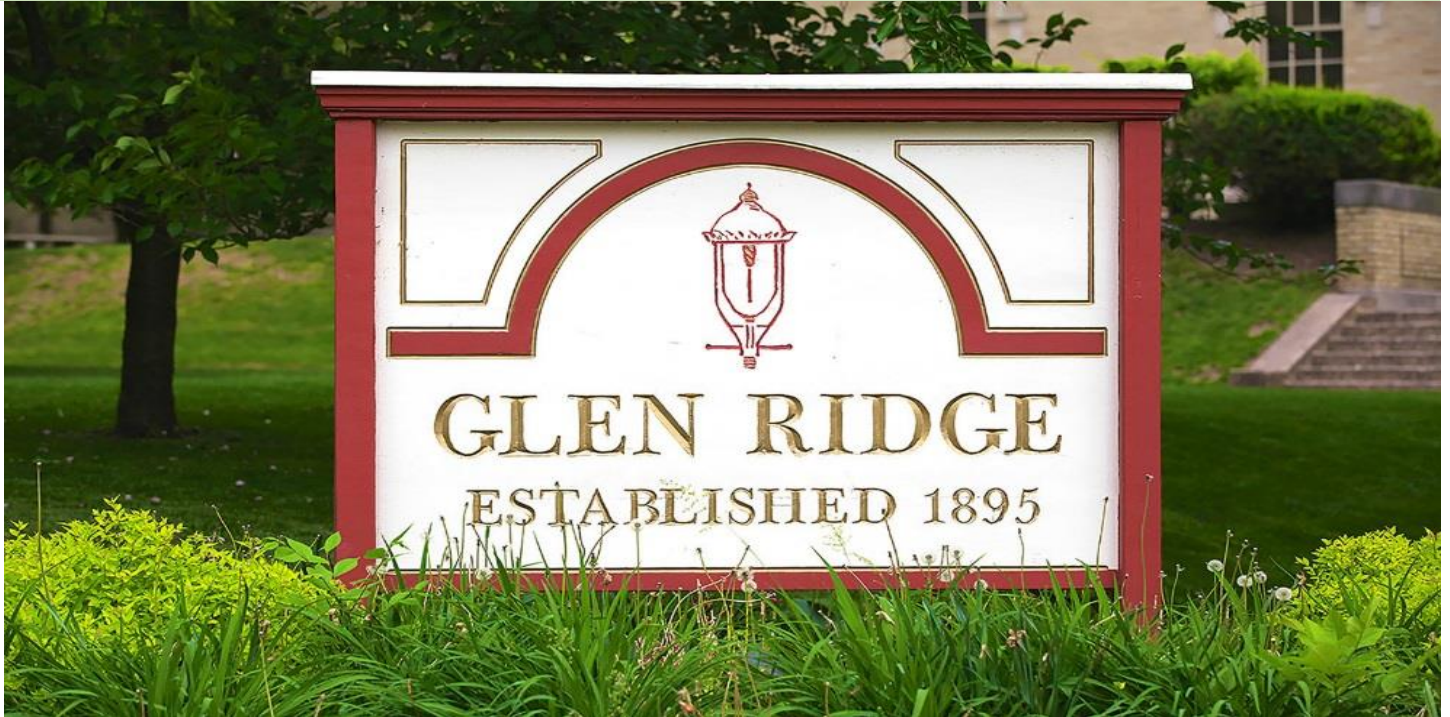




GLEN RIDGE MASTER PLAN REEXAMINATION REPORT



For Adoption by Glen Ridge Planning Board on July 15, 2020

Prepared by: H2M architects + engineers



ACKNOWLEDGEMENTS

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The original of this report was signed and sealed in accordance with N.J.S.A. 45:14A-12

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OVERALL GOALS & OBJECTIVES

In the Municipal Land Use Law, a master plan must include a “*statement of objectives, principles, assumptions, policies, and standards upon which the constituent proposal for the physical, economic and social development of the municipality are based.*” The 2003 Master Plan expressed these statements as a set of goals and objectives, with certain amendments made through adoption of the 2010 Housing Plan Element and 2010 Sustainability Plan Element. The following list of goals forms the basis for the plans, policies, statements and proposals of these older Master Plan documents. Items with an asterisk (*) were added in 2010.

2003 MASTER PLAN GOALS

1. To promote a balanced variety of residential, commercial, recreational, public and conservation land uses.
2. To maintain the existing single-family residential character and residential quality of the Borough while providing a mix of housing types and uses.
3. To promote the development of nonresidential uses in those areas most appropriate for such uses.
4. To preserve and improve the existing open space and recreation areas of the Borough and seek to strategically expand available land.
5. To provide adequate or upgraded community facilities and services in order to maintain the quality of life for existing and future Borough residents.
6. To encourage preservation of the Borough's historic nature within its historic districts.
7. To promote facilities within and through the Borough to satisfy the movement of people.
8. To ensure that the Borough's Land Use Plan is compatible with those of adjacent municipalities, the County and State.
9. * To develop and implement sustainable land use practices.

2003 MASTER PLAN OBJECTIVES

LAND USE PLAN ELEMENT:

1. To preserve the integrity of existing residential areas by maintaining development intensity and density patterns consistent with existing residential neighborhood patterns
2. To permit multi-family residential use at appropriate densities in locations accessible to major transportation facilities and services, commercial services, and public facilities.
3. To enhance existing commercial areas through the implementation of streetscape standards regarding



landscaping, facade, parking, lighting, signage, and buffering.

4. * To review existing land use patterns and their compatibility with the zoning map.

CIRCULATION PLAN ELEMENT:

1. To encourage the use of mass transportation and reduce the demand for on street parking.
2. To develop techniques for safely managing through traffic on residential streets.
3. To encourage intersection improvements and pedestrian and bicycle safety where warranted.
4. To identify parking needs and address those needs through appropriate parking techniques.

* HOUSING PLAN ELEMENT:

1. Discourage housing development and/or redevelopment that because of density of development or intensity of use will negatively impact the quality of life in the residential neighborhoods of Glen Ridge and/or will add to the congestion and overburdening of the Borough's infrastructure.
2. Encourage the preservation, maintenance, and restoration of all residential properties.
3. Provide additional opportunities for the creation of affordable housing in the Borough.

UTILITY SERVICE PLAN ELEMENT:

1. To monitor potable water supply and encourage programs to provide adequate supply of potable water for future needs in accordance with the principles of Federal and State law.
2. To provide adequate sanitary sewer service to all residences in accordance with principles of Federal and State law.
3. To continue to upgrade and replace sewer and water lines as needed.
4. * To foster the maintenance and improvement of all utilities serving the Borough.

COMMUNITY FACILITIES PLAN ELEMENT:

1. To encourage the establishment and maintenance of convenient well-located community facilities for all residents of the Borough.

HISTORIC PRESERVATION PLAN ELEMENT:

1. To encourage and support the Borough's architectural and planning heritage through the Borough's historic preservation ordinance.



PARKS, RECREATION AND OPEN SPACE PLAN ELEMENT:

1. To provide, maintain, and upgrade and expand recreation facilities, both active and passive, to meet the needs of all Borough age groups.
2. To provide a network of publicly owned park areas and permanently preserved open space.
 - a. To retain Toney's Brook and the Glen in their natural state.
 - b. To retain Freeman Gardens as a formal garden, nature park, and bird sanctuary.

* SUSTAINABILITY ELEMENT:

1. To improve the environment.
2. To reduce energy use.
3. To promote healthy living habits.
4. To create transportation choices.

COMPATIBILITY WITH OTHER PLANNING EFFORTS:

1. To provide for compatibility between the zoning of Glen Ridge and the adjoining municipalities.
2. To be consistent with the Essex County Master Plan.
3. To be consistent with the State Development and Redevelopment Plan.



