
GENERAL PLAN

**BOROUGH OF HAWTHORNE
NEW JERSEY**



GENERAL PLAN

Borough of Hawthorne
New Jersey

PLANNING BOARD OF THE BOROUGH OF HAWTHORNE

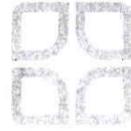
Planning Consultant: Candeub, Fleissig and Associates

The preparation of this report was financially aided through a Federal grant from the Department of Housing and Urban Development, under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.

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

1968

CANDEUB, FLEISSIG AND ASSOCIATES
Planning & Community Development Consultants



March 28, 1968

Chairman and Members of the
Planning Board
Borough of Hawthorne

Gentlemen:

We are pleased to submit the General Plan for the Borough of Hawthorne in accordance with our contractual requirements.

The proposals in the plan have been based on sound planning principles and are the results of a thorough and intensive review by the Planning Board.

We would like to thank the Planning Board, local officials and private citizens for their cooperation and assistance, without whom the presentation of this report would not be possible.

Very truly yours,
Ronald Martinides
Ronald Martinides

RM:wbd

BOROUGH OF HAWTHORNE

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SUMMARY OF EXISTING CONDITIONS

REGIONAL DEVELOPMENT

The Borough of Hawthorne is located in Passaic County, New Jersey, approximately 20 miles from mid-Manhattan. The proximity of the borough to New York City as well as the other major employment centers of northern New Jersey places it in an area strongly influenced by regional development factors.

For purpose of analysis, the Regional Plan Association has divided the New York Region into a series of concentric areas (rings). The Borough of Hawthorne is situated in the inner ring of the region. The inner ring had absorbed most of the region's population increase between 1950 and 1960. Based on the rapidly decreasing supply of vacant land in the inner ring, it is estimated that the growth cycle of the inner ring will decrease sharply in the next decade.

The Regional Plan Association estimates that by 1985 Passaic County's population could reach 570,000 persons, an increase of 163,000 over the 1960 population.

The employment prospects for the region are also promising. By 1985, it is estimated that about 268,000 persons will be employed in the county. This is a 65 percent increase over the 1960 employment level.

From the regional standpoint, Hawthorne is well located in the New York Metropolitan Region which exemplifies strong, economic vitality and continuing growth prospects. The degree to which Hawthorne participates in the growth and development of the region will be largely determined by the overall policy of the community as it relates to the quality and variety of housing types provided, the strength of its industrial base, commercial expansion and the level of community services provided.

COMMUNITY GROWTH TRENDS

The Borough of Hawthorne is a well established community with sound residential areas, a good industrial base, and several commercial areas serving primarily the day-to-day shopping and personal service needs of local residents.

Existing Land Use Trends

1. One and two-family homes in well established neighborhoods are the dominant type of residential development;

2. Vacant land is in short supply with approximately 339 acres remaining and much of this land in the Goffle Hill area;
3. The industrial areas are limited in their expansion capabilities and several industrial sites extend into residential sections.

Housing Conditions and Neighborhood Trends

1. The borough's housing stock is in excellent condition. In 1966, approximately 97 percent of all housing units were in sound condition;
2. Since 1960, approximately 400 housing units were built in one or two-family homes;
3. The principal neighborhood deficiencies found in Hawthorne are summarized as follows:
 - Lack of adequate neighborhood recreation facilities,
 - Heavy traffic volumes and deficiencies in the street system,
 - Grade crossings of Route 208 and the Susquehanna Railroad, and
 - Strip commercial development along major streets.

Traffic and Transportation Trends

1. Traffic volumes have been increasing on virtually all of the major streets in the borough. The rise has been fostered by the growing reliance on automotive transportation, population increases and expanding truck traffic serving the commercial and industrial areas;
2. Traffic volumes on Route 208 increased from 4,900 vehicles per day in 1960 to 18,110 in 1964, reflecting the growth of regional traffic movements.

Community Facilities and Services Trends

1. Most public buildings in the borough are old and have undergone various degrees of interior reorganization;
2. The borough has pursued a program of providing more space by constructing additions to existing buildings;
3. School enrollments rose about 11 percent between 1961 and 1965 resulting in the overcrowding of three of the borough's six schools;

4. Local recreation facilities are provided primarily at elementary school sites;
5. There is a total of about 150 acres of recreation space in Hawthorne of which 98 acres are in Goffle Brook Park;
6. The borough has continued to extend public water and sewer facilities as new development has occurred.

Population and Economic Base Trends

1. Employment in Hawthorne has increased rapidly in the past 15 years, particularly in manufacturing establishments. These firms provided 3,200 jobs in 1965, 122 percent more than in 1950;
2. Less than a third of the borough's employed residents actually work in Hawthorne. Large numbers commute daily to the textile and machinery producers in Paterson, Passaic and Bergen counties;
3. Retail sales have increased more rapidly in Hawthorne than in Passaic County, but the retail trade sector is small and does not attract many customers from outside the borough;
4. Incomes are high and have been increasing at a rate which exceeds county growth trends;
5. Population growth was rapid until 1930; but in recent years the population increase has fallen behind that of most Passaic County communities;
6. Hawthorne has an aging population base. The median age in 1960 was 36.3 (up from 35 in 1950) and 11 percent of the population was over 64 years of age.

Fiscal Trends

1. The Borough of Hawthorne is in a sound fiscal position. The past tax rates in the borough have been increasing at a moderate level in line with the maintenance of a high level of community services;
2. The bonded indebtedness of the borough is well within its constitutional debt limit (as established by state enabling legislation).

EMERGING PROBLEMS AND POTENTIALITIES

The emerging problems and potentialities that follow serve as a basis for local policy decisions. These decisions will be brought out in subsequent planning objectives and in the development of the Concept Plan.

Existing Land Use Considerations

The major land use problems and potentialities are:

1. Controlling and directing the increasing pressure for developing a balanced housing supply utilizing a variety of high and low densities.
2. Providing for the expansion and improvement of industrial and commercial areas;
3. Controlling the development pattern in the remaining vacant areas with particular attention directed toward hillside development practices.

Housing Conditions and Neighborhood Considerations

The major housing and neighborhood problems and potentialities are:

1. Continued preservation of the housing stock and the encouragement of a variety of housing types;
2. Functional obsolescence of the older commercial and industrial buildings which can make them economically unfeasible to operate;
3. Maintaining a high level of adequate public services to all neighborhood areas;
4. Employing various public improvement programs when such action is required.

Traffic and Transportation Considerations

The major traffic and transportation problems and potentialities are:

1. Integration of the proposed Paterson Peripheral Highway and dualization of Route 208 with the local road system;
2. Improving traffic movements on all roads serving the major industrial and commercial areas;

3. Providing for the separation of through from local traffic in residential areas;
4. The provision of adequate right-of-way widths on major roads and the elimination of hazardous intersections;
5. The continual reduction of railroad passenger service in the borough points to a need for expanded major bus service or a further reliance on private transportation.

Community Facilities and Services Considerations

The major problems and potentialities are:

1. The existing school facilities are aging, overcrowded and lack adequate recreation space;
2. Neighborhood recreation facilities are inadequate;
3. An increasing demand for borough services will require additional office and working space areas for the various municipal departments;
4. With an increase in population, the adequacy and capacities of the water and sewerage systems should be carefully re-examined.

Population and Economic Base Considerations

1. Developable land is at a premium and future industrial growth may be limited because of a scarcity of adequate plant sites.
2. If the population is to grow at more than a nominal rate, more multi-family units will be required. At present, most residences are single-family units;
3. Retail stores are facing strong competition from the type of shopping centers and department stores which have been built in Paramus;
4. There is an existing potential to improve and redevelop the industrial areas in the borough;
5. Improvement and expansion of shopping facilities should be geared to meet local convenience needs.

Fiscal Considerations

The major fiscal problems and potentialities are:

1. As developable land decreases, the borough tax base will tend to stabilize directly affecting the local tax rate;
2. The fiscal policy of the borough has held the municipality's outstanding debt at a minimum, thereby providing a stable foundation for the improving of public facilities when such action is deemed necessary.

