak periods. These design guidelines will promote a unified streetscape design and a "sense of place" for Market Street.

Highway Business District

A highway business district was created as part of the affordable housing settlement. This area is located in the quadrant northwest of the crossover of the railroad and Route 46. This district is similar to the Secondary Business district, with the exception that this district permits self-service storage facilities. This area should remain self-contained at this location.

Limited Commercial 1 District

This commercial district, located in the heart of Saddle Brook, is comprised mostly of hotel type uses. It is the recommendation of this Master Plan that the limited Commercial 1 District continue at its present location. Block 1008, Lots 1, 2, and 3 should also be rezoned from CH2 to CH1, as Lot 2 contains the Holiday Inn, and under the CH2 designation, this is a non-conforming use. This area is located adjacent to Route 80, and can support taller building heights.

Limited Commercial 2 District

This commercial district is also located in the heart of Saddle Brook, but differs from the CH1 district in its bulk regulations and differs with only one use – hotels are not permitted in this zone, but are permitted in the CH1 district. It is the recommendation of this Master Plan that the Limited Commercial 2 District continues at its present location, as well as expands into some

other areas. Block 1009, Lots 9 and 10, located along Midland Avenue south of the railroad should be rezoned from their current R-T Townhouse designation to CH2. The list of permitted uses for this district should also be expanded to include health club facilities and extended stay suites (not hotels). In conjunction with the extended stay suites, accessory uses that are permitted in the CH1 zone in conjunction with hotels, such as retail, restaurants, etc. would not be permitted in this zone. The CH2 uses, including those listed above, are more compatible with the surrounding land uses of single family residential and public land (recreation), as well as the railroad.

Light Industrial

Many of the light industrial areas are declining, although some remain prosperous in the Township. The prior Master Plan added land use categories for redevelopment that permitted office uses in certain industrial zones. The intent for industrial areas is to encourage more corporate office/light industrial uses in areas zoned industrial, and to redevelop defunct industrial properties to cleaner uses that are more compatible with the surrounding area. In the case of redevelopment areas, those recommended for mixed uses should include a retail/commercial component on the first floor, with an allowance for some residences above. Regulations should be crafted that ensure appropriate densities for these areas.

Office

There has been little office development in the areas zoned for office uses. Some of the areas zoned for office uses along Midland Avenue have been rezoned for medium density multi-family housing as part of Saddle Brook's affordable housing obligation. Other areas have recently been recommended and/or rezoned for redevelopment in the form of highway business use, or mixed uses in the character of a transit-oriented development. The remaining areas should continue to be zoned for office uses.

HOUSING PLAN ELEMENT

The Housing Plan Element is contained in this document as an appendix, Appendix A. This document was approved by the Honorable Judge Mecca January 30, 2004.

CIRCULATION PLAN ELEMENT

INTRODUCTION

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

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

CIRCULATION PLAN OBJECTIVES

Goal: To provide for highway regional business oriented uses such as offices, hotels, restaurants, etc., in a planned, compact, centralized and well accessible manner, so as to encourage reduction of traffic volumes, traffic hazards, and congestion in commercial areas.

OBJECTIVES:

1. To cooperate with the state and county in the planning and development of highway and transit improvements.
2. To provide transportation services for those with special needs such as the elderly, handicapped, poor and young.
3. To require that all development proposals be designed to include or accommodate necessary transportation improvements.
4. To minimize potential area of conflict between pedestrians and vehicles.

SUMMARY OF FINDINGS

Existing Transportation System

Saddle Brook Township is served by a variety of transportation facilities. Route 80 and the Garden State Parkway traverse the center of Saddle Brook, and Route 46 traverses the southwestern section of the Township, in which all three provide regional access to major activity centers. In addition, the Bergen Rail Line provides service to Hoboken and New York City via the PATH train. Express and local bus service is also provided by New Jersey Transit.

Roadway Classification

A roadway classification system is necessary to develop standards for road right-of-way widths, improvements and land use. Each road serves a specific purpose within the street hierarchy, which is the conceptual arrangement of streets based upon function. Function ranges from high-traffic arterial roads down to streets whose function is residential access.

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

Table 18
Functional Classification of Roads

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

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

The classification of the major roadways in Saddle Brook is found in Table 19.

Table 19
Roadway Classifications and Characteristics
Saddle Brook Township, NJ

Classification	Road Name	ROW Width (ft)	Jurisdiction
Freeway	Interstate Route 80	300 – 750'	State
	Garden State Parkway	200 – 600'	NJ Highway Authority
Major Arterial	Route 46	120'	State
	Market Street	66'	County
	Midland Avenue	50 – 60'	County
	Saddle River Road	50 – 60'	Township
	Outwater Lane	50'	County
Minor Arterial	Pehle Avenue	50'	Township
	New Pehle Avenue	60'	Township
	Mayhill Street	50 – 70'	Township
	5th Street	40 – 50'	Township
Collector	Fair Lawn Parkway	50 – 100'	Township

Freeways

Interstate Route 80 is one of the two limited access freeway in the Township. Route 80 is a divided highway with eight lanes between EXIT 53 and EXIT 62 (Garden State Parkway) in Saddle Brook. This section opened in stages between 1965 and 1971. The speed limit on this section is 55 MPH. Direct local access to Route 80 is provided through intersections at Pehle Avenue, New Pehle Avenue, and Midland Avenue.

Route 80 is a heavily traveled roadway, very often fraught with congestion. Pavement rehabilitation and operational improvements are being made on the local and express lanes between EXIT 62 (Garden State Parkway) and EXIT 68 (I-95 / New Jersey Turnpike). In this project, the first such rehabilitation along this stretch since the 1970's, pavement and bridges are being rehabilitated, ramps are being modified, acceleration and deceleration lanes are being extended, and sound barriers are being erected. Work is also being conducted on the I-95 roadways and ramps connecting to I-80. To accelerate the project, the local lanes will be closed; three lanes of traffic are being maintained in each direction utilizing the two existing express lanes and the shoulder lane. The $93 million project is slated for completion in late 2002, one year earlier than originally scheduled.