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INTRODUCTION AND BACKGROUND





WHY MAKE A PLAN? / PURPOSE

To keep Glen Ridge on a path towards success in all aspects of quality of life - from appropriate land use; to quality transportation for pedestrians, bicyclists, transit users, and motorists; preservation of the Borough's past while balancing modern building trends; access to and quality community facilities including schools, parks, emergency services and others; and to strategic economic growth in commercial areas – a guiding plan should be written and adopted by the Borough. This Master Plan Reexamination Report gives all these factors attention and lays out a plan for Glen Ridge's future. This Reexamination Report serves as an important long-range planning tool for the Borough of Glen Ridge. It not only establishes community vision but acts as an action plan for how to achieve that vision, a guiding document for the Governing Body and Planning Board.

This document was prepared by the Master Plan Reexam Team (the Borough of Glen Ridge and its hired consultant: H2M). It outlines the issues and concerns raised in the 2003 Master Plan and recommend solutions to resolve them. This Master Plan Reexamination Report also includes an evaluation of Glen Ridge's planning and development regulations and documents, and identifies which of the community's policies or objectives have changed (and which have stayed the same) since the completion of the Borough's last Master Plan in 2003 and Reexamination Report in 2010.



PLAN ORGANIZATION

The Master Plan Reexamination is organized into the following Elements:

Goals and Objectives includes a recommended set of goals and objectives for incorporation into the Borough Master Plan Reexam.
Introduction and Background explains the purpose of the Master Plan Reexamination, the source of its authority from the New Jersey statutes, direction on how to implement the recommendations resulting from this reexamination report. This section also discusses the Master Plan Reexamination Survey results, conducted alongside this effort.
Significant Changes in Assumptions, Policies and Objectives discusses changes that have occurred since the 2003 Master Plan including changes in local demographics, changes that have occurred statewide both in the law and policy, county planning efforts and policies, regional planning efforts, and local planning efforts and policy changes.
Land Use Element Reexamination addresses community form and land development of the Borough.
Housing Plan Element Reexamination examines the current and future housing stock in relation to the Borough's forecasted population, as well as the Borough's obligation to provide for opportunities of affordable housing.
Community Facilities Element Reexamination examines civic facilities and institutions including park and recreational facilities, school buildings, emergency services including police, fire, and EMS, other safety concerns, and borough services and buildings.
Parks, Open Space and Recreation Element Reexamination evaluates the existing park and recreation inventory in relationship to existing and anticipated demand and open space standards.
Circulation Element Reexamination provides a multi-modal review of the Borough's transportation network. This element addresses the needs of pedestrians, bicyclists, transit users, and motorists.
Historic Preservation Plan Element Reexamination discusses the process of historic designations and preservation.
Utility Service Element Reexamination addresses the need to monitor potable water supply and provide adequate sanitary sewer service to all residents.
Recycling & Sustainability Plan Element Reexamination examines current and ongoing sustainability initiatives.
Appendices include a Master Plan Reexamination Public Engagement Survey Report.



AUTHORITY

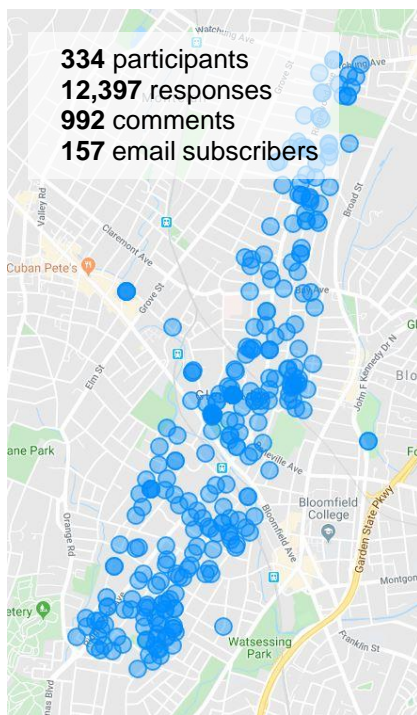
The Borough of Glen Ridge last adopted its Master Plan in 2003. In 2010, the Borough adopted a new Housing Element, Sustainability Element and prepared a Master Plan Reexamination Report. Since 2010, the Borough adopted a Housing Element and Fair Share Plan in 2018.

Master Plan reexaminations are required for New Jersey municipalities per the Municipal Land Use Law (MLUL), N.J.S.A. 40:55D-89. Per the statute, a planning board shall reexamine its master plan and development regulations every 10 years. In accordance with the MLUL, this Master Plan Reexamination shall state:

- (a) The major problems and objectives relating to land development in the municipality at the time of the adoption of the last reexamination report.
- (b) The extent to which such problems and objectives have been reduced or have increased subsequent to such date.
- (c) The extent to which there have been significant changes in the assumptions, policies, and objectives forming the basis for the master plan or development regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, collection, disposition, and recycling of designated recyclable materials, and changes in State, county and municipal policies and objectives.
- (d) The specific changes recommended for the master plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared.
- (e) The recommendations of the planning board concerning the incorporation of redevelopment plans adopted pursuant to the "Local Redevelopment and Housing Law," P.L.1992, c.79 (C.40A:12A-1 et al.) into the land use plan element of the municipal master plan, and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.



Results of reexam survey question: Three Words to Describe Glen Ridge are...



334 participants
12,397 responses
992 comments
157 email subscribers

PLANNING PROCESS

This document was prepared in collaboration with local officials, the community, and an extensive review of Borough-specific planning materials. Plans and studies prepared by the Borough of Glen Ridge and reviewed as part of this Master Plan Reexamination Report effort include:

- 2003 Master Plan
2010 Sustainability Plan Element
2010 Housing Plan Element
2010 Master Plan Reexamination Report
2018 Housing Element and Fair Share Plan
Borough of Glen Ridge Zoning Ordinance

In addition to reviewing the above planning materials drafted by the Borough of Glen Ridge, other plans in the region and the state were reviewed. They are discussed under the Relationship to Other Plans section of this report.

H2M, the consultant preparing the Master Plan Reexam, attended a Planning Board meeting to kick off the Glen Ridge Master Plan Reexam and initiate the planning process. The meeting was held on May 8, 2019. The Planning Board and H2M (the Master Plan Reexam Team) established expectations and discussed initial thoughts and issues.

The Master Plan Reexam Team established an online presence of the Reexamination Report through a specific-project webpage. The website contained a wide range of information regarding the project, including answers to frequently asked questions, links to the above listed planning documents, and a link to an online survey for community input. Survey responses were collected for approximately 3 months (July 29 through October 31, 2019). 334 participants completed the survey, with over 990 comments. A summary of the survey results can be found in Appendix A.

When asked to rate a list of issues affecting Glen Ridge, survey participants rated:

- 1. Rail service to Newark/Hoboken /Manhattan 83% very important
2. Bicycle and Pedestrian Safety 55% very important
3. Environmental Quality/Protection 54% very important
4. Condition of Parks and Recreational Facilities 51% very important
5. Traffic 36% very important

1 www.PublicInput.com/GlenRidge



PLAN IMPLEMENTATION

The Master Plan Reexamination Report is a guiding document for multi-disciplinary planning and investment in the Borough of Glen Ridge for the next 10+ years. Master Plans and Reexaminations are recognized as evolving documents and may be amended by the municipal Planning Board at any time to fit current trends or changed circumstances. In 10 years, the Planning Board must pursue another Master Plan Reexamination Report, or they may choose to undertake a new comprehensive Master Plan.

The Report is built on prior planning efforts and initiatives, a comprehensive analysis of existing conditions, and future opportunities and trends. The recommendations from these past planning efforts and new recommendations resulting from an analysis of existing conditions and recognition of future opportunities are included in a checklist format at the beginning of each Element. These recommendation checklists are designed for the purpose of “checking off” or tracking recommendations over the next 10-year period as a way to measure progress. Each recommendation is supplemented with four features:

- **Recommendation** states the recommendation.
- **Responsible Party or Partner** identifies the Borough entities or other agencies that will have a role in implementation.
- **Timeframe** estimates the amount of time to implement the item. It is categorized as either short-term (1-2 years), mid-term (2 to 5 years), long-term (5-10+ years), or ongoing (continuous).
- **“Check off” box** is a blank box for the Planning Board to “check off” the recommendation once completed. The Planning Board is also encouraged to provide a date of completion.