GENERAL PLAN

THE GENERAL PLAN

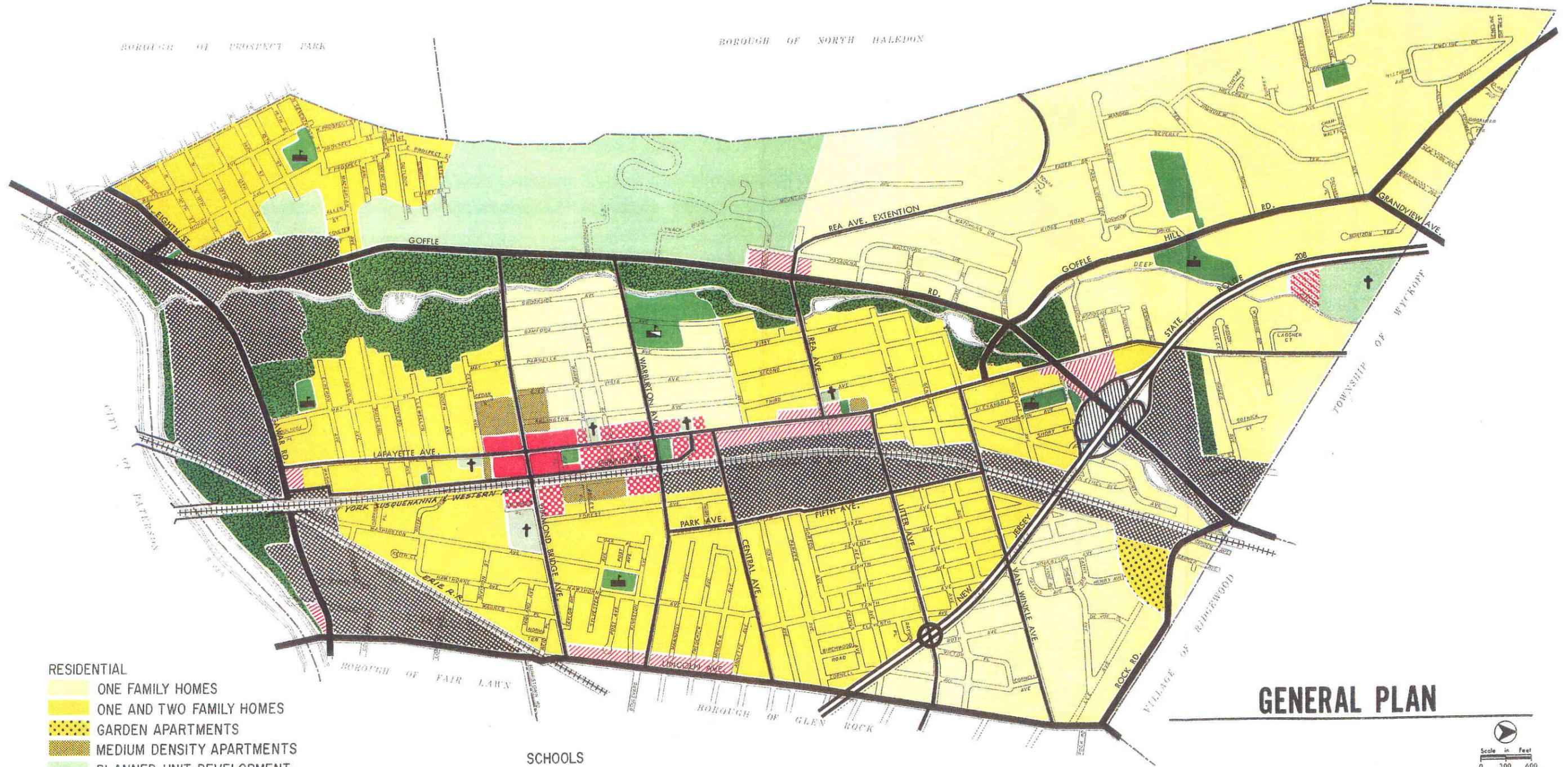
This report encompasses all of the major elements of the General Plan for the Borough of Hawthorne. As part of this report, various proposals affecting the growth of the borough are identified so that the Planning Board may arrive at appropriate future development decisions which best reflect local values and objectives.

The General Plan for 1985 for Hawthorne consists of five inter-related planning categories:

1. Population and Housing Resources
2. Economic Base and Industrial Development
3. Commercial Activity
4. Traffic and Transportation
5. Community Facilities and Services

In preparing the General Plan for the Borough of Hawthorne, the Planning Board has undertaken a decision-making process to arrive at an ultimate development policy. For each of the above five planning categories the following elements were reviewed during the planning program.

- | | |
|---------------------|-----------------------------------------------------------------------------------------------------------------------------------------|
| <u>Findings</u> | - technical facts taken directly from the summary of findings contained in the General Plan Background Report. |
| <u>Implications</u> | - consisting of a summarization of development potentialities presented in the General Plan Background Report. |
| <u>Objectives</u> | - minimum standards for the realization of an appropriate development pattern. |
| <u>Proposals</u> | - consisting of a series of development proposals for future land uses, the thoroughfare system, and community facilities and services. |



RESIDENTIAL

- ONE FAMILY HOMES
- ONE AND TWO FAMILY HOMES
- GARDEN APARTMENTS
- MEDIUM DENSITY APARTMENTS
- PLANNED UNIT DEVELOPMENT

COMMERCIAL

- CENTRAL BUSINESS DISTRICT
- OFFICE, PROFESSIONAL AND INSTITUTIONAL SERVICES
- NEIGHBORHOODS
- RESEARCH AND RESTRICTED OFFICE

INDUSTRIAL

- INDUSTRIAL
- LIGHT MANUFACTURING

SCHOOLS

- ELEMENTARY SCHOOL
- HIGH SCHOOL

PUBLIC BUILDINGS AND LAND



CHURCHES



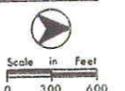
PARKS AND OPEN SPACE



THOROUGHFARE

- EXPRESSWAY
- MAJOR STREET (EXISTING)
- COLLECTOR STREET (EXISTING)

GENERAL PLAN



THE PREPARATION OF THIS PLAN WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 201 OF THE HOUSING ACT OF 1954 AS AMENDED. THE REMAINDER HAS BEEN FINANCED BY LOCAL FUNDS AND BY AN APPROPRIATION OF THE STATE OF NEW JERSEY AS PART OF THE CO-ORDINATED GOVERNMENTAL PLANNING PROGRAM.

BOROUGH OF HAWTHORNE
PASSAIC COUNTY, N. J.

PLANNING CONSULTANT: CANDELL, FLEISIG AND ASSOCIATES

1960

GENERAL PLAN BOROUGH OF HAWTHORNE NEW JERSEY

PLANNING CATEGORY	FINDINGS	IMPLICATIONS	OBJECTIVES	PROPOSALS
<p>Population and Housing Resources</p>	<p>Hawthorne's population is estimated to range from 23,000-25,000 persons by 1985.</p> <p>Hawthorne has an aging population base with about 11 percent of the residents being over 64 years of age.</p> <p>The borough's existing housing stock is in excellent condition with about 97 percent of all housing units being in sound condition.</p>	<p>Approximately 1,200 additional housing units would be required.</p> <p>Many of the one and two-family houses which are basically designed for child-rearing families are now occupied by the borough's older residents.</p> <p>The availability of a good housing supply is a positive factor in determining the growth prospects for a community.</p>	<p>To encourage the development of a variety of housing types at increased densities because of the decreasing supply of developable vacant land.</p> <p>To provide various types of apartments in order that the elder residents, as well as other age groups, will be given a broader choice of housing.</p> <p>To preserve the existing high quality of the one and two-family homes.</p>	<p><u>RESIDENTIAL LAND USE PLAN</u></p> <p>Garden Apartments (Maximum Density - 14 dwelling units per acre)</p> <p>Locate Garden Apartments in the large tract south of Rock Road and east of the New York, Susquehanna and Western Railroad.</p> <p>Medium Density Apartments (Maximum Density - 20 dwelling units per acre)</p> <p>Locate medium density apartments on the periphery of the central business district along Diamond Bridge Avenue and Royal Avenue.</p> <p><u>One and Two-Family Homes</u></p> <ol style="list-style-type: none"> 1. Discourage conversions in one and two-family homes. 2. Maintain a high level of neighborhood public services. 3. Employ public improvement programs when such action is required. 4. Improve hillside building practices by providing for planned unit developments.
<p>Economic Base and Industrial Development</p>	<p>Manufacturing employment will continue to be the nucleus of the borough's economic base.</p> <p>Developable land is at a premium and future industrial growth may be limited because of a scarcity of adequate plant sites.</p>	<p>There is an existing potential to improve and redevelop the industrial areas in the borough.</p> <p>Many of the older industrial buildings currently show signs of structural obsolescence and will be subject to further deterioration.</p>	<p>To provide adequate industrial districts to meet current and future needs.</p> <p>Industrial sites should have:</p> <ol style="list-style-type: none"> 1. Adequate area with expansion capabilities; 2. Proper off-street parking and loading facilities; 3. Proper separation from residential districts; 4. Good access to main transportation routes; 5. Adequate public utility services. 	<p><u>INDUSTRIAL LAND USE PLAN</u></p> <ol style="list-style-type: none"> 1. Redevelop and expand older industrial areas off Wagaraw Road and Goffle Road. 2. Redevelop deteriorating nonindustrial areas west of Lincoln Avenue and north of Wagaraw Road to expand the borough's major industrial area. 3. Limit the scatteration of industry along the Susquehanna Railroad. 4. Develop area of the interchange of Route 208 and Goffle Road with light manufacturing. <p><u>Industrial Controls</u></p> <p>Use zoning performance standards to control industrial buildings (height, setbacks, etc.).</p>

GENERAL PLAN BOROUGH OF HAWTHORNE NEW JERSEY

PLANNING CATEGORY	FINDINGS	IMPLICATIONS	OBJECTIVES	PROPOSALS
Commercial Activity	<p>Although the borough's retail sales sector has shown recent increases, the commercial establishments in Hawthorne do not attract many shoppers from outside the community. Incomes of borough residents are high and represent a strong local buying power. Retail stores in Hawthorne face strong competition for merchandising major commodities from the Paramus regional shopping centers.</p>	<p>Improvement and expansion of shopping facilities should be geared to meet local convenience needs.</p>	<p>To serve as the commercial and professional office center for the entire borough.</p> <p>To provide neighborhood commercial areas in proximity to residential districts. These centers should provide goods and services which are par-chased on a day-to-day basis.</p> <p>To provide well maintained and adequate off-street parking and loading facilities.</p>	<p><u>COMMERCIAL LAND USE PLAN</u> Central Business District</p> <ol style="list-style-type: none"> 1. Improve the central business district in line with the accompanying detailed development plan. 2. Expand the limits of the existing central business district emphasizing specialty shops, professional offices and institutional uses. 3. Consolidate commercial development along Lafayette Avenue. <p><u>Neighborhood Commercial</u></p> <ol style="list-style-type: none"> 1. Consolidate neighborhood commercial uses in developed residential areas. 2. Provide new neighborhood commercial centers in developing areas. 3. Provide commercial services in proximity to apartments.
Traffic and Transportation	<p>Regional traffic volumes in the Hawthorne area are rapidly increasing.</p> <p>The local road system is generally adequate; however, several of the major streets are reaching their traffic handling capacity.</p> <p>The continued reduction of railroad passenger service is an undesirable situation.</p>	<p>The proposed Paterson Peripheral Highway should be carefully considered in terms of its potential to relieve traffic congestion and to improve access from Hawthorne's major industrial area to the regional highway system.</p> <p>A decrease in accessibility to the major industrial and commercial areas can be anticipated if the roads serving these areas are not improved.</p> <p>A collector street system should be provided in the developing areas of the borough.</p>	<p>To handle through traffic in a manner that will least adversely affect local traffic movements.</p> <p>To relate the functional use of streets to their traffic handling capacity.</p> <p>To make appropriate proposals for alleviating any hazardous traffic conditions.</p> <p>To encourage the use of public transportation systems.</p>	<p><u>THOROUGHFARE PLAN</u> Traffic</p> <ol style="list-style-type: none"> 1. Encourage the dualization of State Route 208 to a four-lane limited access highway. There is also an imperative need to provide a grade separation for the Utter Avenue and State Route 208 intersection. 2. Improve Wagaraw Road and the bridge crossings of the Passaic River to provide better access to the proposed Paterson Peripheral Highway. 3. A special intercounty study should be undertaken to locate needed crossings of the Passaic River with particular reference to relation to the Paterson Peripheral Highway. 4. Emphasize Goffie Road and Lincoln Avenue as the primary north-south roads in the borough. 5. Grand Avenue should be employed to improve access to the central business district. 6. Development of a collector road system is of vital importance in the developing areas west of Goffie Road. 7. See Appendix: Table I