The second limited access freeway in the Township is the Garden State Parkway. The Garden State Parkway is a divided highway with eight lanes between EXIT 159 and EXIT 160 in Saddle Brook. This section opened in stages between 1965 and 1971. The speed limit on this section is 55 MPH. Direct local access to Route 80 is provided through intersections at Pehle Avenue, New Pehle Avenue, and Midland Avenue.

Indirect access is provided to three other freeways in the area, Interstate 80, New Jersey Route 4, and the Garden State Parkway. Access to Interstate 80, a 6 to 12 lane limited access freeway, is located at Union Avenue in Totowa. Access to New Jersey Route 3 is through Route 46, and access to the Parkway is provided via Route 46 to Route 3 to the Parkway.

Major Arterials

There are five major arterial roadways in the Township. The right-of-ways for these roads range from 50 to 120 feet. The majority of the roads are County roads, with the exception of State Route 46 being a State road.

1. *State Route 46.* State Route 46 is an east/west major arterial roadway that crosses through the southwestern section of Saddle Brook. This roadway consists of 4 lanes; 2 lanes in each direction with signalized turn lanes at various intersections. Primary bottlenecks occur along Newark/ Pompton Turnpike in the two-lane portion of Saddle Brook and also in the Cedar Grove Business District.

2. *Market Street.* Market Street is a four-lane east/west major arterial located in the southern portion of the Township and provides access the Borough of Lodi and the Borough of Rochelle Park in the east to Midland Avenue in the City of Garfield and the Borough of Elmwood Park. This roadway is maintained by the County

3. *Midland Avenue.* Midland Avenue is a two-lane major arterial roadway that is maintained by the County. It is a north/south road located on the western edge of the Township and eventually connects in its northern portion to the Borough of Fairlawn and the City of Garfield in the south.

4. *Saddle River Road.* Saddle River Road is a two-lane north/south major arterial roadway which begins at Market Street in Saddle Brook and continues north, eventually connecting to the Borough of Fairlawn. This road is also maintained by the County.

5. *Outwater Lane.* Outwater Lane is a two-lane major County arterial road that traverses the Township in its southern end, and connects to the City of Garfield to the west and the Borough of Lodi to the east.

Minor Arterials

There are four minor arterial roadways in the Township. The right-of-ways for these roads range from 50 to 66 feet. A few of the roads are county roads, with the majority being Township roads.

1. *Pehle Avenue.* Pehle Avenue is a two-lane east/west minor arterial road located in the central portion of the Township. This road connects to New Pehle Avenue to the west with Saddle River Road in the east. New Pehle Avenue subsequently connects to Midland Avenue to the west. Pehle Avenue is a Township maintained road.

2. *New Pehle Avenue.* New Pehle Avenue is a minor arterial also located in the central portion of Saddle Brook that connects Midland Avenue with Interstate 80 and also

connects to on and off ramps to the Garden State Parkway. New Pehle Avenue is a Township maintained road.

3. *Mayhill Street.* Mayhill Street is a two-lane north/south minor arterial road, maintained by the Township, located in the east/central portion of the Township. This roadway connects Saddle River Road at its northern end to Market Street to the south.

4. *5th Street.* 5th Street is a north/south minor arterial that connects the southern portion of the Township (Outwater Lane) with the City of Garfield and Market Street within the Township to the north.

Collectors

There is one collector road located in Saddle Brook. Collectors primarily serve local traffic and link local development to the arterial roads. These roads have right-of-ways widths that range from 50 to 100 feet.

1. *Fairlawn Parkway.* Fairlawn Parkway is north/south collector road located in the central portion of the Township. The road connects Saddle Brook to the Borough of Fairlawn.

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

Passenger Rail

Rail Service is provided in Saddle Brook by New Jersey Transit's Boonton Line which provides service to Hoboken, with connections to New York City via the PATH trains. Two train stops are located in Saddle Brook, on in the eastern end, the Great Notch Station, and Saddle Brook/Union Avenue Station to the west.

It was noted in the last Master Plan Reexamination that parking was inadequate at both stations. This continues to be the case.

Bus Service

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

Table 20
Bus Stops in Saddle Brook

Bus Route	Stop	Final Destination
707	Market St. & Caldwell Ave.	Saddle Brook/ Paterson
707	Market St. & Midland Ave.	Saddle Brook/ Paterson
707	Market St. & 5th St.	Saddle Brook/ Paterson
707	Caldwell Ave. & Hillside Ave.	Saddle Brook/ Paterson
707	Hillside Ave. & 5th Street	Saddle Brook/ Paterson
707	5th St. & Route 46	Saddle Brook/ Paterson
707	Outwater Lane & Harrison Ave. (Garfield border)	Paterson
707	Outwater Lane & MacArthur Ave. (Garfield border)	Saddle Brook
712*	Fairview Ave. & Market St.	Hackensack/ Willowbrook Mall
712	Market St. & Caldwell Ave.	Hackensack/ Willowbrook Mall
758	Midland Ave. & Market St.	Passaic/ Paramus Park
758	Midland Ave. & Pehle Ave.	Passaic/ Paramus Park
758	Pehle Ave. & Saddle River Road	Passaic/ Paramus Park
161	Route 46 & Outwater Lane	Paterson/ New York

* Transfer to 164 New York

Problem Areas

These problem areas are addressed in the sections that follow.

Primary Accident Locations

The primary accident locations in the year 2003 are noted in the following table. The intersections with the greatest number of accidents are found along Main Street, the Township's major thoroughfare.