Recommendation	Responsible Party	Timeframe	Check Off Box	Year Completed
Recommendation Category				
1 2020 (new) Recommendation Recommendation statement	Borough and/or partner	Short-term Mid-Term Long-Term Ongoing	X ‘ ‘	Insert year

Summary Table of Past Issues and Recommendations		
Past Issue or Recommendation (from 2003 Master Plan or 2010 Reexam)	Increased or Maintained and Should Continue	Decreased or Resolved
1 2003/2010 (old) Recommendation or Issue	X ‘ ‘	X ‘ ‘



SIGNIFICANT CHANGES IN ASSUMPTIONS, POLICIES, AND OBJECTIVES



A Master Plan Reexamination Report is required to look at the extent to which there have been significant changes in the assumptions, policies, and objectives forming the basis of the last 2003 Master Plan. In the 17-year period since 2003, there have been a multitude of changes affecting Glen Ridge. This section of the report examines changes in demographics, changes in the region, at the state, county, and municipal levels and changes within the law that are applicable to the elements of this Master Plan Reexamination Report.

CHANGING DEMOGRAPHICS

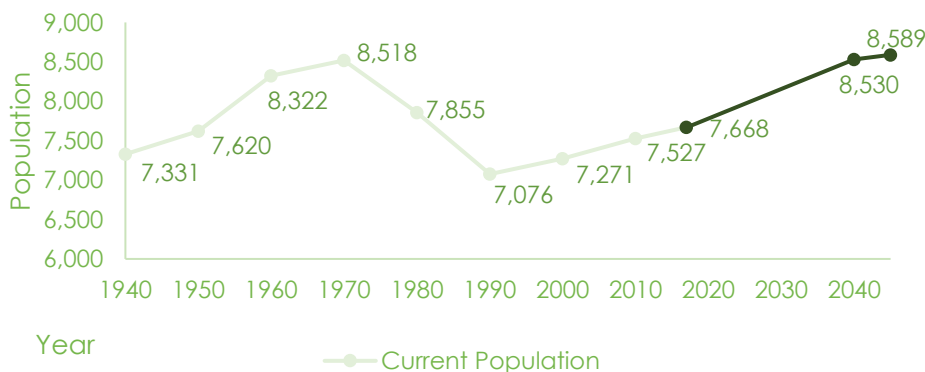
The following discussion of Borough demographic conditions relies largely on the latest available data at the time of this report, Census 2010 data, and as such, may not accurately reflect current conditions in the Borough. Most current data, 2017 American Community Survey (ACS) 5-year Estimates data (collected from years 2013-2017), is used where possible instead of using Decennial Census data.

Since the 2003 Master Plan, there have been significant changes to population demographics and other factors affecting how people live, work, travel, and play in the community. It is important to understand demographic conditions and population trends in order to better reflect the lifestyles of Glen Ridge residents. Doing so helps identify and address growing problems or potential areas of concern which can help to comprehensively plan for Glen Ridge's future. These unique population characteristics are identified by comparing the Borough's demographics over time to those of the county and the state.

POPULATION CHARACTERISTICS

The Borough of Glen Ridge experienced population growth from 1940-1950 and a population boom between 1950 and 1970. The population experienced a drastic decline from 1970 to 1990. After

Glen Ridge Population Growth
1940-2040



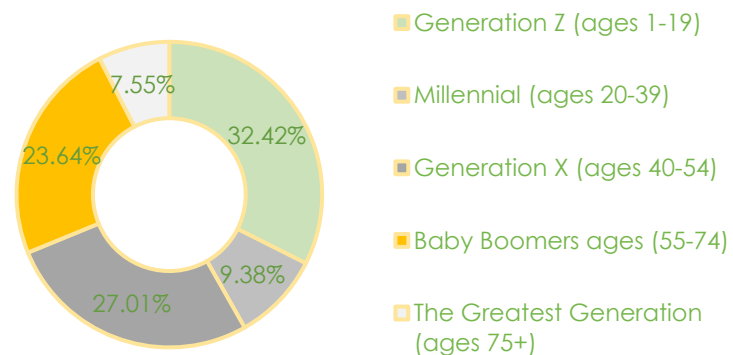


1990, the population steadily began to rise through 2017. Since the last Master Plan Reexamination Report in 2010, the population in Glen Ridge has increased 1.8% (141 people). The North Jersey Transportation Planning Authority's (NJTPA) population forecast indicates that the total population of Glen Ridge will continue to grow into the year of 2045 to 8,589 residents, just slightly over the peak population in 1970 of 8,518 residents. This forecast of a 12.36% increase in population from 2010 indicates a potential for a range of development activities, including additional housing, infrastructure, and transportation improvements in order to meet the needs of all current and future residents.

AGE

With a forecasted population increase, breaking down the population by age can help determine how best to meet the needs of future residents.

Generation Breakdown, Glen Ridge 2013-2017



BABY BOOMERS

The baby boomer generation is the second largest generation of living people in the United States (generally people born between 1946 and 1964). In Glen Ridge, baby boomers make up 23.6% of the population, which is slightly lower than the national average of approximately 24.5% (2017, ACS). In the year 2000, the 55-64 age cohort and the 65 and over age cohort represented 8.1% and 10.3% of the total population, respectively. Although the exact age group categories are different from the years 2000 and 2017, it can be concluded that the general age group of the baby boomer generation has remained stable. By the year 2030, all baby boomers will have reached the typical age of retirement. By the year 2035,



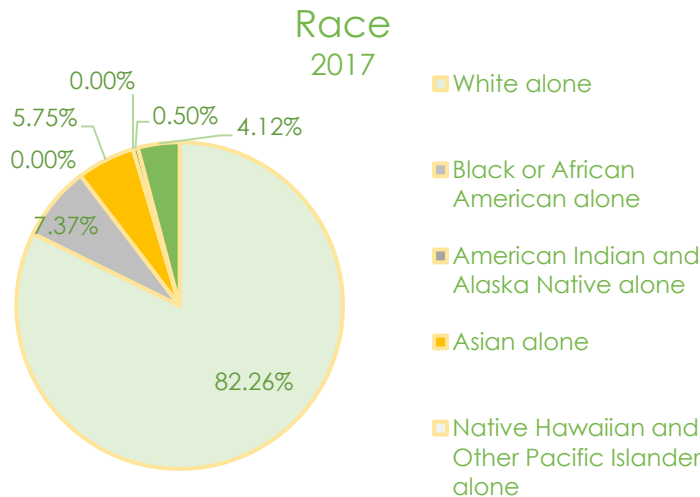
the US Census Bureau projects for the first time in US history, older adults will outnumber children.

MILLENNIALS

The millennial generation is the largest living generation of people in the United States (generally, people born between 1980 and 2000). As of 2019, the ages of people in this generation range between 19 and 39 years old. In Glen Ridge, millennials make up only 9.4% of the population which is significantly lower than the national average of approximately 27% (2017, ACS). In the year 2000, the largest age cohort in Glen Ridge was the 35-44 age cohort (20.1%), followed by the 5-14 age cohort (17.5%). The 15-24 age cohort and 25-34 age cohorts were two of the top three smallest age cohorts in Glen Ridge making up just 8.5% and 9.4%, respectively. It can be concluded that Glen Ridge primarily contains families with children and very few millennial-aged residents.

RACE

Glen Ridge is less diverse than Essex County, and the state as a whole, as 82.3% of Glen Ridge residents are white. Based on 2017 ACS data, however Glen Ridge is slightly more diverse than it was in 2010, where the white population made up 84.9% of the total population.