GENERAL PLAN BOROUGH OF HAWTHORNE NEW JERSEY

PLANNING CATEGORY	FINDINGS	IMPLICATIONS	OBJECTIVES	PROPOSALS
Traffic and Transportation (Continued)				<p><u>Public Transportation</u></p> <ol style="list-style-type: none"> Support the provision of increased railroad passenger service. Encourage the extension of bus service throughout the borough.
Community Facilities and Services	<p><u>Public Buildings</u></p> <p>Most public buildings are old and have undergone various degrees of interior reorganization.</p> <p>The borough has pursued a program of providing more space by constructing additions to existing buildings.</p>	<p>It is anticipated that the demand for increased borough services will require additional office and work space for the various municipal departments.</p>	<p>To provide adequate office and work space for all municipal departments.</p> <p>To provide for the centralization of municipal functions.</p>	<p><u>COMMUNITY FACILITIES PLAN</u></p> <p><u>Public Buildings</u></p> <ol style="list-style-type: none"> Construct additions to the existing public buildings as increased space is needed. Additional off-street parking is needed at several of the public building sites. Expand the public library to conform with the recommended state standards. (See Appendix Table 2)
	<p><u>Schools</u></p> <p>The Hawthorne High School and three elementary schools are presently overcrowded.</p> <p>The existing school facilities are aging and lack adequate recreation space.</p>	<p>In order to alleviate the overcrowding in the borough schools, an expansion of school facilities will be required.</p> <p>The availability of recreation space should be considered as part of the school expansion program.</p>	<p>To eliminate the current overcrowded school conditions.</p> <p>To relate school expansion and/or new construction to the availability of recreation areas.</p> <p>To provide school facilities so as not to exceed a maximum of 30 pupils per classroom.</p>	<p><u>Schools</u></p> <ol style="list-style-type: none"> Consideration should be given to the area adjacent to Goffle Brook Park when additional school building is necessary. Should future space be required for any of the five elementary schools, it is recommended that school additions should emphasize, where feasible, vertical construction techniques. In this manner a maximum amount of recreation space would be retained at the school sites. The High School site should be expanded by acquiring the five homes west of Bamford Avenue. Furthermore a portion of Bamford Avenue north of Warburton Avenue should be vacated as a public right-of-way in order to consolidate the school site. See Appendix Table 3
	<p><u>Recreation</u></p> <p>Neighborhood recreation facilities are in need of limited expansion.</p> <p>Goffle Brook Park is a fine community recreation area.</p>	<p>The need for recreation space increases in proportion to population growth.</p> <p>High density residential areas should be provided with adequate recreation facilities as part of the site plan, thereby alleviating the need for public facilities in these areas.</p>	<p>To provide 10 acres of recreation space per 1,000 population.</p> <p>To provide neighborhood recreation areas in central locations.</p>	<p><u>Recreation</u></p> <ol style="list-style-type: none"> Construct new recreation facilities in older residential areas, preferably in proximity to the elementary school sites. Provide recreation sites in developing areas as part of land subdivision proceedings or planned unit developments. These recreation areas would be primarily located in the areas west of Goffle Road. As part of an overall flood protection and urban beautification program, it is recommended that an adequate strip of open space be provided along all watercourses. See Appendix Table 4
	<p><u>Utilities</u></p> <p>Most of the borough is served with public water and sewer. Septic tanks are located in the northern section of the Borough. Storm drainage is generally adequate.</p>	<p>New development in the northern part of Hawthorne will probably require public water and sewer.</p> <p>Storm waters back up on Washington Avenue after a heavy rain.</p>	<p>To provide adequate public sewer and water for all sections of the borough.</p>	<p>Encourage a regional study to control back-up along outflow pipes into the Passaic Valley Sewerage System.</p> <p>Develop a trunk sewer in the northern section of Hawthorne with Federal assistance. An application for such assistance has been prepared.</p>

GENERAL PLAN IMPLEMENTATION

GENERAL PLAN IMPLEMENTATION

The implementation of the General Plan includes capital improvement programming, the use of regulatory controls such as zoning, subdivision regulations and an official map.

CAPITAL IMPROVEMENTS PROGRAM

The land use, traffic, and community facilities proposals have shown a number of improvements which the borough should carry out in the coming years. Not all of the public improvements required will be needed at once. In order to develop a priority rating for the projects, and also to determine how they can be paid for, an illustrative capital improvements program has been prepared for the borough. This report was submitted separately to the Planning Board.

The capital improvement program consists of a schedule of improvements to be accomplished during a specified time. The program is based upon the financial capability of the borough and should be reviewed and revised as necessary.

ZONING ORDINANCE

Zoning is a legal and administrative tool for land use and density control. Its function is to protect the health, safety, morals and general welfare of the community. Zoning controls must be reasonable in nature and comprehensive in scope.

As part of the current planning program, the borough's zoning ordinance was thoroughly reviewed by the consultant. A separate report containing suggested revisions and additions to the zoning ordinance has been prepared and is being studied by the Planning Board.

SUBDIVISION ORDINANCE

Another means of assuring sound community growth, and protecting the character of the borough is through the subdivision ordinance. The subdivision ordinance is designed to safeguard the interests of both the individual homeowner and the community. The provision of well designed and constructed street and utilities, where needed, lends stability to a residential area. This is reflected in pride and maintenance of homes, and stabilized property values. In addition, the extension of municipal facilities can be programmed based on logical and sound street patterns.

Hawthorne's Land Subdivision Ordinance was reviewed as part of this planning program and was found to be comprehensive and adequate.

OFFICIAL MAP

The "Official Map and Building Permit Act" (N.J.S.A. 40:55 - 1.30 to 1.42) provides for the establishment of an official map showing the proposed location of parks and playgrounds, drainage rights-of-way and widths of streets. The official map can be used in two ways:

1. To stay the issuance of a building permit on the site of a proposed park or playground or in the bed of a proposed street, street realignment or drainage right-of-way for a period of one year. Within the year, the borough must take action to acquire the right-of-way or the proposed site or forfeit its right in the area.
2. To require that all yard areas and adjoining streets shall be measured from official map lines where the official map shows a future widening or realignment of the existing street.

As part of the current planning program an illustrative official map was prepared for Hawthorne. This map has been submitted separately to the Planning Board.

CONTINUING PLANNING PROGRAM

The completion of the General Plan is a significant step in Hawthorne's planning program. The goals and objectives established in the General Plan should not be viewed as the end of the planning process, but rather as a beginning. Constant review is necessary to keep in tune with changing conditions.

One method of insuring that Hawthorne's future growth and development will be in conformance with general plan objectives is through continuing planning and professional planning consultant services. The implementations of general plan proposals, capital improvement programming, subdivision review, and zoning recommendations are among the continuing responsibilities of the Planning Board.

The New Jersey Division of State and Regional Planning has recognized the need for continuing planning. In order to encourage such planning, the Division has made grants available to communities for professional and technical advice and consultation under the Program of Assistance for Continuing Planning - the 50-40 Program.

Under the program, the state will make grants to communities on a diminishing basis. In the first year of the program, the state will advance up to fifty percent of the annual expenditure for permanent, continuous planning. For the second year, and for each succeeding year, the state will advance an amount equal to ten percent less than that of the preceding year until the sixth year, when the municipality will bear the entire cost of the program. If the program is maintained over the six-year period, all advances are then considered grants. If, however, the program is discontinued at any time during the six-year period, all advances must be repaid.

In order to most effectively insure implementation of the General Plan, it is recommended that Hawthorne consider the use of the 50-40 Program to facilitate its continuing planning program.