Table 21
Primary Accident Locations, Year 2003

#	INTERSECTION	W/O INJURIES	W/ INJURIES	TOTAL
1				
2				

Table 22
Reported Accidents, 2001- 200o

Location	Number of Accidents		
	2001	*2002*	*2003*
Off-Street (private parking, etc.)	151	156	183
Local Streets	177	162	184
County Roads	307	326	322
State Roads	66	112	139
Totals:	701	756	828

Source: Township of Saddle Brook Police Department

Table 22 illustrates the number of accidents over the last 3 years. This table also shows that the number of accidents has been increasing. Accidents that occur on County roads have the largest representation here. These are the major roads that provide access to Saddle Brook, connection to adjacent municipalities and the region. A Wal-Mart store was built within the Township between the years of 2001 and 2002. The large retail component added to existing circulation patterns may also attribute to the increase in accidental collisions in Saddle Brook.

Improvements Made

Table 23
2003 Roadway Improvements

	LOCATION	IMPROVEMENT
1	Spindler Terrace/Danna Way (2003)	Road and Drainage Improvements
2	Oxford Avenue (2003)	Road and Drainage Improvements
3	Cambridge Avenue/Nightingale Road (2003)	Road and Drainage Improvements
4	Lincoln Avenue/John Street (2003)	Road and Drainage Improvements
5	South Leswing Avenue (2003)	Road and Drainage Improvements
6	Congress Street (2003)	Road and Drainage Improvements
7	Blanche Street (2003)	Road and Drainage Improvements
8	Victor Street (2003)	Road and Drainage Improvements
9	Vanluym Terrace (2003)	Road and Drainage Improvements
10	Grunauer Avenue (2003)	Road and Drainage Improvements
11	President Street (2003)	Road Improvements

Continuing Problem Areas

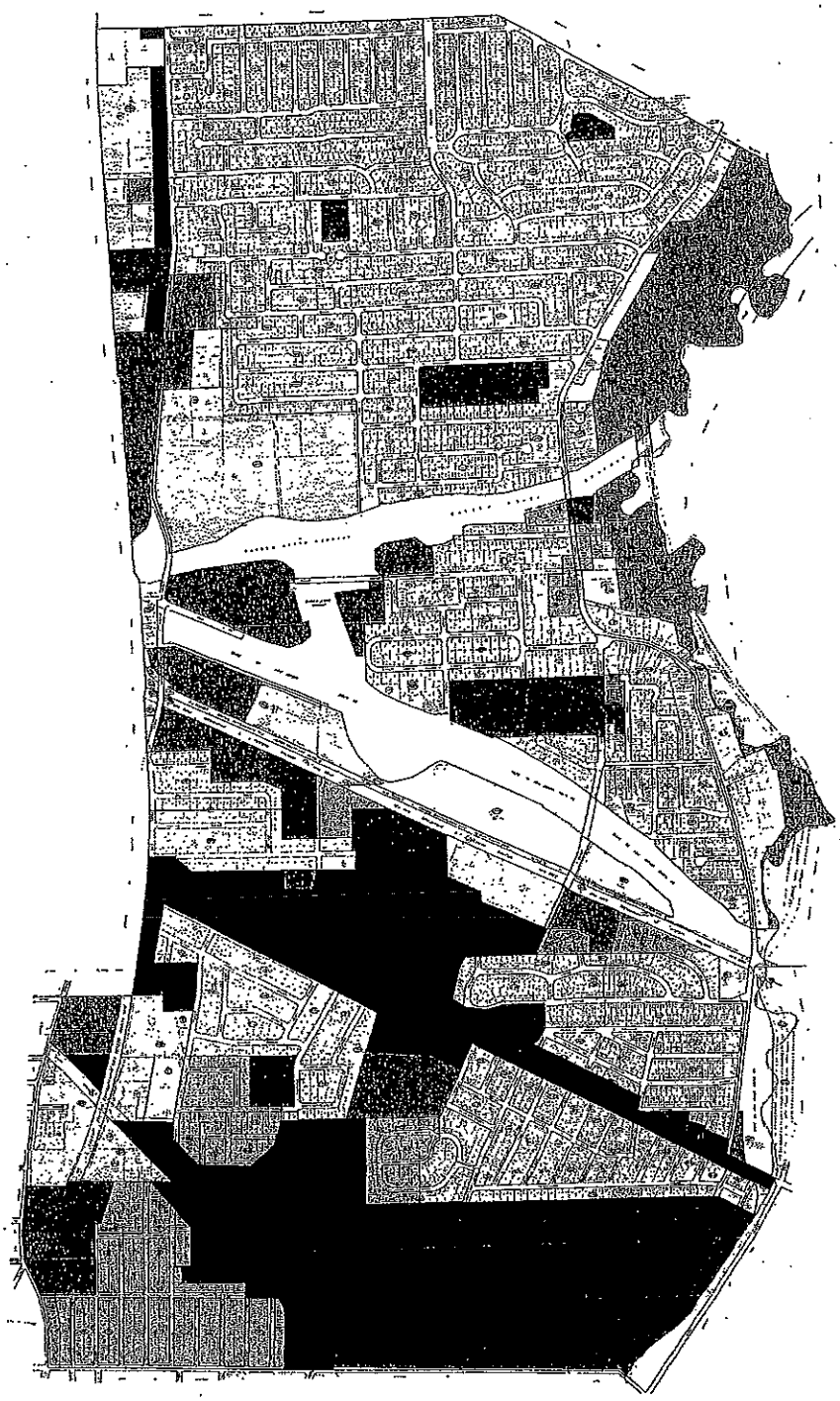
CIRCULATION PLAN

Table 23
2004 Proposed Roadway Improvements

	LOCATION	IMPROVEMENT
1	Oxford Avenue (2004)	Road and Drainage Improvements
2	Jamros Terrace (2004)	Road and Drainage Improvements
3	Bell Avenue (2004)	Road and Drainage Improvements
4	Harrison Avenue (2004)	Road and Drainage Improvements

Presently a Road Program and Sewer Study are being conducted by the Township's Engineer (Birdsall Engineering, Inc.) to determine future improvements and their subsequent implementation. A map provided by the Township's Engineer depicting completed improvements and proposed improvements can be found on the following page.