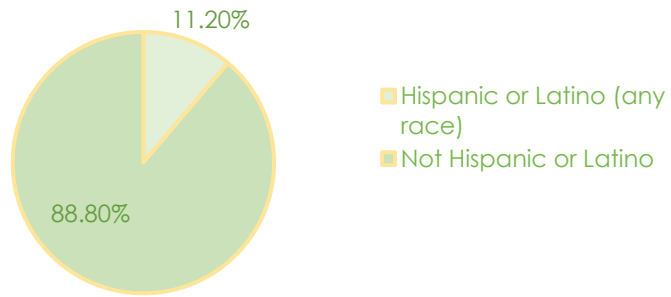
HISPANIC POPULATION

In 2017, 11.2% of the total population had identified themselves as being Hispanic or Latino. This is a significant increase from 5.1% from the 2010 Census. Persons of Hispanic origin can be of any race; origin is defined as ancestry, nationality, group, lineage, or country of birth of the person or the person's parents or ancestors before their



arrival to the United States. According to the 2017 data, the Borough of Glen Ridge has a much lower percentage of people identifying as Hispanic than Essex County (22.4%), and New Jersey (19.7%).

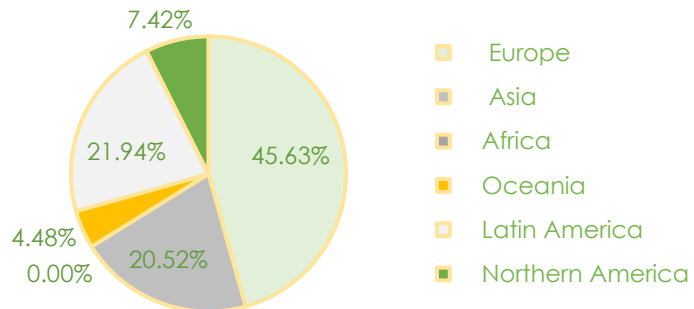
Hispanic Population 2017



FOREIGN-BORN

The foreign-born population makes up 11.9% of the total population of Glen Ridge (916 residents). Glen Ridge has a significantly less percentage of foreign-born residents compared to Essex County (25.8%), and New Jersey (22.1%). Of the foreign-born population in Glen Ridge, 16.5% were born in the United Kingdom and 7.42% were born in Canada. Interestingly, 6.55% each came from Greece, Korea, India, and Jamaica. 5.24% were born in China, 5.13% were born in Peru, 4.69% were born in Uruguay, and 4.48% were born in Australia. The population of the top ten largest groups of foreign-born people in Glen Ridge is very diverse and representative of various regions of the world.

Birthplace of Foreign Born Population in Glen Ridge 2017





Of the foreign-born population who have entered the United States and are living in Glen Ridge, 65.4% have become naturalized US citizens which is more than Essex County (53.0%), and New Jersey (54.7%).

MULTI-GENERATIONAL HOUSEHOLDS

In Glen Ridge, approximately 2.8% of households have three or more generations living in one house. This is less than the County average of 6% and the state average of 5%.



REGIONAL, STATE, AND LOCAL PLANNING EFFORTS

REGIONAL PLANNING EFFORTS AND POLICIES

Below are recent regional planning efforts that have occurred since 2003.

NJTPA REGIONAL TRANSPORTATION PLAN 2045:

CONNECTING NORTH JERSEY

The NJTPA is the federally authorized Metropolitan Planning Organization (MPO) for the 13-county northern New Jersey region. The purpose of the MPO is to oversee and provide guidance over the use of federal funds on local transit projects. In doing so, the agency must ensure the funding is spent cost-efficiently on projects that improve mobility, support economic progress, and safeguard the environment. The NJTPA's Regional Transportation Plan has a vision to make the regions transit more efficient, livable, and resilient. The NJTPA Regional Transportation Plan mentions Glen Ridge in the "Great Places" category for its effort to implement a Complete Streets plan for Bloomfield Avenue in collaboration with Montclair, Verona, and Bloomfield.

The NJTPA adopted the Regional Transportation Plan 2045: Connecting North Jersey on November 13, 2017. Glen Ridge's development and regulations are consistent with the goals of the NJTPA Regional Transportation Plan.

TOGETHER NORTH JERSEY'S THE PLAN

Together North Jersey's (TNJ) The Plan is a guidance document funded by the U.S. Department of Housing and Urban Development's (HUD) Sustainable Communities Regional Planning grant and executed by a coalition of varied key stakeholders known as "Together North Jersey". Published in 2015, The Plan aims to support multi-jurisdictional planning efforts in Northern New Jersey by addressing multiple issues and challenges and recognizing their interdependent challenges. In its vision for the future, The Plan asserts that a sustainable North Jersey region is competitive, efficient, livable, and resilient. To advance the Plan's vision, collective and individual action must be taken. Strategies in The Plan's 15 key focus areas were taken into consideration, and where appropriate, were integrated into this reexamination report.

The Together North Jersey Plan mentions Glen Ridge's effort to implement a Complete Corridor Plan along Bloomfield Avenue in collaboration with Verona, Montclair and Bloomfield.



Together North Jersey prepared The Plan in 2015. Glen Ridge's development and regulations are consistent with the goals of Together North Jersey's: The Plan.

RPA'S THE FOURTH REGIONAL PLAN

The Regional Plan Association (RPA) is an urban research and advocacy organization focusing on the 31-county New York-New Jersey-Connecticut metropolitan, or tri-state region. Since the 1920s, RPA has produced four long-range plans in 1929, the 1960s, 1996, and 2017 to guide the region's growth. The most recent long-range plan, The Fourth Regional Plan, was released in November 2017 and looks forward to the year 2040. It is guided by four core values that serve as a foundation across issue areas: equity, prosperity, health, and sustainability. The 61 recommendations resulting from the regional plan will have an impact on communities at the local level if implemented.

STATEWIDE CHANGES

There have been significant changes at the State level since 2003.

MUNICIPAL LAND USE LAW (MLUL)

The Municipal Land Use Law regulates local land use procedures by municipalities, an authority delegated from the State. Municipalities exercise this vested power, or "police power", by providing authority through their local municipal code for all zoning and planning within their municipal borders.

GREEN BUILDING AND ENVIRONMENTAL SUSTAINABILITY ELEMENTS

On August 5, 2008, the Municipal Land Use Law was amended to authorize municipal planning boards to adopt green building and environmental sustainability elements of the municipal Master Plan. The legislation permits *"a green buildings and environmental sustainability plan element, which shall provide for, encourage, and promote the efficient use of natural resources; consider the impact of buildings on the local, regional, and global environment; allow ecosystems to function naturally; conserve and reuse water; treat storm water on site; and optimize climatic conditions through site orientation and design."* Municipalities could rely on this legislation to require that all new construction satisfy "green" building criteria set forth in regulations or rating systems such as Leadership in Environmental Design (LEED).

RENEWABLE ENERGY

The Municipal Land Use Law was amended on March 31, 2009 to permit renewable energy facilities in industrial zones by right on *"parcels of land comprising 20 or more contiguous acres that are*



owned by the same person or entity.” Effective November 20, 2009, the definition of an “inherently beneficial use” was also amended to include “a wind, solar, or photovoltaic energy facility or structure”, thereby lessening the burden of proof required to obtain a use variance. An additional amendment to the MLUL on April 22, 2010 exempts solar panels from impervious surface or impervious coverage calculations in municipal site plan or subdivision applications.

Related solar laws include the “Solar Rights Law”, which prevents homeowners associations from prohibiting solar collectors (August 21, 2007), and the “Solar Easement Act”, which explicitly allows for voluntary creation of easements for access to direct sunlight.

PERFORMANCE AND MAINTENANCE GUARANTEES

On January 15, 2018, the Municipal Land Use Law was amended to modify the requirements for performance and maintenance guarantees required for developers. Prior to the amendment, developers were required to furnish a performance guarantee for improvements deemed “*necessary or appropriate*” while the amended law now requires developers to furnish performance guarantees “*of only those improvements required by an approval or developer’s agreement, ordinance, or regulation to be dedicated to a public entity, and that have not yet been installed*” with the exception of privately-owned perimeter buffer landscaping. The list of improvements referenced in the law are now limited to: streets, pavement, gutters, curbs, sidewalks, street lighting, street trees, surveyor’s monuments, water mains, community septic systems, drainage structures, public improvements of open space, and any grading necessitated by the preceding improvements. Erosion control and sedimentation control devices are no longer subject to performance guarantees. Soil Conservation Districts, under the Soil Erosion and Sedimentary Control Act, maintain the authority to review construction projects to ensure soil erosion standards are met.