CENTRAL BUSINESS DISTRICT PLAN

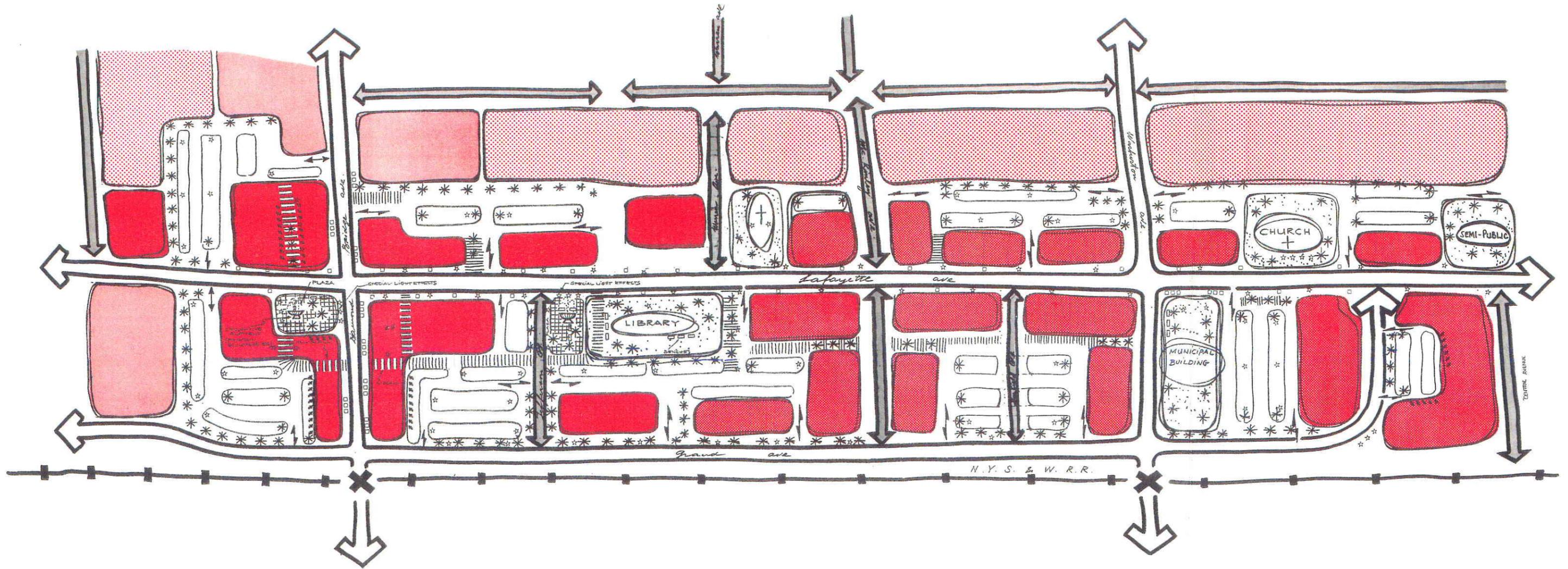
Hawthorne's central business district serves several important and vital community functions. In addition to its primary function as a centralized place for shoppers' goods and services, it also provides a source of employment for many of the borough's residents. The central business district also provides Hawthorne with a substantial percentage of tax revenue and acts as a focal point of community activity.

The Central Business District Plan consists of four interrelated planning categories:

1. Commercial Development.
2. Traffic Circulation, Parking, Loading and Pedestrian Access.
3. Public Facilities.
4. Beautification.

In arriving at the Central Business District Plan for the Borough of Hawthorne, the Planning Board has undertaken a decision-making process. For each of the above four planning categories the following elements are outlined:

- | | |
|---------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <u>Findings</u> | - technical facts taken directly from a field survey of the central business district. |
| <u>Implications</u> | - consisting of a summarization of development potentialities available in the central business district. |
| <u>Objectives</u> | - minimum standards for the realization of an appropriate development pattern. |
| <u>Proposals</u> | - consisting of a series of development proposals which can be employed in the central business district over a period of time in order to accomplish the development objectives. |
| <u>Remarks</u> | - comments and justifications for the proposals. |



DOWNTOWN PLAN

CENTRAL BUSINESS DISTRICT BOROUGH OF HAWTHORNE, NEW JERSEY

PLANNING CONSULTANT: CANDEU, FLEISSIG AND ASSOCIATES

1968

- * * LANDSCAPING, GREEN BUFFERS ETC.
- ▧ ELEVATIONS WHICH NEED ARCHITECTURAL REDECORATION
- STREET PLANTERS
- ☆ STREET LIGHTS
- PEDESTRIAN CIRCULATION PATTERN
- ▨ PUBLIC PLAZAS WITH SPECIAL DECORATIVE ELEMENTS
- ▮ BENCHES

- ↔ PRIMARY STREETS
- ⇄ SECONDARY STREETS (EXIST.)
- ⇄ SECONDARY STREETS (PROPOSED)
- ⊕ PUBLIC & SEMI-PUBLIC
- PARKING
- ↘ SUGGESTED PARKING EXITS

- MULTI FAMILY RESIDENTIAL
- ▨ SINGLE FAMILY RESIDENTIAL
- COMMERCIAL
- ▨ OFFICES

**BOROUGH OF HAWTHORNE
CENTRAL BUSINESS DISTRICT PLAN**

Planning Category	Findings	Implications	Objectives	Proposals	Remarks
Commercial Development	<p>The Hawthorne Central Business District is a bi-nucleated business center. While the primary commercial concentration is clustered around the intersection of Diamond Bridge and Lafayette Avenues, a sub-center has developed about 500 yards north around the Hawthorne Municipal Building. Between the two centers are two blocks of residential development interspersed with professional offices and limited commercial development.</p>	<p>Commercial development is dispersed along Lafayette Avenue. This results in a weakening of the business generating power of the Central Business District.</p>	<p>To encourage commercial consolidation by discouraging dispersed commercial development along Lafayette Avenue.</p> <p>To provide for additional commercial development.</p> <p>To encourage the development of a co-ordinated professional office district.</p>	<p>Encourage new retail commercial development on Lafayette Avenue between Diamond Bridge Avenue and Warren Avenue.</p> <p>Establish a professional office district along Lafayette Avenue between Warren Avenue and Central Avenue.</p>	<p>New community commercial development should be oriented to reinforce the shopping nucleus around Lafayette and Diamond Bridge Avenues.</p> <p>Encouraging new retail commercial development will increase the economic potential of the Central Business District.</p>
Traffic Circulation, Parking, Loading, and Pedestrian Access	<p>The Hawthorne Central Business District has a grid street pattern which functions efficiently to provide access to all sections.</p> <p>The major circulation problem results from the limited traffic handling capacity of Lafayette and Diamond Bridge Avenues, both of which have narrow rights-of-way. Street parking restrictions on both roads have alleviated traffic congestion to some extent.</p> <p>Off-street parking and loading facilities are provided throughout the Central Business District. Some 470 parking spaces are unevenly distributed in the business district. Many spaces are located far from the major shopping facilities.</p> <p>Sidewalks provide for good pedestrian circulation throughout most of the business area. Parking lots with double frontages on Lafayette and Grand Avenues permit pedestrians to take uncontrolled short-cuts.</p>	<p>Less on-street parking along Diamond Bridge and Lafayette Avenues will result in a more efficient traffic flow. This program should be coupled with the development of additional off-street parking lots.</p> <p>While the total quantity of parking spaces available is adequate, several sections lack conveniently located off-street parking and loading facilities.</p> <p>Parking lots are not developed with proper pedestrian ways.</p>	<p>To provide a safe and efficient street system which adequately serves both local and through traffic.</p> <p>To maintain at least two lanes for moving traffic on all downtown streets.</p> <p>To provide off-street parking lots within convenient walking distance of all commercial facilities.</p> <p>To develop a pedestrian walkway system which is functionally related to the off-street parking lots.</p>	<p>Eliminate on-street parking on sections of Diamond Bridge and Lafayette Avenues where adequate off-street parking is available.</p> <p>Provide a system of off-street parking and loading facilities utilizing the undeveloped rear yards and interior portions of commercial blocks.</p> <p>Implement zoning standards which require pedestrian walkways in parking lots, separated from vehicular rights-of-way.</p>	<p>Coordinated parking facilities would improve circulation and reduce hazardous turning movement into parking areas.</p> <p>The pattern of rear yard parking lot development is well established. However, individual owners have not cooperated in the joint development of these lots.</p>
Public Facilities	<p>Public Facilities include the Hawthorne Municipal Building and Police Station and the Library.</p> <p>The Municipal Building and the Public Library are buildings of historic interest which also contain landscaped grounds.</p> <p>The Library has inadequate floor space and has no off-street parking.</p>	<p>The Library and the Municipal Building grounds are the only public open-space areas in the Central Business District.</p>	<p>To preserve the existing public buildings and open space.</p>	<p>Expand the Library and provide off-street parking facilities in a manner which will preserve existing foliage.</p>	<p>In future years as Lafayette Avenue becomes more fully developed, the open space surrounding the Library will take on added value.</p>
Beautification	<p>Beautification Assets include:</p> <ul style="list-style-type: none"> -- Stately elm trees along Lafayette Avenue. -- Landscaped open space at the southeast corner of the intersection of Diamond Bridge and Lafayette Avenues. -- Open space surrounding the Library and Municipal Building. <p>Beautification Liabilities include:</p> <ul style="list-style-type: none"> -- Unattractive storefronts along Diamond Bridge Avenue. -- Unsightly overhead utility lines. -- Off-street parking areas lack proper lighting, screening and architectural decorative features. -- A lack of pedestrian facilities including benches and fountains. -- A lack of any landscaping along Diamond Bridge Avenue. 	<p>The Central Business District requires only a minimum of public and private improvement to greatly increase its attractiveness.</p>	<p>To add a unifying design element through the use of an architectural theme encompassing: building facades, lighting, landscaping and advertising signs.</p> <p>To provide small sitting parks at strategic locations in the heart of the business district.</p> <p>To design parking areas in an aesthetic manner.</p>	<p>Institute a design motif for the business district including an architectural coordination of building types, signs, awnings, landscaping, sidewalk furniture and lighting.</p> <p>Develop the southeast corner of the intersection of Diamond Bridge and Lafayette Avenues as a small sitting park.</p> <p>Require that all utility lines be placed underground throughout the Central Business District.</p>	<p>The business district requires a unifying design theme to organize the diverse elements and to make them more attractive as an integrated center.</p> <p>Small sitting parks have proven to be popular attractions in business districts. They provide areas for rest and relaxation for shoppers.</p> <p>The elimination of overhead utility lines will provide an immediately noticeable improvement in the appearance of the shopping area.</p>

DATA FILE

Population and Economic Base Summary
Planning Base Maps
Existing Land Use Summary
Neighborhood Analysis
Traffic and Transportation Summary
Community Facilities and Services Summary
Fiscal Analysis Summary
Apartment Study

POPULATION AND ECONOMIC BASE SUMMARY

The primary sources used in preparing this report were the U.S. Census of Population and the Census of Business both of which were conducted by the U.S. Department of Commerce. Other sources included publications and studies prepared by the New Jersey Department of Conservation and Economic Development and Rutgers University. A questionnaire was mailed by the consultant to a selected sample of manufacturing firms in Hawthorne and the results were used in conjunction with the above-mentioned sources.