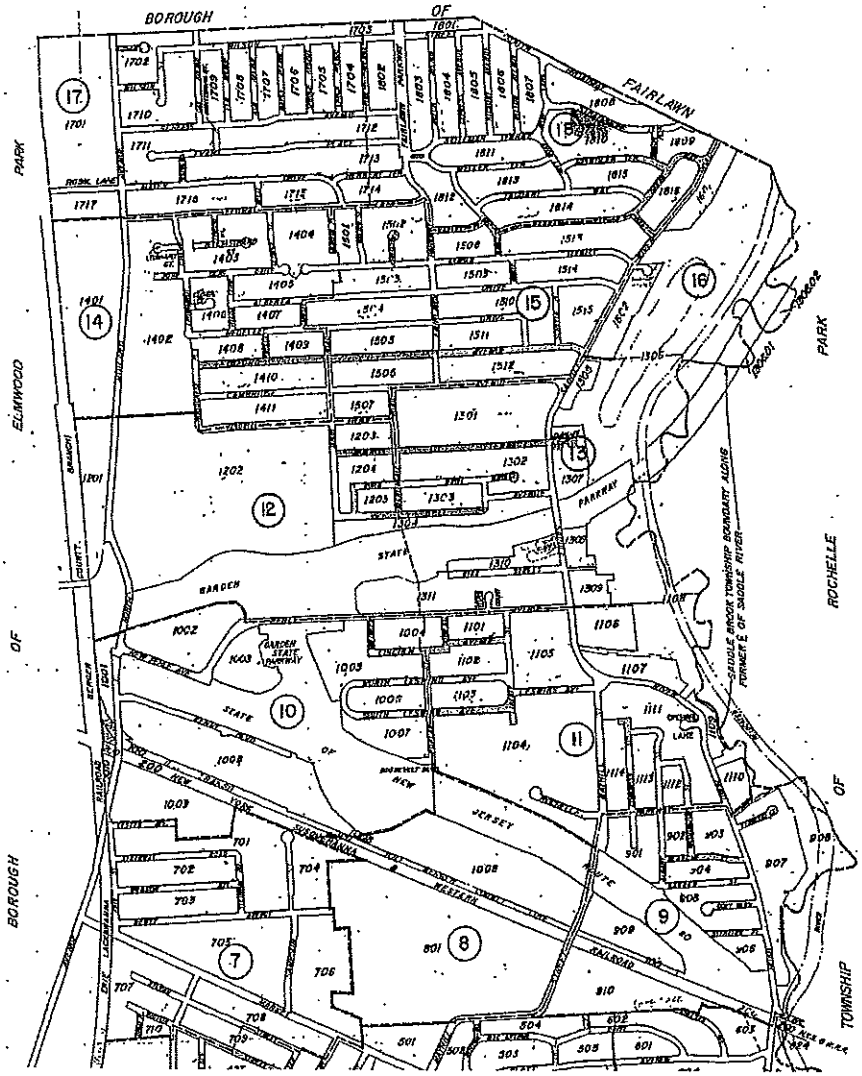
Land Use Plan
June 2004



- Low Density Single-Family Residential
- Medium Density Single-Family Residential
- Low Density Two-Family Residential
- Medium Density Two-Family Residential
- Low Density Multi-Family Residential
- Medium Density Multi-Family Residential
- Age Restricted Residential
- Neighborhood Business
- General Business
- Regional Highway Business
- Office
- Special Limited Commercial
- Industrial
- Public and Semi-Public
- Park
- Mixed Use - Transit Oriented Development

KAUKER GREGORY KAUKER
TOWN PLANNING & DEVELOPMENT CONSULTANTS

Township of Saddle Brook
Bergen County, New Jersey



LEGEND:

- PRESIDENT STREET PH. I (2003 TTF)
- PRESIDENT STREET PH. II (2003 CDBG)
- IMPROVEMENTS TO AVON PARK
- 2003 ROAD AND DRAINAGE IMPROVEMENTS
- 2004 ROAD AND DRAINAGE IMPROVEMENTS
- IMPROVEMENTS TO MAYHILL STREET (2004 TTF)

UTILITY SERVICE PLAN ELEMENT

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

WATER

The Township is served primarily by the New Jersey United Waterworks and distribution system. It was recommended in the last Master Plan of 1989 that a replacement program for the phasing out of transite pipes to duct-iron (cement lines cast iron) pipes be implemented. It was recommended that the replacement would take place as a staged program over several years, subject to engineering recommendations.

This program has started, ever so slowly, in the Township. Some of the transite pipes have been replaced; however, most of the Township is still in need of replacement. This is occurring as part of a street repaving program. As streets are considered for repaving, the piping system is analyzed for potential replacement. This is occurring at a slow but steady pace.

It was also recommended in the 1989 Master Plan that the water meters should be replaced with remote meters for outside readings. To date, about 90% of the businesses in the Township have converted to the remote water meters. The next phase is upgrading of the residential sections of the township.

The last water system recommendation in the 1989 Master Plan was the updating of all (4) the Hackensack Water Company interconnections. These connections have not been upgraded to date, and therefore, this recommendation stands as part of this document.

SEWER

The Township is served by the Passaic Valley Sewerage Commission for sanitary sewer facilities. The Township has its own pump station, but Passaic Valley Water provides treatment of waste.

The Sewer and pump system, as of the last Master Plan, have exceeded their theoretical 20-year life expectancy. They are currently functioning at full capacity. There is a concern over the additional of a large number of multi-family units within the Township. It is believed that the addition of a large number of multi-family units may result in system fatigue. A Township wide sewer study is currently being undertaken by the Township engineer; the recommendations contained in that plan will become part of this Master Plan.