The amended law authorized two new types of guarantees: a temporary certificate of occupancy guarantee and a safety and stabilization guarantee.

The amended law additionally limited maintenance guarantees for improvements that are subject of the performance guarantee and are being released, and for certain private stormwater management improvements. The term of a maintenance guarantee automatically expires and cannot exceed two years.



Finally, the law makes it easier for improvement inspections conducted by the municipality to occur due to changes and procedures for funds in escrow.

TIME OF APPLICATION RULE

The Supreme Court of New Jersey in *Dunbar Homes, Inc. v. Zoning Board of Adjustment of Franklin Twp.* clarified the “Time of Application Rule” found within the Municipal Land Use Law. The rule replaced the prior “time of decision rule” on May 5, 2011. The time of application rule was enacted to address, “situations in which a developer would spend time and money pursuing an application, only to have a municipality change the zoning to the developer’s detriment while the application was pending.”

The rule states, “Notwithstanding any provision of law to the contrary, those development regulations which are in effect on the date of submission of an application for development shall govern the review of that application for development and any decision made with regard to that application for development. Any provision of an ordinance, except those relating to health and public safety that are adopted subsequent to the date of submission of an application for development, shall not be applicable to that application for development.”

In the court case *Dunbar Homes, Inc. v. Zoning Board of Adjustment of Franklin Twp.*, the municipality maintained the statute does not apply until the application for development is complete. The New Jersey Supreme Court concluded that although the submission does not need to be deemed complete, an “application for development” must be interpreted to mean “the application form and all accompanying documents required for approval.” Therefore, what constitutes the contents of an application for development are left to municipalities under the police power, and all accompanying documents or waiver requests required by ordinance must be submitted to the municipality for the time of application rule to apply. If required documents are not submitted or a waiver is not requested, then the time of application rule could be applied by the municipality. An application for development cannot be deemed incomplete, however, if the municipality requires correction of any information found to be in error and submission of additional information.

SMART GROWTH, STORM RESILIENCY, AND ENVIRONMENTAL SUSTAINABILITY STATEMENT OF A MASTER PLAN

The Municipal Land Use Law was amended in January 2018 to require a Land Use Element of a Master Plan to include a statement



of strategy concerning smart growth (to include potential locations for electric vehicle charging stations), storm resiliency (i.e. energy supply, flood-prone areas, environmental infrastructure), and environmental sustainability. Any newly adopted Land Use Element of a Master Plan for the Borough of Glen Ridge is required by law to include such statements.

LOCAL HOUSING AND REDEVELOPMENT LAW

On September 6, 2013, Chapter 159 was signed into law, changing the way municipalities designate “areas in need of redevelopment” pursuant to the Local Redevelopment and Housing Law (LHRL). Chapter 159 requires the municipality must indicate at the very beginning of the redevelopment study process whether the municipality is seeking to investigate a “Non-Condemnation Redevelopment Area” or a “Condemnation Area”. Under the legislation, areas in need of redevelopment in which the municipality is authorized to use eminent domain are called “Condemnation Redevelopment Areas”. Areas in need of redevelopment in which the municipality may not use eminent domain are called “Non-Condemnation Redevelopment Areas”. Under the previous law, municipalities were able to designate redevelopment areas without first identifying areas that would be subject to eminent domain.

Chapter 159 also revised the “e” criterion for designating an area in need of redevelopment. The amendment expanded the criteria for designating an area in need of rehabilitation where there is environmental contamination or a persistent pattern of tax delinquencies.

August 9, 2019, Governor Murphy signed bill A1700 into law that expanded the criteria “b” for designation under the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1 et seq. (LRHL), to include “stranded assets”. Specifically, the statute establishes a new criterion to designate property as being “in need of redevelopment” or “blighted”: any “building or buildings previously used for commercial, industrial, manufacturing, retail, shopping malls or plazas, office parks” that has “significant vacancies... for at least two years.” N.J.S.A. 40A:12A-5b. While the duration of the vacancy is set forth in the statute, the extent of such vacancy, as of now, is left to the discretion of municipal officials.

In 2019, the New Jersey Appellate Division issued a ruling in Borough of *Glassboro v. Grossman, et al.* that interpreted key parts of the LHRL. The court ruled that whenever condemnation (eminent domain) is challenged, the condemning authority (i.e. the municipality or redeveloper) must justify its inclusion of the property.



Justification can include reports from a planner, engineer or traffic consultant; architectural plans or drawings; or a market study or economic forecast. The condemning authority may not include a property by declaring it wishes to “stockpile” the property for some future need in the redevelopment area – a particular redevelopment project must be identified and tied to the acquisition of the property. While redevelopment projects take time and may include changes in the plans, acquisition of a property is justified so long as the original taking was proven justified and pursued in good faith.

COAH AND AFFORDABLE HOUSING

Pursuant to the Mt. Laurel State Supreme Court cases, municipalities across the state must adhere to the requirements of the Fair Housing Act to provide for their “fair share” of affordable housing for low and moderate income persons and households. After the New Jersey Appellate Division invalidated the third round growth share regulations in 2007, the Council on Affordable Housing (COAH) proposed a “revised” set of third round regulations. After a series of State Supreme Court cases pertaining to COAH's inability to adopt appropriate Third Round Rules, on March 10, 2015, the Supreme Court declared COAH “moribund” and ordered the courts to provide a judicial remedy due to COAH's failure. The decision determined municipalities may initiate declaratory judgment actions and seek approval of their housing element and fair share plans through the courts.

Municipalities must now provide for their Rehabilitation obligation or “Present Need”, the “Prior Round” obligation (the sum of their First and Second Round obligations), and the “Prospective Need” obligation (including the Gap Period between 1999 and 2015, and the new Third Round between 2015 and 2025) to provide for their “fair share” of affordable housing for low and moderate income persons and households.

Although municipalities are seeking approval of their housing elements and fair share plans through the courts for this round, a “Fourth Round” begins in 2025, when procedures may change.

RESIDENTIAL SITE IMPROVEMENT STANDARDS (RSIS)

The Residential Site Improvement Standards (RSIS) establish Statewide requirements for improvements in connection with residential development to include streets and parking, water supply, sanitary sewers and stormwater management. RSIS was amended in 2009 and 2011 with several minor editorial changes, changes to referenced standards, among other minor



amendments. The Site Improvement Advisory Board reviews RSIS annually to determine whether changes are warranted.

STATUS OF THE STATE DEVELOPMENT AND REDEVELOPMENT PLAN

In 1986, New Jersey adopted the State Planning Act– an effort to coordinate land-use planning among state agencies and different levels of government. The act mandated the creation of the State Development and Redevelopment Plan (the “State Plan”), as well as the formation of the State Planning Commission, which is now called the Office of Planning Advocacy in the Department of State. The State Plan was adopted on March 1, 2001.

The Municipal Land Use Law requires municipal master plans *“include a specific policy statement indicating the relationship of the proposed development of the municipality as described in the master plan to: (1) the master plans of contiguous municipalities, (2) the master plan of the county, and (3) the State Plan adopted pursuant to the State Planning Act...”* This Reexamination Report complies with this requirement of the Municipal Land Use Law in **Relationship to Other Plans** section of this report.

However, the 2012 State Strategic Plan is the revision to the 2001 State Development and Redevelopment Plan. The mission statement of the plan is to *“focus the State’s policies and investments on vibrant regions by fostering targeted job growth, supporting effective regional planning and preserving the State’s critical resources.”* Several public hearings were scheduled throughout the State prior to adoption of the plan although the State Planning Commission has not acted on adoption.

WIRELESS TELECOMMUNICATIONS FACILITIES

FEDERAL COLLOCATION

U.S. Congress in 2012 enacted section 6409 of the federal Middle Class Tax Relief Act and Jobs Creation Act of 2012 (the “Collocation Act”), which states, *“State or local government may not deny, and shall approve, any eligible facilities request for a modification of an existing wireless tower or base station that does not substantially change the physical dimensions of such tower or base station.”* Since the adoption of the Collocation Act, the role of land use boards have been questioned regarding requests by telecommunication providers seeking collocation, as any “substantial change” to an existing tower or base station would require board review and where “substantial change” was not defined. In an effort to clarify and implement section 6409 of the Collocation Act, the Federal Communications Commission (“FCC”) issued an Acceleration of Broadband Deployment Report and



Order, that adopted new collocation rules including a definition for the meaning of “substantial change”, and newly established timeframes in which State and local government agencies can act on facility siting applications.