ECONOMIC BASE

Manufacturing

Hawthorne's manufacturing sector has expanded rapidly in recent years although it is primarily a residential community. Many local firms have large work forces and sell in national markets.

The manufacturing sector of the local economic base can be summarized as follows:

- Although manufacturing employment has declined in New Jersey since the Korean War, it has more than doubled in Hawthorne. It totaled 3,197 in 1965.
- The dollar value of production has grown correspondingly. Between 1954 and 1958 (the latest date available), value added by manufacturing firms jumped by 34 percent as contrasted to gains of 23 percent and 29 percent for Bergen and Passaic counties.
- Most of Hawthorne's manufacturing growth has come from firms whose sales are made outside the borough. The plants of Interchemical Corporation, Lily Tulip, Merck and others are divisions of firms whose markets are nationwide.
- The Paterson area has historically been a center of textile, apparel and transportation equipment production. Many firms in Hawthorne either produce these items or directly related products.
- A few of the firms in Hawthorne were once located in Paterson or nearby areas and have moved to Hawthorne to obtain more space. Because of the borough's limited developable land, this is not likely to occur with any frequency in the future.

As part of this economic study, a questionnaire was mailed to a selected sample of manufacturing firms. Answers were received from seventeen firms. They represent about 20 percent of all manufacturing firms in the borough but they account for 32 percent of manufacturing employment. The major findings are listed below:

- Sales and employment of the bulk of respondents have been increasing in recent years. Only two of the seventeen firms reported declines in total employment and only one reported a drop in sales.
- Four firms felt that their sites were not adequate for their present needs and that a combined total of 55,000 square feet would be required. This represents an increase of 52 percent over their present occupied space.
- Of the firms reporting anticipated labor increases, machinists, plasterers, tool and die makers were among the categories most frequently mentioned.
- The most frequently cited advantages associated with a plant location in Hawthorne were proximity to both labor and selling markets and adequacy of transportation facilities.
- The disadvantages most often mentioned were a scarcity of some types of labor, limited space and traffic congestion. Although utilities in general were reported as adequate, two firms reported difficulty in obtaining adequate water supplies.

Retail Sales

The high population densities combined with the scarcity of developable land have tended to centralize retail trade operations in Bergen and Passaic counties. Frequently large geographical areas are served by large suburban shopping plazas rather than by a number of small retailing units. Many local residents shop regularly at stores located outside of Hawthorne. Local retail establishments generally serve the convenience needs of the borough's residents. An exception, as noted below, is automobile dealers.

The analysis of retail sales can be summarized as follows:

- Retail sales in 1963 totaled \$21.5 million, up nearly 59 percent over the 1954 figure. The gain was under the 71 percent increase posted by Bergen County, but was significantly higher than the 42 percent increase of Passaic County.
- The development of Hawthorne's retail trade sectors has been hindered by the growth of regional shopping centers and department stores in areas such as Paramus where sales showed substantial increases going from \$20 million in 1954 to \$217 million in 1963.

-- \$5.1 million of all sales in 1963 were accounted for by convenience goods, a category which includes food and drug stores and eating and drinking places. These types of stores do not attract buyers from as large an area as do general merchandise stores, apparel shops, furniture stores, etc.

-- Although sales in the borough have increased more rapidly, the average per capita sales in Hawthorne are approximately \$370 under the county level.

An exception to Hawthorne's limited retail trade sector is in automobile sales which constitute an unusually large segment of total retail sales.

-- Sales by automobile dealers amounted to \$9.5 million in 1963 and represented 44 percent of total retail sales as contrasted to less than 18 percent in both Bergen and Passaic counties. Although Hawthorne accounts for only 3.2 percent of total retail sales in Passaic County, the borough generates 8.6 percent of the total automobile sales.

-- The sales of automobile dealers rose by \$4.4 million between 1954 and 1963, and accounted for 52 percent of the total increase in retail sales.

Wholesale Trade

Receipts of wholesale firms in Hawthorne dropped between 1958 and 1963. The limited space available for warehouses and trucking facilities in the borough has hampered the expansion of this sector of the economy.

-- Total wholesale sales in Hawthorne were \$23.1 million in 1963, down 2 percent from 1958. Wholesale receipts also declined in Paterson and rose only 59 percent in the county as compared to a gain of 140 percent for Bergen County.

-- Wholesale receipts per firm in Hawthorne were \$769,600 as compared to \$2.3 million for Clifton (the county's leading wholesale center) and \$1.1 million for the county as a whole.

Selected Services

Selected services represent one of the fastest growing segments of Hawthorne's economy. The number of establishments offering business or personal services rose only from 67 to 71 between 1954 and 1963, but both sales and payrolls have more than doubled.

An analysis of selected services data shows the following:

-- Total sales in 1963 were \$2.9 million, a gain of 108 percent over the 1954 level.

- Nearly half of Hawthorne's service establishments are laundries, cleaners, barber and beauty shops, etc. There were no hotels or motels in 1966.
- In spite of the large automobile sales in Hawthorne, the number of auto repair and service shops fell from 8 to 6 between 1954 and 1963.

POPULATION

Incorporated in 1898, Hawthorne grew rapidly during the early 1900's due in part to the growing industrialization of the City of Paterson. The depression years checked the borough's rapid growth, and its expansion since 1950 has been below the rate achieved by Passaic County, which has had a moderate growth trend in recent years.

An analysis of population factors follows:

- The population of Hawthorne in 1966 was estimated by the consultant to be approximately 19,000.
- Density is approximately 5,200 persons per square mile which makes the borough one of the county's most heavily populated areas.
- The average household size has been declining. Population grew by 20 percent between 1950 and 1960 but households increased by 23 percent. The median population per household was 2.9 in 1960, down from 3.5 in 1940.
- Approximately 10 percent of the households were occupied by single people or unrelated individuals. This is a relatively high proportion when compared to other communities in the county.
- Only 52 percent of all families had children residing with them. The average for Passaic and Bergen counties were 55 percent and 59 percent respectively.

The moderate growth in population of 20 percent between 1950 and 1960 marks some important changes which have occurred in the age composition of Hawthorne's population. In general, Hawthorne's age characteristics now more nearly resemble those of Paterson and Passaic rather than the more rapidly growing communities located in Bergen County and the middle and northern portions of Passaic County.

The transition stage can be accounted for as follows:

- The average age of residents has gone up from 35.0 in 1950 to 36.3 in 1960. The average age in both Passaic and Bergen

counties was approximately 33 and represent a drop from the 1950 figure.

- The number of pre-school and school age children grew rapidly. They accounted for 27 percent of total population in 1950 and some 31 percent in 1960.
- Outstripping this gain, however, was the growth in the number of individuals, 55 and over. This population grew by 49 percent during the 10-year period and represented 24.2 percent of the total population in 1960.

Components of Population Growth, 1950-1960

If there had been no migration, the borough's population would have increased by 1,519, or 10.3 percent, solely on the basis of natural increase. This low rate of increase reflects the older age distribution and the low birth rates in the borough.

The components of population growth can be summarized as follows:

- In 1960, the birth rate for Hawthorne was 18.4 births per 1,000 population compared to the national rate of 23.7. Migration into the borough added another 1,400 persons, or 48 percent of the total increase between 1950 and 1960.
- Of the 12 municipalities in the county which had an increase in population between 1950 and 1960, only Clifton had a lower rate of immigration than did Hawthorne.
- The immigration was most noticeable in the 20-35 age groups and in the age groups under 15 years, indicating that families with young children constituted the largest portions of newcomers.

Labor Force Characteristics

The employment characteristics of Hawthorne's population has been determined in part by the types of jobs available within the borough and by the heavily industrialized adjoining cities. They are as follows:

- Two out of every five employed residents work in a manufacturing firm. This is a higher ratio than that prevailing in many surrounding communities.
- Approximately 32 percent of Hawthorne's employed residents work in the borough, another 28 percent work in Paterson; 5 percent work in Clifton and 23 percent work in Bergen County. Only 12 percent work outside the Standard Metropolitan Statistical Area as defined by the U.S. Census.

- As might be expected, Hawthorne's residents rely heavily on automobiles because of the distances traveled to work. An estimated 74 percent use cars or car pools to travel to work. The corresponding average for Paterson and Passaic County is 56 percent and 65 percent respectively.
- Textiles or related items account for proportionately twice the number of jobs for residents than is the case in Passaic or Bergen counties. Other important sources of jobs and incomes include transportation equipment, machinery and printing firms.
- Due in part to the lack of an extensive retail or commercial sector in Hawthorne, relatively few job opportunities for women are available.

Income

The median family income in Hawthorne during 1959 was nearly \$7,200 which was considerably higher than county and state averages. The high incomes are attributable in part to a concentration of employment in high wage manufacturing jobs.

POPULATION PROJECTIONS AND ECONOMIC OUTLOOK

1985 Projected Population

The Borough of Hawthorne has available a number of planning alternatives which will determine to a large measure the magnitude of its future population growth. Based upon Passaic County population estimates prepared by the New Jersey Department of Conservation and Economic Development, and upon historical relationships between local and county growth, Hawthorne's population in 1985 could be between 23,000 and 25,000 persons. The direction of population growth will be influenced by the following factors:

- If construction continues to be predominantly single-family units, the lower estimate seems likely to be reached. Indeed, if the homes are built on large size lots, or if the costs of developing land proves to be excessive, the lower figure might prove to be too high.
- If an increasing number of residences are in multi-family developments, the higher estimate becomes more realistic.