COMMUNITY FACILTIES ANALYSIS

INTRODUCTION

This section of the Master Plan updates the conditions in the Township since the last Master Plan Reexamination in 2001. First it documents the existing level of service provided as well as the total capacity of these services. The next section compares the existing level of municipal services to the planning standard/ service level provided in the *Development Impact Assessment Handbook*, a commonly used planning reference. Finally, the future capacity of these services will be analyzed for their ability to accommodate future growth. The implications for planning will address the affect future growth will have on the municipal services and what measures the Township can take to accommodate for this growth. This section analyzes police, fire, water, sewer, recreation, and schools.

POLICE

The Township of Saddle Brook Police Department employs a total of 34 police officers as of September 2001. With 34 officers, the Township provides approximately 1 police officer for every 387 residents or 2.58 officers per 1,000 residents. This exceeds the planning standard/service level of 2 police officers per 1,000 residents. It is unlikely that this ratio would change, as per the lack of vacant land in the Township, unless low- and moderate-income housing developments were built of a significant scale, with a relatively high density, as a result of the current Mt. Laurel litigation. Currently, the Township provides more than adequate service in terms of police officers.

FIRE

The Township of Saddle Brook has a total of 70 volunteer fire personnel. Therefore, the Township provides approximately one fireman for every 188 residents. This exceeds the planning standard/ service level of 1.65 firemen for every 1,000 residents. The Fire Department has 5 pumper trucks, a pick up truck and 2 chief's cars; a total of 8 vehicles for fire prevention. The Township also has possession of a boat and snorkel for aquatic related rescues. There a re a total of three Firehouses within the Township. It is important to note that the fire personnel are on a volunteer basis.

SCHOOLS

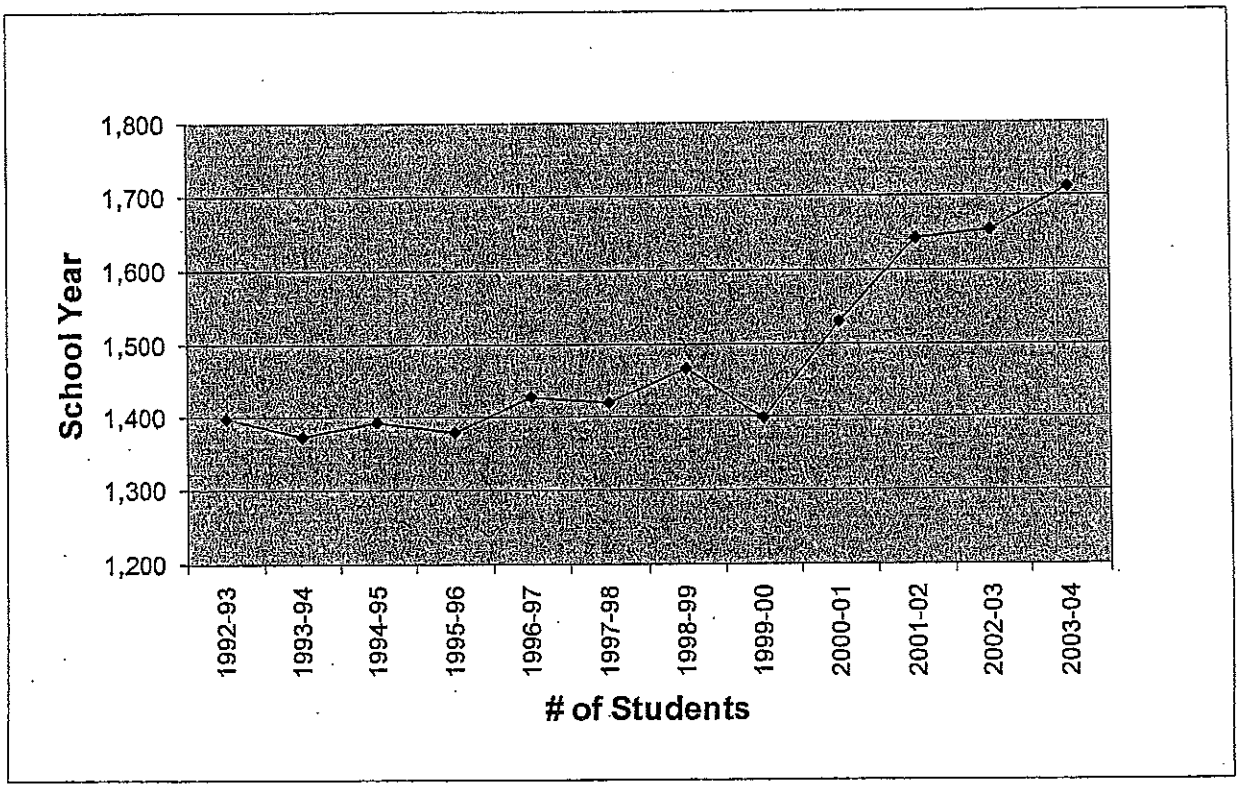
The purpose of documenting primary and secondary school population is to gain an understanding of the relationship between school population and physical development patterns over time. Studying historical school population and development patterns will better help to understand how future development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

The Township of Saddle Brook has three elementary schools, each serving grades K through 6, one shared middle/high school, serving grades 7 through 12, and one special education/ learning disability school for kindergarten. The three elementary schools are Helen I Smith, Long

Memorial, and Franklin School, which have an average enrollment of 933 for the 2003-2004 school year. The Saddle Brook Middle/High School has an average enrollment of 742 for the 2003-2004 school year. Washington School (special education) has an enrollment of 37 students. The total number of school aged children who are enrolled in a public school in Saddle Brook as of March 31, 2004 is 1,712.

The following chart shows the enrollment history in the Township from the 1992-93 to 2003-2004.

Chart 7
Enrollment History
1992-93 to 2003-04



Source: Saddle Brook Board of Education

School enrollment has followed a staggered pattern from 1992 to 1999. Increases in enrollment occurred every other year during this time period, with decreases in the opposite years. A dramatic increase in school enrollment occurred from 1999 to the present. This last increase coincides with the large increase in the number of 25 to 44 year olds in the Township between 1990 and 2000, which are starting families and/or have young children, and the increase in 5 to 14 year olds in the same time period. The school population is projected by the Board of Education to increase in the future to 1,765 students. This will have implications on the physical capabilities of the school system.