The New Jersey State League of Municipalities recommends municipalities develop new application forms that will ensure wireless telecommunication applicants are able to determine whether their project is an “eligible facility”, which must be mandatorily approved, or if the project involves a “substantial change”, which requires board approval per the FCC rules. Municipalities should also develop new checklists for wireless communication applications so land use boards can review applications in accordance with the FCC timeframes that differ from the customary timeframes set forth in the Municipal Land Use Law.

SMALL CELL WIRELESS FACILITIES

Recent developments in wireless technologies, specifically 5G, require the placement of Small Cell Equipment and Wireless Cabinets on utility poles within the public rights-of-way. Municipalities may allow for the issuance of supplemental licenses for the placement of such equipment on existing poles. Municipalities also have the power to zone these structures pursuant to the Municipal Land Use Law and may set standards in relation to the siting of small cell equipment, wireless cabinets, and wireless poles within the public rights-of-way. Reasons for such standards can include safety concerns such as blocking sight triangles, aesthetic concerns, and concerns of the rights of the public to access the public rights-of-way.

STORMWATER REGULATIONS

There are two sets of Stormwater Management Rules, effective on February 2, 2004, that together establish a comprehensive framework for addressing water quality impacts associated with existing and future stormwater discharges. The first set of rules is the New Jersey Discharge Elimination System Stormwater Regulation Program (NJPDES) rules, and the second set of rules known as the Stormwater Management rules. The Rules contain general requirements for stormwater management plans, stormwater control ordinances, and stormwater management standards mandatory for new development. The New Jersey Stormwater Management Practices Manual (BMP manual) is developed to provide guidance to address the Stormwater Management rules. The BMP manual was adopted parallel the regulations in 2004 and last revised in September 2017. Updates through 2017 include a



chapter one update (Impacts of Development on Runoff), updated structural stormwater management measures and one new measure for Blue Roof systems, which are systems designed to provide stormwater detention on roofs effectively reducing flow rates from roof, and reducing the size of downstream detention basins.

Municipal planning boards should review residential development for compliance with their existing stormwater control ordinances under the Municipal Land Use Law and compliance with the Stormwater Management rules under the Residential Site Improvement Standards (RSIS). Through the RSIS, stormwater rules are activated whenever a municipality requires the control of runoff from a site that is the subject of a site or subdivision application, whether or not a development is a “major development” as defined in the stormwater rules.

On October 25, 2019, new stormwater rules (N.J.A.C. 7:8) were adopted to replace the current requirement that major developments incorporate nonstructural stormwater management strategies to the “maximum extent possible” to meet groundwater recharge standards, stormwater runoff quantity standards and stormwater runoff quality standards, with a requirement that green infrastructure be utilized to meet these same standards. The adopted changes also include changes to apply the total suspended solids (TSS) removal requirement to runoff from motor vehicle surfaces and to eliminate the TSS removal requirement as it applies to runoff from other impervious surfaces not traveled by automobiles.

NJDEP FLOOD MANAGEMENT REGULATIONS

The latest Flood Hazard Area Control Act Rules were adopted on November 5, 2007, and last amended on January 16, 2018. The rules govern disturbance of land and vegetation within the flood hazard area or riparian zone of regulated waters. Recent amendments also:

- incorporated FEMA advisory and preliminary flood mapping
- facilitated reconstruction after Superstorm Sandy
- increased riparian zone protections and mitigation options
- improved riparian zone protections within the “inner” half of the 300-foot zone
- added new permits-by-rule, general permits by certification, and general permits
- better aligned administrative procedures and rules with other federal, state, and local requirements such as the



National Flood Insurance Program and Uniform Construction Code; facilitated environmentally beneficial activities

- provided a cap on stormwater fees; and clarified that a residential home or duplex cannot be constructed on a lot that was subdivided after the initial adoption of the Rules on November 5, 2007.

FLOOD DEFENSE ACT

A bill known as the Flood Defense Act (signed March 25, 2019) allows municipalities and counties to create their own local stormwater utility with the ability to charge property owners a fee based on “a fair and equitable approximation” of how much stormwater runoff is generated from their property with the ultimate goal of upgrading antiquated stormwater systems (i.e. replacing pipes, maintaining catch basins, or creating rain gardens to absorb water). Large malls and office parks will likely feel the greatest effects of the bill, although any property, including residential, could be subject to the fee, with the exception of farms and commercial gardens. It is expected that only the most flood-prone towns will choose to create a utility to impose this “rain tax” but it is a new law that Glen Ridge should also consider.

COUNTY PLANNING EFFORTS AND POLICY CHANGES

*Note: the 2006 Essex County Solid Waste Management Plan is discussed in the **Relationship to Other Plans** section.*

Significant changes at the County level include:

2014 ESSEX COUNTY COMPREHENSIVE TRANSPORTATION PLAN

The Essex County Comprehensive Transportation Plan was developed in order to meet the transit needs of the residents of Essex County. It outlines a vision for a county-wide transit system that maximizes transportation investments, promotes efficiency and safety of riders and pedestrians, and promotes multimodal travel. The plan reflects the transit priorities of local, state, and regional stakeholders.

The Essex County Transportation Plan describes Glen Ridge as a primarily residential area with very limited business area. The plan reiterates Glen Ridge's goal to increase accessibility and integration of public transit within the area. The plan notes that due to fully developed mature suburbs such as the Borough of Glen Ridge, achieving transit improvements will likely result from redevelopment and rehabilitation projects located near transit stations. Glen Ridge has one NJ TRANSIT train station on the Montclair-Boonton Line as well as various NJ TRANSIT bus stops along Bloomfield Avenue.



Essex County last adopted the Comprehensive Transportation Plan on April 8, 2014. Glen Ridge's development and regulations are consistent with the goals of the Essex County Comprehensive Transportation Plan.

2014 ESSEX COUNTY COMPLETE STREETS IMPLEMENTATION PLAN

Essex County adopted a Complete Streets Policy in April 2012 and later prepared the Essex County Complete Streets Implementation Action Plan, the purpose of which is to analyze and update existing Essex County plans in order to incorporate a Complete Streets policy into future projects. The plan's goal is to present a variety of tools that will assist Essex County in implementing these Complete Streets policies.

Glen Ridge's development and regulations are consistent with the goals of the Essex County Complete Streets Implementation Action Plan.

2015 BLOOMFIELD AVENUE COMPLETE CORRIDOR PLAN

The Bloomfield Avenue Complete Corridor Plan serves to pursue the creation of design standards and recommendations for the Bloomfield Avenue corridor. Bloomfield Avenue is a 4.5-mile arterial road that spans Bloomfield Township, the Borough of Glen Ridge, Montclair Township, and Verona Township. The plan's main project goals are to:

- Assess the physical design conditions and health impacts corridor-wide;
- Gather and analyze data to identify gaps in transportation, pedestrian and bike access;
- Develop a unified concept plan for the entire corridor consistent with County's Complete Streets policies;
- Study prototypical designs for key nodes in each community with a range of conditions; and
- Recommend improvements to create a healthy environment using Complete Street guideline.

The Bloomfield Avenue Complete Corridor Plan was prepared in April 2015. Glen Ridge's development and regulations are consistent with the goals of the Borough's Sustainability Plan as it relates to the goal of increasing public transportation ridership to 40% by 2020.