Economic Growth

Hawthorne's economic development rests not only upon growth within the borough, but also upon job opportunities in north-eastern New Jersey as well. This section is one of the most heavily industrialized areas in the nation.

Growth in recent years, however, has been slow and the region has a number of weak spots. The reasons for the decline can be summarized as follows:

- Employment in textiles and apparel industries, which now make substantial contributions to jobs and incomes, is projected to decline in the coming decade.*
- Some industrial firms have left the region because of limited room for expansion and barriers to efficient production such as inadequate water supplies.

Both these problems have been encountered to some extent in Hawthorne. While there is no prospect of any widespread declines (total employment in the state is expected to rise by over 500,000 by 1975), it seems likely that the types of jobs available will change. Blue collar jobs in manufacturing are expected to decline, and white collar jobs associated with research, technical, managerial and professional firms are expected to increase.

Growth in Hawthorne will be limited because developable land is becoming increasingly scarce. Commutation to jobs in other communities seems to be a permanent aspect of living in the borough. Expansion of employment within existing firms, however, could be a source of new jobs as the industrial questionnaires indicated. Additional areas of growth could be the service industries and the retail trade sector if efforts are made to recapture the sales now made in other communities.

* State Population, Net Migration, Labor Force and Industrial Employment Trends to 1975. National Planning Association, Washington, D.C.

PLANNING BASE MAPS

Two base maps have been prepared. A double-line street base map of the entire borough was prepared at a scale of 1" = 300'. The second base map is of the urban core at a scale of 1" = 50'. The communitywide base map was used to present data and planning proposals which encompass the entire borough. The urban core map was employed in the development of the Central Business District Plan.

EXISTING LAND USE SUMMARY

A field survey of the entire borough was taken in June, 1966, by the consultant. The following information was noted on borough tax maps during this survey:

1. The existing land use of each principal structure and its surrounding area. Public, semipublic and vacant land was also recorded;
2. The general condition of principal structures based on an exterior survey;
3. The general condition of roads, as well as hazardous traffic conditions.

The results of the land use survey are summarized in Table 1, Generalized Existing Land Use.

A Generalized Existing Land Use Map at a scale of 1" = 300' has been presented separately to the Planning Board.

Table 1

GENERALIZED EXISTING LAND USE
BOROUGH OF HAWTHORNE
JULY, 1966

Land Use Category	Area (in acres)	Per Cent of Land Area
Residential One-and Two-Family	1,070	46.6
Residential Multi-Family	10	.4
Commercial	105	4.6
Industrial	200	8.7
Public	180	7.8
Semipublic	23	1.0
Streets	370	16.1
Vacant	339	14.8
Land Area	2,297	100.0
Water	26	
Total Borough Area	2,323 acres 3.6 square miles	

Source: Candeub, Fleissig and Associates, 1966

NEIGHBORHOOD ANALYSIS

For purposes of analysis the borough was divided into seven neighborhood units based on applicable planning criteria. Neighborhood boundaries are shown on the accompanying Neighborhood Map. The analysis of neighborhoods and suggested improvement programs are presented on the following Tables 2 through 8.

To provide for a factual interpretation of current building conditions in each neighborhood, the consultant conducted a field inspection in June, 1966. As part of this survey, each block in the borough was evaluated with respect to the following:

Building Conditions

An exterior survey was made of all buildings and each was rated as one of the following:

1. Sound buildings are those which appear to have no structural defects and are well maintained.
2. Deteriorating buildings are structurally sound but defects exist such as needing painting, cracked window panes, etc. These defects are normally corrected by regular maintenance.
3. Dilapidated buildings show widespread structural defects of a major nature which are correctable only through extensive reconstruction.

Nonresidential Areas

Nonresidential areas were surveyed on the basis of the similar criteria used for analysis of residential areas, and with regard to their relationship to the neighborhoods within which they are located.

Community Facilities

Each neighborhood was analyzed with regard to adequate service by neighborhood facilities. Consideration was given to accessibility, condition of structures, and adequacy of facilities in relation to the population served.

Neighborhood Deficiencies

Following are the principal blighting conditions noted in each neighborhood:

Neighborhood I

- Overcrowding of commercial and industrial buildings lacking adequate off-street parking and loading facilities in the following general areas:
 - a. Royal Avenue from Diamond Bridge Avenue to Ashley Place;
 - b. Along Lincoln Avenue to the Erie Railroad.
- Intensive residential development on small lots in the area of:
 - a. Lincoln Avenue between Loretto Avenue and the Erie Railroad;
 - b. Park Avenue between Warburton and Central Avenues;
 - c. Parker Avenue between Fifth and Tenth Avenues.
- The lack of adequate neighborhood recreation facilities.
- Strip commercial development along Lincoln Avenue.

Neighborhood II

- Intensely developed commercial and industrial buildings lacking adequate off-street parking and loading facilities in the following general areas:
 - a. Royal Avenue south of Diamond Bridge Avenue;
 - b. Lincoln Avenue and the Erie Railroad generally south to Wagaraw Road.
- Lack of adequate neighborhood recreation facilities.
- Lack of adequate sewerage and drainage facilities in the area of Washington Avenue.
- Recurrent flooding along the periphery of the Passaic River and Goffle Brook.

Neighborhood III

- Intense commercial development lacking adequate off-street parking and loading facilities in the following general areas:
 - a. Along N. Eighth Street south of Westervelt Avenue;
 - b. Along Goffle Road to Irvington Street extended.
- Heavy truck traffic on N. Eight Street.

-- The lack of adequate neighborhood recreation facilities.

Neighborhood IV

-- Several hazardous intersections.

-- Street system which lacks separation of through from local traffic movements.

-- Lack of a public sewerage system in the northern section.

Neighborhood V

-- Overcrowding of commercial and industrial buildings lacking adequate off-street parking and loading facilities in the following general areas:

- a. East and west sides of the Susquehanna Railroad from Route 208 to Van Winkle Avenue and from Utter Avenue to Vreeland Avenue extended;
- b. North side of Utter Avenue between Fifth Avenue and the Susquehanna Railroad;
- c. The west side of Fifth Avenue between Parker and Rea Avenues.

-- Three grade crossings of the Susquehanna Railroad.

-- Grade intersection of Route 208 and Utter Avenue.

-- The lack of neighborhood recreation facilities east of the railroad.

Neighborhood VI

-- The lack of a public sewerage system in the northern section.

-- The lack of neighborhood recreation facilities.

-- Incompatible mixture of land use along Braen Avenue from Goffle Road to Valley Street.

Downtown

-- Intensely developed commercial buildings lacking adequate off-street parking and loading facilities along Diamond Bridge Avenue.

-- Strip commercial development intermixed with residences along both sides of Lafayette Avenue.

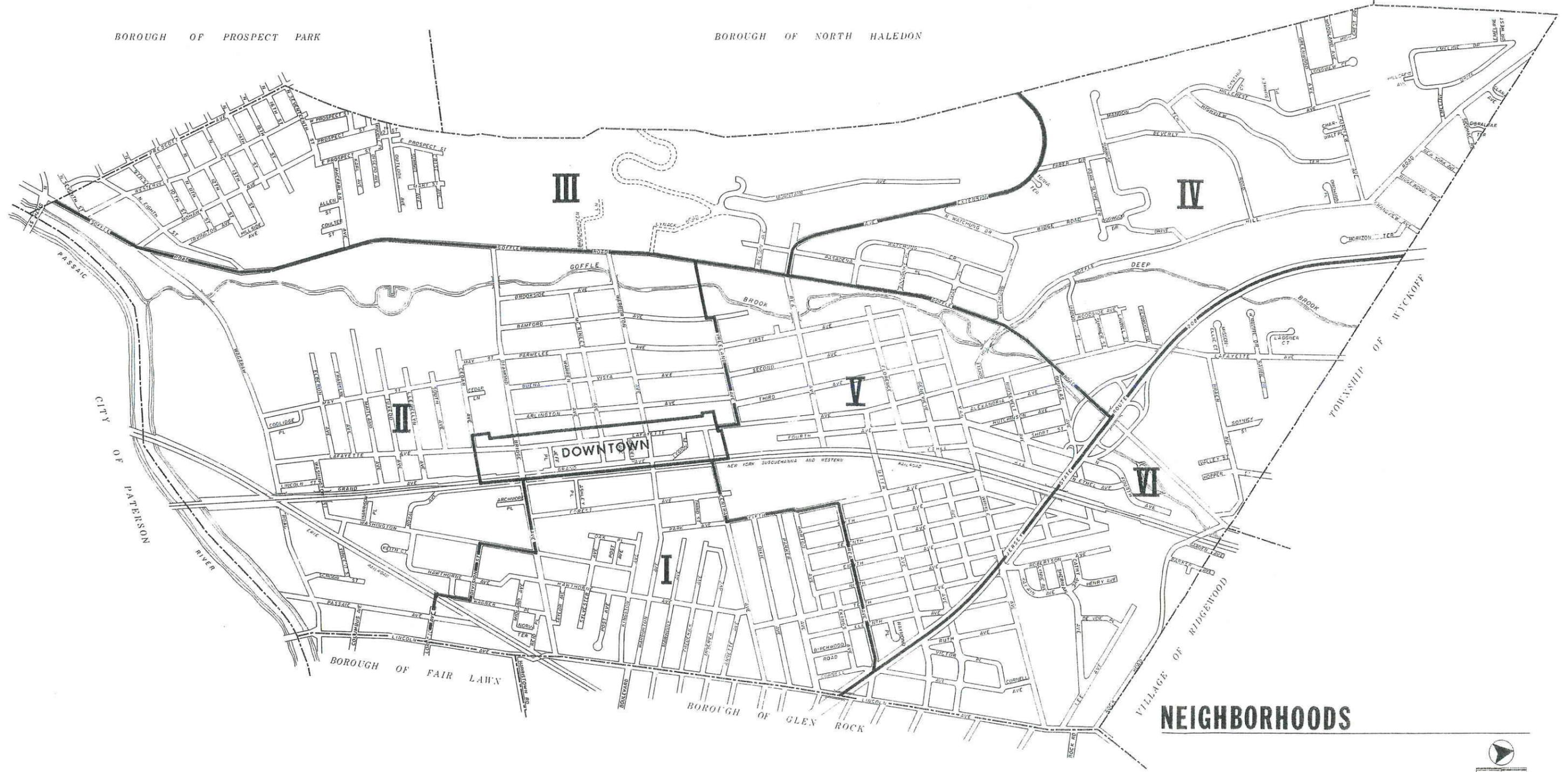
-- Traffic congestion and hazardous turning movement throughout the neighborhood.