School improvements and additions have been proposed to accommodate future enrollment projections for the Township. The majority of the schools in the school system were built between 1924 and 1961, with the last additions being completed in 1970. The schools are in

need of upgrades regarding health and safety issues, as well educational adequacy. Upgrades to the existing school facilities also include implementing the 1990 Americans with Disabilities Act requirements, to make all schools handicapped-accessible. Additions are proposed for the following schools: the Middle/High School, Long Memorial School, and Helen I Smith School. These additions should bring Saddle Brook in compliance with established educational standards, and eliminate the use of trailers as classrooms at both Helen I. Smith and Long Memorial Schools. A referendum was passed in 2002 and another in 2004, for a total of $24.4 million to complete the needed upgrades and additions. Construction is expected to last between 18 and 24 months, so these upgrades should be finished by the school year 2005-2006.
The 2003 student to teacher ratio for each of the grade levels is as follows:

Elementary School (K-5):	19:1
Middle School (6-8):	20:1
High School (9-12):	18:1

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

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

The Township of Saddle Brook's Board of Education currently meets the national recommended planning standard for student to teacher ratio. The student to teacher ratio should be monitored in the future to ensure that Saddle Brook continues to maintain nationally recommended service levels in the school system.

RECREATION AND OPEN SPACE

The Township of Saddle Brook is a fully-developed community with little Township parkland.

INVENTORY

This section documents the existing public and private resources that provide open space and recreation opportunities for the community. Open space and recreation land in Saddle Brook totals 4.093 acres. The majority of open space is located along the Saddle River in the form of a county park. Table 24 shows the amount of existing open space and recreation areas owned by the Township and County.

Table 24
Existing Open Space and Recreation Areas

Owner	Acres	Percent
Saddle Brook	4.093	4.82%
County	80.851	95.18%
Total:	**84.944**	**100.00%**

Source: Township of Saddle Brook Tax Maps

As can be seen in Table 24, County-owned lands account for the majority of the open space and recreation lands in the Township. The Township itself owns very little parkland.

The following is a list and description of the existing inventory of open space and recreation resources.

TOWNSHIP OWNED LANDS

Avon Park

Avon Park is located off of Avon Street in the northern portion of the township. The site consists of 2.17 acres and includes a playground and a combined ball field /soccer field.

5th Street Park

5th Street Park is located off of 5th Street in the southern portion of the Township. The site consists of 0.89 acres and includes a basketball court and some grass area.

Mayhill Street Park

Mayhill Street Park is located adjacent to the Library on Mayhill Street, across from the High School. The site consists of 1.033 acres and includes a playground, one basketball court, and four tennis courts.

Kern Park

Kern Park is located near the intersection of Victor Street and Kern Place in the southern portion of the township, on the west side of Kern Place. The site consists of .40 acres and includes a gym structure for young children. The remainder of the site is lawn.

Little League Woitscheck Field

Woitscheck field is located at the intersection of Victor Street and Kern Place in the southern portion of the township, on the southeast corner. The site consists of 1.01 acres and contains a little league field and clubhouse. This property is owned by the Township of Saddle Brook, although used for the Little League.

COUNTY OWNED LANDS

Bergen County Park

This 80.851 acres park sits along the western side of the Saddle River. The park is a regional park, and includes several amenities including ball fields, a basketball court, picnic area, a bike/pedestrian path, and a playground, as well as extensive areas of passive recreation space.

SEMI-PUBLIC RECREATIONAL AREAS

In addition to the open space and recreation areas owned by the Township and the County, school sites also offer playing fields and other forms of recreation in the Township. The elementary schools within the Township serve as neighborhood park areas as well as community park areas. Long Memorial School has a playground, a volleyball court, and a basketball court.

Helen I. Smith School has 3 soccer fields, two ball fields, and playground equipment. Franklin School has 2 basketball courts, a ball field, a playground, and a soccer field. Washington School has a ball field, a soccer field, and a basketball court. The Middle/High School has two football fields, a soccer field, a track, and a ball field. In addition, there is a little league field, Nedellic Field, located along Saddle River Road adjacent to Smith School.

NEEDS ANALYSIS

This section of the report analyzes the adequacy of the open space and recreation system in the Township in terms of its ability to satisfy present and projected public recreation demands and desires for open space as established by the local government through the planning process.

This section also compares the existing open space and recreation system to accepted state and national standards. It will also determine the open space and recreation needs of local residents.

The types of facilities typically include the following: regional parks and reservations, district, community and neighborhood facilities. These facilities differ from one another in many respects, including size, area served, and types and number of facilities available.

Regional parks and reservations are the largest of the facilities. These typically range in size from 500 to 1,000 acres and are managed by state or federal agencies. They typically serve an area with a radius of 10 miles. The space requirement for these facilities is 15 acres per 1,000 population. The types of recreational activities located within these facilities are generally informal, consisting of passive recreational uses, such as hiking, camping, horseback riding, nature study, etc.

District Parks vary in size from 100 to 200 acres. County agencies are normally responsible for these parks. They typically serve and area with a radius of 3 miles. The space requirement for these facilities is 2 acres per 1,000 population. Recreational activities generally range from picnicking, playground areas, and water sports, to baseball, football, soccer, and other organized sports.

Community parks range in size from 40 to 100 acres and are usually managed by the municipality. They typically serve an area with a radius of 2 miles. The space requirement for these facilities is 3.5 acres per 1,000 population. Recreational activities range from informal uses such as picnicking to formal uses such as baseball, football, tennis, soccer, and can also include play areas for young children.

Neighborhood parks are the smallest of the facilities and range in size from 5 to 10 acres. The municipality manages these parks. They typically serve an area with a radius of one-half mile. The space requirement for these parks is 1.5 acres per 1,000 population. These parks include playgrounds and play lots for young children. Many times, these neighborhood parks are combined with local schools.