LOCAL PLANNING EFFORTS AND POLICY CHANGES

Significant changes at the local level include:

BLOOMFIELD AVENUE STREET SMART CAMPAIGN



The Bloomfield Avenue Street Smart campaign is a partnership between the North Jersey Transportation Planning Authority (NJTPA), Essex County and six Essex County municipalities including Glen Ridge to focus on pedestrian safety education along Bloomfield Avenue. The Street Smart campaign along Bloomfield Avenue is a part of Street Smart NJ, which is a public education campaign coordinated by NJTPA to raise awareness of pedestrian and motorist laws to change the behavior that lead to the high level of pedestrian crashes and fatalities experienced in New Jersey. Bloomfield Avenue, as one of the busiest corridors in Essex County, creates serious pedestrian safety concerns. The Essex County Sheriff's Department in coordination with Glen Ridge, Bloomfield, Montclair, Caldwell, Verona and West Caldwell has been working on this public education campaign to lower the number of pedestrian-involved crashes that occur along Bloomfield Avenue.

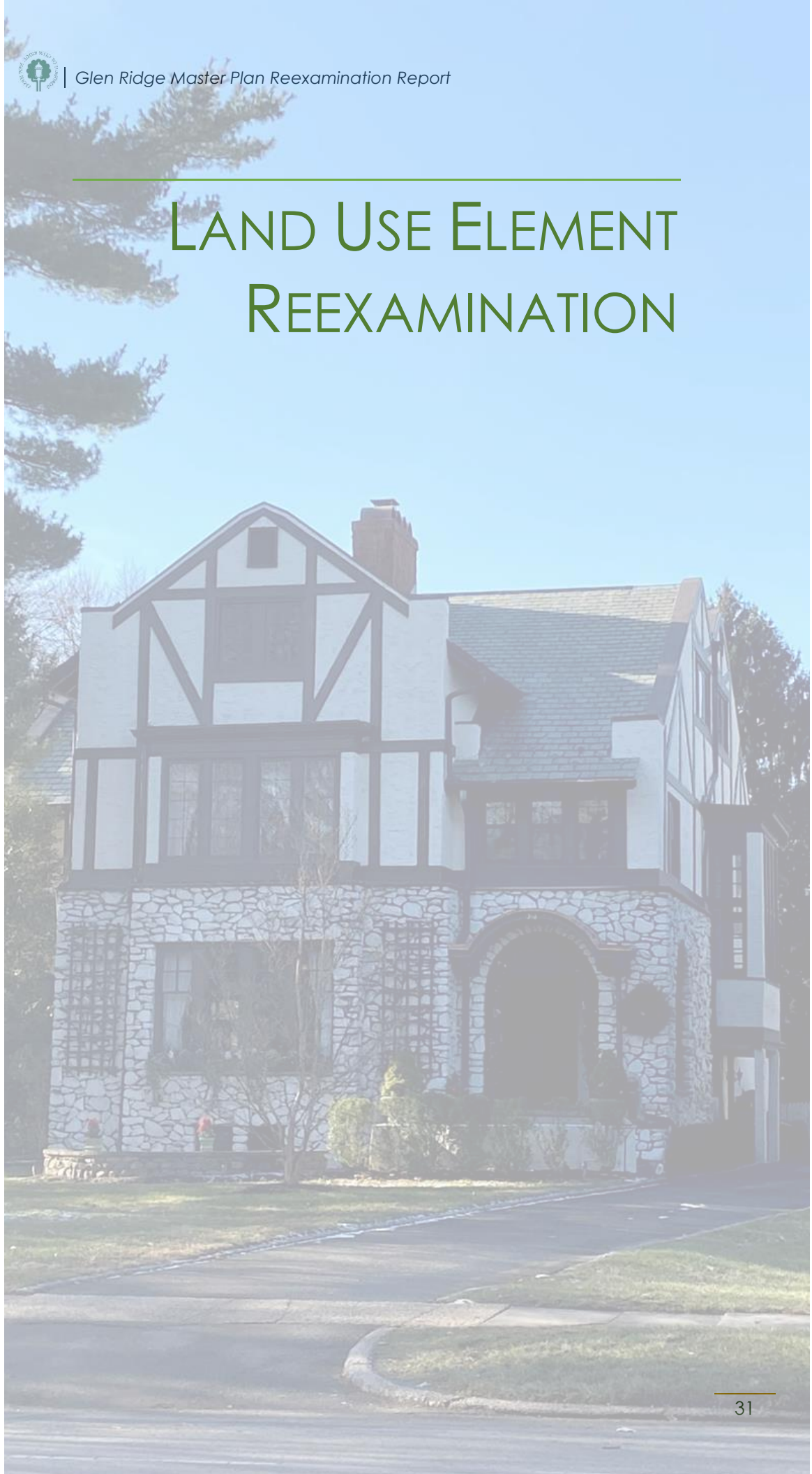
ZONING ORDINANCE AMENDMENTS

On the following pages is a list of adopted amendments to the Borough's Zoning Ordinance following the adoption of the 2010 Reexamination Report.

Zoning Ordinance Amendments		
	Ordinance # and Adoption Date	Purpose
1	# 1517 Adopted August 10, 2009	Amended R-5 zone
2	# 1570 Adopted November 14, 2011	Allows for portable home storage unit (PODS)
3	# 1584 Adopted September 10, 2012	Authorized penalties for violation of Zoning Code
4	# 1584 Adopted September 10, 2012	Authorized penalties for violation of Subdivision Code
5	# 1584 Adopted September 10, 2012	Authorized penalties for violation of Buildings and Construction Code
6	# 1614 Adopted May 12, 2014	Amended historic preservation code to include all properties located in "Glen Ridge Historic District Extension II"
7	# 1629 Adopted May 11, 2015	Asserted power of the Borough or any officer or department to enforce housing code
8	#1642 Adopted November 28, 2016	Adjusted required lot widths in the R-1 zone, and established sub-districts in said zone (R-1-125, R-1-100 and R-1-85)
9	# 1654 Adopted February 27, 2017	Established a new chapter (Chapter 11) entitled "Vacant and Abandoned Properties"
10	# 1680 Adopted April 9, 2018	Amended certain definitions of the historic preservation code requiring changes in roofing material must go before the Commission
11	# 1694 Adopted October 22, 2018	Amended on-street parking areas for commuters on a portion of the west side of Ridgewood Avenue
12	# 1710 adopted June 24, 2019	Amended parking restrictions on certain streets



LAND USE ELEMENT REEXAMINATION





LAND USE ELEMENT RECOMMENDATION PLAN

The Land Use Element Recommendation Plan is broken up into two sections. The first is a table summarizing the past issues and recommendations that have reduced or increased based on the discussions identified in the **Past Issues and Recommendations** section of this Element. The second is a comprehensive Land Use Recommendation Table that includes recommendations from the 2003 Master Plan and 2010 Reexamination Report that still apply today, as well as new recommendations identified as part of this 2020 Master Plan Reexamination effort.

PART I

Below is a summary of the past issues and recommendations that have reduced or increased based on the discussions identified in the **Past Issues and Recommendations** section of this Element.

Summary Table of Past Issues and Recommendations			
Past Issue or Recommendation (from 2002 Master Plan or 2009 Reexam)		Increased or Maintained and Should Continue	Decreased or Resolved
LU-1 Zone Boundaries			
a	Zoning Map	X	
b	Change from B-Business to B-RO		X
c	Change from R-5 & PO to C-1		X
d	Change to Historic Preservation District		X
LU-2 Residential Zones			
a	Setback Requirements in R-1, R-2, R-3	X	
b	Carriage Houses in R-1 & R-2	X	
c	R-5 Zone District Standards	X	
d	PRD Zone		X
LU-3 Redevelopment Sites			
a	R-5 Selective Redevelopment	X	
b	Benson Street Station		X
c	Matchless Metals Redevelopment		X
LU-4 Retail / Commercial Zones			
a	Bloomfield Avenue Corridor	X	
b	Streetscape and Façade Design Criteria	X	
LU-5 Health Care Zone			
a	HUMC/Mountainside Hospital		X
LU-6 Development Regulations			
a	Definitions	X	
b	Driveway Grades	X	
c	Satellite Dish Antenna Regulations	X	



PART II

Below is a comprehensive Land Use Recommendation Table that includes recommendations from the 2003 Master Plan and 2010 Reexamination Report that still apply today (indicated with a *LU-1a*, for example), as well as new recommendations identified as part of this 2020 Master Plan Reexamination effort.