-- Two grade crossings of the Susquehanna Railroad.

TOWNSHIP OF WYCKOFF

BOROUGH OF PROSPECT PARK

BOROUGH OF NORTH HALEDON



NEIGHBORHOODS



— NEIGHBORHOOD BOUNDARY

THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954 AS AMENDED.

THE REMAINING HAS BEEN FINANCED BY LOCAL FUNDS AND BY AN APPROPRIATION OF THE STATE OF NEW JERSEY AS PART OF THE CO-ORDINATE GOVERNMENTAL PLANNING PROGRAM.

BOROUGH OF HAWTHORNE
PASSAIC COUNTY, N. J.

PLANNING CONSULTANT: CARDEUR, FLEISSIG AND ASSOCIATES

AUGUST, 1966

Table 2

CONDITION OF RESIDENTIAL STRUCTURES BY NEIGHBORHOOD
BOROUGH OF HAWTHORNE
1966

Neighborhood District	Sound		Deteriorating		Dilapidated		Total
	Buildings	Per cent	Buildings	Per cent	Buildings	Per cent	
I	963	96.1	35	3.5	4	0.4	1,002
II	994	98.1	18	1.8	1	0.1	1,013
III	473	96.9	10	2.1	5	1.0	488
IV	643	99.4	4	0.6	-	-	647
V	877	96.7	28	3.1	2	0.2	907
VI	524	97.9	11	2.1	-	-	535
Downtown	<u>41</u>	<u>97.6</u>	<u>1</u>	<u>2.4</u>	<u>-</u>	<u>-</u>	<u>42</u>
Community	4,515	97.4	107	2.3	12	0.3	4,634

Note: Figures represent the condition of buildings which contain one or more housing units.

Source: Field Survey by Candeub, Fleissig and Associates, 1966

Table 3

CONDITION OF NONRESIDENTIAL STRUCTURES BY NEIGHBORHOOD
BOROUGH OF HAWTHORNE
1966

Neighborhood District	Sound		Deteriorating		Dilapidated		Total
	Buildings	Per cent	Buildings	Per cent	Buildings	Per cent	
I	40	97.6	1	2.4	-	-	41
II	63	86.3	6	8.2	4	5.5	73
III	24	80.0	4	13.3	2	6.7	30
IV	9	100.0	-	-	-	-	9
V	68	89.5	2	2.6	6	7.9	76
VI	36	100.0	-	-	-	-	36
Downtown	<u>40</u>	<u>100.0</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>40</u>
Community	280	91.5	13	4.3	12	4.2	305

Source: Field Survey by Candeub, Fleissig and Associates, 1966

Table 4

RESIDENTIAL BUILDING CHARACTERISTICS BY NEIGHBORHOOD
BOROUGH OF HAWTHORNE
1966

Neighborhood District	Buildings					Total
	One-Family	Two-Family	Residential- Commercial	Multi- Family	Garden Apartments	
I	749	243	4	6	-	1,002
II	686	308	7	11	1	1,013
III	210	266	5	7	-	488
IV	630	16	1	-	-	647
V	652	237	7	10	1	907
VI	479	51	5	-	-	535
Downtown	<u>26</u>	<u>11</u>	<u>3</u>	<u>1</u>	<u>1</u>	<u>42</u>
Community	3,432	1,132	32	35	3	4,634

Source: Field Survey by Candeub, Fleissig and Associates, 1966

Table 5

COMMUNITY FACILITIES BY NEIGHBORHOOD
BOROUGH OF HAWTHORNE
1966

NEIGHBORHOOD I

Lincoln Elementary School
Columbus Circle Social Club

NEIGHBORHOOD II

Hawthorne High School
Franklin Elementary School
Elberon Avenue Little League Field
Wagaraw Road Little League Field
Goffle Brook Park
Municipal Swimming Pool
United States Post Office
Fire Company #2
Fire Company #4
Water Department
Hawthorne Elks Lodge

NEIGHBORHOOD III

Washington Elementary School
Fire Company #3
Water Department

NEIGHBORHOOD IV

Jefferson Elementary School
Water Department
Public Works Recreation Field

NEIGHBORHOOD V

Roosevelt Elementary School
Fire Company #1
Goffle Brook Park
Hawthorne Boys Club

NEIGHBORHOOD VI

Rhodes Park (Undeveloped)
Water Department

DOWNTOWN

Municipal Building
Police Headquarters
Volunteer Ambulance Corps
Red Cross Headquarters
Public Library
Civil Defense Headquarters
American Legion Post 199
Masonic Lodge

Source: Field Survey by Candeub, Fleissig and Associates,
1966

Table 6

CHARACTERISTICS OF FAMILIES AFFECTED BY POOR HOUSING
BOROUGH OF HAWTHORNE
1966

Family Characteristics	Neighborhood					
	I	II	III	IV	V	VI Downtown
Estimated number of families living in poor housing	4	2	12	-	13	1
Estimated Family Size	4.1	*	4.2	-	4.0	*
Median Income	\$3,800	*	\$3,700	-	\$4,000	*

* The number of families involved are too few to determine a meaningful figure. For comparative purposes, however, in 1960, the average family size in the borough was 3.16 persons. The 1960 Census also showed that 441 or about 9 per cent of the families earned less than \$3,000 in 1959.

Note: All families living in substandard housing are white.

Source: Discussion with local officials, U.S. Census, estimates by Candeub, Fleissig and Associates, 1966

Table 7

EVALUATION OF BLIGHT BY NEIGHBORHOOD
BOROUGH OF HAWTHORNE
1966

NEIGHBORHOOD	STRUCTURAL CONDITION		INADEQUATE COMMUNITY FACILITY		INADEQUATE UTILITY			OTHER ENVIRONMENTAL DEFICIENCIES									
	Residential		Nonresidential		Recreation	Schools	Water	Sanitary Sewers	Storm Sewers	Land Use		Overcrowding and/or improper location of structures on the land	Excessive Dwelling Unit Density	Conversions to Incomp. Use	Obsolete Building Types	Inadequacy of Streets	
	Deteriorat.	Dilap.	Deteriorat.	Dilap.						Mixed	Incomp.					Layout	Grade Crossings
I																	
II																	
III																	
IV																	
V																	
VI																	
Downtown																	

Note: • means that condition exists.

+ means that between 5 and 10 per cent of the structures are in the designated condition.

** means that more than 10 per cent of the structures are in the designated condition.

Source: Field survey by Candeb, Fleissig and Associates, 1966

Table 8

PROPOSED NEIGHBORHOOD PROGRAMS
BOROUGH OF HAWTHORNE
1966

Neighborhood	Code Enforcement	Rehabilitation	Redevelopment	Recreation Expansion	Urban Beautification	Improve or Provide Public Sewers	Flood Protection
I	Moderate	Limited	--	Extensive	--	--	--
II	Moderate	--	Limited	--	Limited	Limited	Limited
III	Limited	Limited	--	Extensive	--	--	--
IV	--	--	--	--	--	Extensive	--
V	Moderate	--	Limited	Limited	Limited	--	--
VI	Moderate	--	--	Limited	Limited	Extensive	--
Downtown	Moderate	Extensive	--	--	Moderate	--	--

Note: -- means that no action is proposed.

Limited means that less than five per cent of the neighborhood is proposed for the specified program.

Moderate means that from five to ten per cent of the neighborhood is proposed for the specified program.

Extensive means that more than ten per cent of the neighborhood is proposed for the specified program.

Code Enforcement consists of careful administration of zoning regulations and building and housing codes in areas of sound housing conditions.

Rehabilitation action is applied to areas where buildings with some deterioration can be restored by repairs and neighborhood improvements. Federal financial assistance is available for rehabilitation areas.

Redevelopment action is used in areas where the structures are too dilapidated to be repaired. Under redevelopment an area can be cleared of existing structures and the site is suitably improved and sold either to public or private developers.

Source: Candeb, Fleissig and Associates, 1966

TRAFFIC AND TRANSPORTATION SUMMARY

The traffic and transportation study was prepared using information supplied by the New Jersey Highway Department, the Passaic County Planning Board, the Passaic County Highway Department, the Hawthorne Department of Public Works and the various public transportation companies serving the borough.