To determine is a community has sufficient parkland to serve the needs of its residents; we have utilized the national standard to the existing conditions in the Township. The national standard of total Township parkland to residents is 10 acres of land per 1,000 residents. Within the

Township of Saddle Brook, Township-owned parkland totals 4.093 acres, much less than 10 acres per 1,000 residents.

RESOURCE ASSESSMENT

The purpose of resource assessment is to provide an assessment of the public and private land and water resources that have the potential for providing open space and recreation opportunities. The remainder of this section analyzes these resources.

Very few vacant lands exist in the Township. Below is a listing of the vacant properties suitable for open space and recreation opportunities.

Mayhill Street Site

Located on the east side of Mayhill Street is a property located to the north of the railroad. Block 909, Lot 1 consists of 5.52 acres, the majority of which, or 4.84 acres, is located in the 100-year floodplain. This site would be a good site for a park, due to its size (slightly over 5 acres) and environmental constraints. A park is an ideal use of a property located in a flood plain. By keeping the majority of the site undeveloped as passive recreation, any flooding that occurs on site would remain on site and not impact the surrounding properties. In addition, nothing on the site would be harmed.

Saddle River Road Site

This site is located at the intersection of Saddle River Road and Blanche Street, on the east side of Saddle River Road. This site is accessed through a 50' strip of land. The bulk of the site is located adjacent to the Bergen County Park along the Saddle River. This site has an area of 2.675 acres in total. The majority of this site is also located in the 100-year flood plain.

Midland Avenue Site #1

This vacant site consists of 2 parcels of land, Block 1701, Lots 1 and 3. These lots are located at the most northeasterly section of the Township, bordering Fair Lawn. They are located off of Midland Avenue, and are 5.76 acres in total. The land is relatively flat and not located in a flood plain. There are no environmental issues associated with this site.

Midland Avenue Site #2

This site consists of Block 1401, Lot 18, and is located along the Township's border with Elmwood Park near the intersection of Floral Lane and Midland Avenue. This parcel has a total of 2.96 acres. Access to this site is an issue. The site is landlocked, although a 30' R.O.W. exists along the southern portion of the property, which crosses Block 1401, Lots 12 and 17.

RECOMMENDED PROJECTS

It should be a priority to obtain additional recreational lands in the community. The Township has added a recreation site as a result of its recent affordable housing litigation. Block 701, Lot 38 (located at 40 Sampson Street) was purchased in 2003 by the Township (along with Lot 37), and is being developed for recreation fields. The site will contain 2 athletic fields which will serve four sports: baseball, softball, soccer, and football, and also contain walking paths.

The other sites are not recommended for park and open space development based on several factors. The properties located on the west side of Midland Avenue are an appropriate size for the development of park space which is much needed, however, they are located in primarily business and light industrial districts, which are not conducive to the location of a park. In addition, they are located across Midland Avenue, whereas the residential area is located to the east. The aspect of crossing Midland Avenue to access these sites has implications on pedestrian safety.

The remaining parcel is located on the east side of Saddle River Road. Although this site meets several criteria for a park, there are issues with safety (crossing Saddle River Road) and also a proximity issue, as it is located adjacent to the Bergen County Park. A park would not be needed at this location, adjacent to another large scale park.

The Township should continue to look for opportunities for future park development. This has a strong potential to occur in redevelopment areas.

RECYCLING PLAN ELEMENT

New Jersey's statewide mandatory recycling law requires all municipalities to adopt a recycling ordinance, which requires persons generating municipal solid waste to source separate from the municipal solid waste stream. The Township of Saddle Brook addresses this requirement. The Township provides curbside pickup of all materials. Some materials are on a seasonal basis. Newspaper, bottles, glass, and plastic are picked up twice a month, while most recycling materials are picked up once a week. The following table contains the amount of tonnage of recyclable materials generated by Saddle Brook in the Year 2003.

Table 25
Residential Tonnage for Saddle Brook, 2003

Material	Residential	Commercial	Total
Corrugated	1,113.20	889.47	2,002.67
Mixed office paper/ CPO		127.51	127.51
Newpaper		3.00	3.00
Other paper/mags./junk mail		233.32	233.32
Glass containers	340.90	3.31	344.21
Aluminum cans	48.70	36.43	85.13
Steel cans/ oil filters	24.48	6.00	30.48
Plastic containers	73.05	3.71	76.76
Heavy iron		1,146.05	1,146.05
Non-ferrous & aluminum scrap		842.25	842.25
White goods/ lite iron		370.00	370.00
Batteries/ Lead Acid		16.11	16.11
Tires	58.46		58.46
Used motor oil		4.85	4.85
Brush/ tree parts	93.71		93.71
Grass clippings			0.00
Leaves	702.18		702.18
Stumps	27.00		27.00
Concrete/asphalt/brick/block		1,047.81	1,047.81
Food waste		89.82	89.82
Computer equipment	1.37		1.37
Solvent		0.50	0.50
Uncontaminated dirt		537.00	537.00
Petroleum contaminated soil		274.00	274.00
Textiles	129.47		129.47
Wood scrap		650.75	650.75
	2,612.52	6,281.89	8,894.41

Source: Saddle Brook Mayor's Office

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

LAND USE PLAN RELATIONSHIP TO SURROUNDING COMMUNITIES

MASTER PLANS OF CONTIGUOUS MUNICIPALITIES

N.J.S.A. 40:55D-28d states that a master plan "shall include a specific policy statement indicating the relationship of the proposed development of the municipality as developed in the master plan to ... the master plans of contiguous municipalities." Those communities that border Saddle Brook in New Jersey are the Borough of Fair Lawn, the Township of Paramus, the Township of Elmwood Park, the City of Garfield, the Township of Lodi, and the Township of Rochelle Park. This section addresses how Saddle Brook's Land Use Plan of the Master Plan relates to the master plans of these neighboring communities.

Township of Fair Lawn

The Township of Fair Lawn borders Saddle Brook at its northern border line. The Township of Fair Lawn's last Master Plan Reexamination was adopted in 1999, and the base Master Plan was adopted in June of 1992. The land uses included in the 1992 Land Use Plan Map along the border between Fair Lawn and Saddle Brook are single-family residential and parkland. These use categories were not proposed to change in the Master Plan Reexamination. These uses are generally compatible with the land uses identified in Saddle Brook's Land Use Plan.

Township of Paramus

The Township of Paramus does not directly abut a border of Saddle Brook, but rather touches it at its most northeasterly tip. The municipalities are separated by the Saddle River. The use in Paramus at this "tip" location is office. The Saddle Brook master Plan designates the area adjoining Paramus as parkland. These uses are compatible in the context of the separation of the municipalities by the river.

Township of Elmwood Park

The Township of Elmwood Park is located along the westerly boundary of Saddle Brook. This border generally follows the railroad along the western section of Saddle Brook. The Township of Elmwood Park's last Master Plan was adopted in 1985. The land uses identified for the area abutting Saddle Brook include the following: Restricted and general industry, low, medium, and high density housing, and general commerce. All the land uses identified in Elmwood Park along the border with Saddle Brook are compatible with the uses identified along this border in Saddle Brook's Land Use Plan.

City of Garfield

The City of Garfield's last Master Plan was adopted in 1980. The current land uses along the contiguous border with the Township of Saddle Brook are one and two-family residential, multifamily residential and a small portion of light industrial/manufacturing. These uses are complimentary to the multiple-family residential, office, neighborhood business, and two-family residential and regional highway business uses in Saddle Brook. The border generally follows Midland Avenue north and south along the eastern section of Saddle Brook and Outwater Avenue east and west along the southern section of Saddle Brook.

Township of Lodi

The Township of Lodi shares a border with the Township of Saddle Brook along Outwater Lane and the Saddle River in the southern portion of Saddle Brook. The land uses abutting Saddle Brook in Lodi are designated as commercial, quasi-public, residential, cemetery maintenance, and open space. These uses are compatible in nature to the cemetery use that exists within the Township of Saddle Brook.

Township of Rochelle Park

The Township of Rochelle Park shares a border with the Township of Saddle Brook along the Saddle River in the eastern portion of Saddle Brook. The land uses abutting Saddle Brook in Rochelle Park are designated as commercial and residential. These uses are compatible in nature to the Medium Density Single-Family Residential and Park land uses that exists within the Township of Saddle Brook.

COUNTY MASTER PLAN

Bergen County's most recent Master Plan Land Use was adopted in 1973. The Saddle Brook Master Plan does not conflict with this or other County plans.

STATE DEVELOPMENT AND REDEVELOPMENT PLAN

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

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

IMPLICATIONS FOR ZONING

There are many issues that will need to be addressed in the Township's Zoning Ordinance. The major planning issues facing Saddle Brook will need to be addressed as follows:

Affordable Housing. Several ordinances have been passed in 2004 to allow for the construction of affordable housing in the Township. The result will be the addition of 375 additional multi-family units. Since the affordable housing obligation has been addressed, there is no need for zoning for affordable housing at this time.

Pressure for Residential Development. The Township should carefully examine the proposals that come before the Township for other types of multi-family housing development. The Township will see an increase in the number of multi-family units due to the construction of affordable housing units, as indicated above. Additional multi-family units may place a burden on the Township in terms of services and infrastructure.

Need for age-restricted/senior housing. As there is a need for this type of housing in the Township, the Township may wish to consider revising its ordinance regarding senior housing to include age-restricted (those 55 years and older), as well as revise the bulk requirements to prompt development of this type of housing in the Township. The Township should also revise its ordinance so that this use is allowed only in certain zones in the Township, not all.

Redevelopment. A redevelopment overlay zone should be incorporated into the Township's Zoning Ordinance for areas of the Township that have been declared areas "in need of redevelopment" according to the New Jersey State Statute. Two of these areas have already been rezoned to allow for commercial and residential uses. These two areas are contributing to the affordable housing obligation of the Township. For those properties aligning the railroad corridor in the southern end of Saddle Brook, a transit oriented development zone should be created to allow for a mix of commercial, retail, and residential uses. Appropriate densities should be provided for that will not overburden the Township but allow for these redevelopment areas to prosper. Other redevelopment districts in the future should be analyzed to determine the best land use for each area.

Widening of Market Street. One of the problems that belies Market Street is that is contains a myriad of business types and structures, with no common theme or image. Many structures are large, some small, some have parking issues, and some do not. In some areas, parking is located directly in front of business, with no sidewalks for pedestrians.

An ordinance should be crafted to establish some design criteria to improve conditions a long Market Street and give it an "image." These design standards will help to incorporate a streetscape improvement program for the Market Street Central Business District. The areas that should be considered for regulations are:

1. Building massing scale
2. Height
3. Façade treatments

4. Parking (location, screening)
5. Building materials and texture
6. Street Furniture
7. Awnings, canopies, marquees
8. Colors
9. Signage
10. Lighting of facades

The goal is to establish a cohesive Central Business District with a coordinated and aesthetically attractive composition of building facades. The objective is for Market Street to maintain its regional service status, but also become a destination spot for the region through improved conditions and establishment of an "image."

Residential Home Expansion. To prevent the building of "McMansions" that are not in character with the prevailing neighborhood character, the Township should revise the bulk standards for the single-family residential zones. The Township should also incorporate a floor area ratio (F.A.R.) standard for single-family residential zones to help to preserve the neighborhood character.

Proliferation of Two-Family Homes. The Township may wish to reduce the area of zoning for two-family homes, and/or revise the bulk standards for two-family homes to mitigate potential.

Placement of Cellular Antenna Towers. The Township adopted a Cellular tower ordinance in 2003 to address the proliferation of cellular antenna applications that have come before the Zoning Board of Adjustment. Cell towers are now permitted in all industrial and commercial districts in the Township, and as a conditional use in all other zones of the Township.