The major findings were as follows:

1. There is need for a grade separation at the Route 208 and Utter Avenue intersection. Additionally, the eventual dualization of Route 208 should be carefully integrated with the local road system;
2. The proposed Paterson Peripheral Highway should be carefully examined in terms of its relationship to the Wagaraw Road area;
3. Lincoln Avenue, Wagaraw Road, North Eighth Street, Goffle Road, Rea Avenue extension and Goffle Hill Road carry heavy amounts of through traffic and are subject to future traffic congestion;
4. Lafayette Avenue, Diamond Bridge Avenue, Warburton Avenue, Central Avenue, Utter Avenue, and Van Winkle Avenue are relatively narrow streets in terms of their importance as traffic carriers;
5. There is a need in the mountain area west of Goffle Road to provide for the separation of through and local traffic based on applicable standards;
6. It is important that adequate road service be provided to existing and future high density areas;
7. The five grade crossings of the Susquehanna Railroad constitute a potentially hazardous traffic condition;
8. There are an extensive number of dead end streets in the borough;
9. The recent termination of passenger service by the Susquehanna Railroad and the drastic reduction in service by the Erie-Lackawanna Railroad points out a need for requirement for the further development of mass transportation systems.

COMMUNITY FACILITIES AND SERVICES SUMMARY

All community facilities in the borough were surveyed in June and July of 1966. Based upon this survey and interviews with various department heads, an analysis of community facilities and services was prepared. The following report was also reviewed, School Building Needs, Engelhardt, Engelhardt and Leggett, Educational Consultants, March, 1966.

SCHOOL FACILITIES

Major Findings:

1. The elementary schools are in generally good condition; however, most are on sites which require improvements and additional recreation space. The following schools have current enrollments above their designated capacity: Franklin, Lincoln and Roosevelt;
2. The Hawthorne High School is generally overcrowded with inadequate space for specialized facilities. There is also a need for expanded recreation space.

RECREATION FACILITIES

Major Findings:

1. At the present time, there is a deficiency of approximately 30 acres of local recreation space (based on suggested standards of the National Recreation Association). In addition, about 65 percent of the recreation area is accounted for by Goffle Brook Park;
2. There is a communitywide need for expanded neighborhood recreation facilities;
3. Future high density residential areas should be provided with adequate recreation facilities;
4. As part of an overall flood protection and urban beautification it is important to preserve a sufficient strip of open-space along all watercourses.

PUBLIC BUILDINGS

Major Findings:

1. All of the public buildings are old, but are in generally good structural condition;

2. Many of the buildings are operating at or near their space capacity necessitating the construction of additions or new facilities if increasing service demands are to be met;
3. There is a general lack of adequate off-street parking at many of the public building sites.

PUBLIC UTILITIES

Major Findings:

1. The borough has developed an adequate public water supply source and distribution system;
2. The sanitary sewerage system has several deficiencies including unsewered areas and a high discharge during peak periods.
3. Several areas in the borough have inadequate storm drainage facilities.

FISCAL ANALYSIS SUMMARY

The fiscal analysis was prepared from the Annual Reports of the Division of Local Government, State of New Jersey. A single data source was used to provide an accurate interpretation of the financial situation.

Major Findings:

The Borough of Hawthorne is in a generally sound fiscal position. The past tax rates in the borough have been only increasing at a moderate level in line with the maintenance of a high level of community services.

The bonded indebtedness of the borough is apparently well within its constitutional debt limit. Based on the current debt retirement schedule being followed by the borough, all outstanding bonds will be shortly retired excluding the bonded obligations of the school district.

APARTMENT STUDY

The general plan is a framework within which Hawthorne can make decisions concerning future development. It must present a physical plan that is balanced both for present and for future needs; in scale with the population and economic prospects of the community; in line with the community's financial resources; and in keeping with community development policy.

This special study examines the potential role of apartment development in Hawthorne.

General Plan Objectives

Among the objectives guiding the development of Hawthorne's general plan are the following:

1. To encourage the development of a variety of housing types at increased densities because of the decreasing supply of developable vacant land;
2. To provide various types of apartments in order that the elderly residents, as well as other age groups, will be given a broader choice of housing;
3. To preserve the existing high quality of the one and two-family homes.

Towards a Balanced Community

The demand for housing is determined by the family life cycle requirements. During the life time of a family, various types of housing accommodations are needed. In the early family years, couples with few or no children generally seek some form of rental housing. As the family matures, space demand requires larger quarters. These are often provided in the form of privately-owned one and two-family homes. As the family unit continues to age, the adult children leave their family and begin their own family life cycle. The older couples may now desire to return to apartment living where financial and maintenance obligations are lessened in many cases.

Apartments also provide a needed housing facility for senior citizens and one person households.

This provision of a variety of rental and owner dwelling unit types permits the family, during the various stages of the life cycle, to find suitable housing within the community. As a result, a family can maintain ties to the community if they so desire.

Towards a Compatible Land Use

Compatibility of land use implies the existence of land or lands adjacent or in close proximity to one another without adverse effects.

In a community such as Hawthorne, the question then arises as to the compatibility of apartments. It is believed that through proper zoning controls apartments can be both a compatible use and a valuable asset to the community.

The timing of apartment development is a matter of local policy and relates to the staging of the general plan recommendations.

Locational Criteria for Apartments

The following factors must be considered in the selection of an apartment site:

Proximity to Community Facilities. Apartments should be located in close proximity to community facilities and services such as recreation areas and shopping areas. In an era of increasing automotive utilization, the proximity of this higher residential density to these facilities will make pedestrian circulation more feasible.

In intensely developed urban areas, garden apartment sites may only be available in outlying districts. Accordingly, these sites should provide their own local community facilities.

Transportation. Apartments should be located on or in proximity to a major road. A local service street system is advisable for large-scale garden apartment developments. Mass transportation facilities should also be readily accessible to apartment districts.

Physical Characteristics. The physical characteristics of the land, topography and soil conditions, should be suitable to accommodate the apartment development. Land with excessive slopes and poor drainage characteristics are considered poor sites for apartments. Land of 10 percent slope or less coupled with a soil of good drainage characteristics is considered acceptable.

Utilities. Specific apartment sites in any section of Hawthorne should receive engineering review for the adequacy of the public water supply and sewage disposal facilities.

Benefits of Apartment Development

The following general benefits from apartment development are pointed out:

1. A balanced housing supply will result from incorporating a variety of owner and rental units;
2. Apartments should prove to be desirable ratable sources depending on the school age population generated.
3. Apartments should prove to be an important factor in the local economic base by generating additional commercial and local service expenditures.

Suggested Future Apartment Locations

It is suggested that the following areas be established as future apartment sites in Hawthorne:

Garden Apartment Sites

(Maximum Density - 14 dwelling units per acre)

1. The large vacant tract south of Rock Road and east of the New York, Susquehanna and Western Railroad.

Medium Density Apartments

(Maximum Density - 20 dwelling units per acre)

Located medium density apartments on the periphery of the central business district along the following major streets:

1. Royal Avenue; and
2. Diamond Bridge Avenue.

Appendix Table 1

STREET STANDARDS AND CLASSIFICATIONS
BOROUGH OF HAWTHORNE
1966

Classification	Function	Designated Streets	Suggested Street Standards			
			Right-of-Way (in Feet)	Number of Traffic Lanes	Width of Traffic Lanes (in Feet)	Shoulder Width (in Feet)
Expressway	Designed to move heavy volume of traffic; limited land access functions.	Route 208	120+	4+	12 each	10 each
Major Streets	Serve intercommunity movements.	Lincoln Avenue Wagaraw Road Goffle Road Goffle Hill Road Grand View Avenue Rea Avenue Extension N. 8th Street	66-80	2-4	12 each	10 each
Collector Streets	Connect different neighborhoods; serve intracomunity movements limited amount of through traffic.	Lafayette Avenue Diamond Bridge Avenue Warburton Avenue Central Avenue Utter Avenue Van Winkle Avenue Rea Avenue Grand Avenue Royal Avenue Washington Avenue Hawthorne Avenue 5th Avenue 10th Avenue Westervelt Avenue MacFarland Avenue	60-66	2-4	10-11 each	10 each
Local Streets	Provide access to individual properties; discourage through traffic	All remaining streets not noted above.	50	2	10-11 each	8 each

Note: The above standards are guides to be used in the improvement of Hawthorne's road system. It must be recognized that they are flexible subject to the specific requirements of the improvement and of adjacent development.

Source: Standards - National Committee on Urban Transportation, Public Administration Service Documents
Candeub, Fleissig and Associates

Appendix Table 2
LIBRARY STANDARDS
BOROUGH OF HAWTHORNE
1967

1. Size of book collection	20,000 volumes plus 2 books/capita for population over 10,000
2. Amount of floor space for shelving	2,000 sq. ft. and add 1 sq. ft. for every 10 books over 20,000
3. Total floor space	7,000 sq. ft. or 0.7 sq. ft./capita, whichever is greater
4. Newspapers and magazines received	75-100

Note: The above standards are for communities ranging in size from 10,000-24,999 persons. The standards should be adjusted to recognize nearby complementary and supporting library facilities.

Source: Public Library Association

Appendix Table 3

SCHOOL STANDARDS
BOROUGH OF HAWTHORNE
1966

School Type	Grades Served	Minimum Size (pupils)	Maximum Size (pupils)	Site Size (acres)
Elementary	K - 6	200	900	5
Junior High	7 - 8	750	1,500	15
Senior High	9 -12	900	2,500	25
Junior High-Senior High	7 -12	900	2,500	25
				plus one additional acre per 100 pupils

Note: The above standards are to be used as a guide in expanding or building new schools. They are not hard and fast rules.

Source: New Jersey Department of Education

Appendix Table 4

RECREATION STANDARDS
BOROUGH OF HAWTHORNE
1967

Recreation Type	Area per 1,000 residents (acres)	--Size of Site--		Service Area (miles)
		Ideal (acres)	Minimum (acres)	
Playgrounds	1.5	4	2	0.5
Neighborhood Parks	2.0	10	5	0.5
Playfields	1.5	15	10	1.5
Community Park	<u>5.0</u>	200	100	3.0+
Total Facilities per 1,000 population	10.0			

Note: The above standards should be reviewed in terms of existing conditions and may have to be adjusted in certain cases.

Source: National Recreation Association