DIRECTIONS

“Check off” a completed recommendation and mark the year of completion as a way to measure progress. **Short Term:** complete in 1-2 years; **Mid Term:** complete in 3-5 years; **Long Term:** complete in 10+ years.

Land Use Element Recommendation Table				
Recommendation	Implementing Party	Completion Timeframe	Completed	Year Completed
General				
1	(LU-1a) Review existing land-use patterns and their compatibility with the zoning map, and make zone boundary changes as needed	Planning Director, Planning Board	Short-term	
2	Develop a Schedule of Zoning Requirements with bulk standards for each zone for easy reference	Planning Director	Short-term	
3	Use redevelopment tools to identify existing underutilized sites, including potentially, commercial lots on Bloomfield Avenue/Herman Street and Farrand Street.	Borough Council, Planning Board, Planning Director	Short- to Medium-term	
4	Making Building and Planning Forms available online to print and download, and explore potential for online submittals	Planning Director	Short- to Medium-term	
5	Update Chapter 17 of the Zoning Code as needed	Planning Director, Borough Council	Short- to Long-term	
6	Amend Glen Ridge Municipal Code to coincide with changes to the Municipal Land Use Law (MLUL)	Planning Board, Planning Director, Borough Council	Ongoing	
7	In any new Land Use Element, review zone boundaries and make recommendations as necessary	Planning Director, Planning Board	Ongoing	
Residential				
8	(LU-2a) Analyze the setback requirements in R-1, R-2, and R-3 and determine whether action should be taken to redefine setback requirements	Planning Director, Planning Board	Short-term	



9	(LU-2c) Review other allowable uses in the R-5 zone, while remaining aware of the corridor's unique history and character and using developmental trends as a guide.	Planning Director, Planning Board	Short-term		
10	If at such a time the country club becomes available for redevelopment, the Borough should ensure any new proposed development poses no negative detriment to existing community character, while effectuating the development of affordable units	Planning Director, Planning Board, Borough Council	Ongoing		
Land Use Ordinance					
11	(LU-6a) Definitions within the Borough's Zoning Code should continue to be reviewed and updated, as necessary.	Planning Director, Planning Board, Borough Council			



PAST ISSUES AND RECOMMENDATIONS

Land Use	
Past Issues	
LU-1	Zone Boundaries
LU-2	Residential Zones
LU-3	Redevelopment Sites
LU-4	Retail / Commercial Zones
LU-5	Health Care Zone
LU-6	Development Regulations
New Issues & Trends	
LU-7	Land Use Ordinance
LU-8	Recommendations Concerning Redevelopment
LU-9	Community Character

The following land use issues were identified in the 2003 Master Plan and 2010 Reexamination Report. This section discusses these issues, examines what activities and changes have taken place, and identifies whether the issues have since been reduced or have an increased need the Borough should address.

LU-1 ZONE BOUNDARIES

a. **Zoning Map**

The Issue: The Planning Board should review existing land-use patterns and their compatibility with the zoning map.

What has Changed: The New Jersey Department of Environmental Protection has released new state-wide land use data. As there are likely to be land use changes, the Borough should continue this 2010 Master Plan Reexam recommendation.

b. **Change from B-Business Zone to B-RO Zone**

The Issue: In 2004, a private developer took title of the former Verizon office building (85 Park Avenue). The property was located in the B-Business Zone. On July 13, 2004, the Mayor and Council rezoned the property to the B-RO Zone. This zone change allowed for residential developments to occur. In 2006, the site was developed into 37-residential units.

What has Changed: There have been no additional changes to the new B-RO Zone. This 2010 Master Plan Reexam item is completed and does not need further action.

c. **Change from R-5 & PO to C-1**

The Issue: Glenmont Square is located on the former Montclair Bloomfield Ford auto dealership at the intersection of Glenridge Avenue and Baldwin Street, which closed in 2005. As a way to support redevelopment of the site, the Borough Council adopted an ordinance rezoning the property from R-5 Townhouse and Professional Office to C-1 Commercial. The entire shopping center plaza was redeveloped for 24,491 square feet of commercial building and 125 parking spaces.

What has Changed: Construction of the shopping center plaza was completed in 2010 and now houses several national retail chains and restaurants. There is also a bank with a drive-thru



ATM located on site. This 2010 Master Plan Reexam item is resolved and no further action is needed.

d. **Change to Historic Preservation District**

The Issue: Designate all properties located in the area known as “Glen Ridge Historic District Extension II” for inclusion as a historic district and identified the Glen Ridge Historic Preservation Ordinance. Properties for inclusion in the proposed district are located on Ridgewood Avenue, Watchung Avenue, Prescott Avenue, Sunset Avenue, Brooklawn Road, Stonehouse Road, Cross Street, Willow Street, Gray Street, Harvard Street, Burnett Street, and Claridge Court.

What has Changed: Ordinance No. 1614 adopted on May 12, 2014 amended the Historic Preservation chapter of the Borough Code to include “Glen Ridge Historic District Extension II” as a historic district. This 2010 Master Plan Reexam item has been addressed and no further action is required.

LU-2 RESIDENTIAL ZONES

a. **Setback Requirements in R-1, R-2, & R-3**

The Issue: Review the land-use ordinance section to redefine the setback requirements in R-1, R-2, and R-3.

What has Changed: No action has been taken to redefine setback requirements in these zones. This 2003 Master Plan and 2010 Master Plan Reexam recommendation should be further analyzed to determine whether action should be taken. It is likely that the requirements are allowing for overly large structures in residential zones, affecting the character of the neighborhood.

b. **Carriage Houses in R-1 & R-2**

The Issue: The adaptive reuse of carriage houses provides an opportunity to create small apartments within the existing carriage house structure and provides opportunity to upgrade the accessory building. While a 1995 ordinance permits single-family residences as a conditional use in existing carriage houses located in the R-1 and R-2 zones, the standards should be clarified to include the following additional conditions:

1. Only one additional residence may be created.
2. Additional design standards should be included.



What has Changed: Carriage houses located in R-1 and R-2 zones used as single-family residences remain permitted as a conditional use. No changes have been made to clarify the issues that the 2003 Master Plan recognized. Given the passage of time since the 2003 Master Plan, it is likely that carriage houses that have not been renovated are showing significant signs of aging. This recommendation and the existing stock of carriage houses should be further analyzed to determine whether action should be taken.

c. **R-5 Zone District Standards**

The Issue: Review the allowable uses in the R-5 zone, based on changing conditions.

What has Changed: The Borough Council adopted a resolution permitting single-family homes in the R-5 Zone on August 10, 2009. According to Ordinance # 1517, Single-family residential structures are subject to the area yard and bulk regulations of the R-3 zone. The Borough should continue to review other allowable uses in the R-5 zone while remaining aware of the corridor's unique history and character and using developmental trends as a guide.

d. **PRD Zone**

The Issue: The Planned Residential Development (PRD) zone, established in 1990, provides for the construction of affordable housing if the existing Glen Ridge Country Club is redeveloped in the future.

What has Changed: Several significant changes have occurred to COAH regulations since the 2003 Master Plan (See **Housing Element H-1a**). The Glen Ridge Planning Board adopted a Housing Element and Fair Share Plan on August 15, 2018. The 2018 HEFSP called for amendments to the PRD zone to require a 20% set-aside of affordable housing (39 units) at a permitted density of 14 units per acre for a total of 193 units on the site. The amended the zoning ordinance on April 8, 2019 in accordance with the HEFSP recommendation for the PRD zone. At such a time the country club becomes available for redevelopment, the Borough should ensure any new proposed development poses no negative detriment to existing community character, while effectuating the development of affordable units.



LU-3 REDEVELOPMENT SITES

a. **R-5 Selective Redevelopment**

The Issue: Selective redevelopment opportunities are possible in areas located along both sides of Glen Ridge Avenue and Bloomfield Avenue near the Montclair border and along the southern side of Bloomfield Avenue near the Bloomfield border. These areas coincide with the R-5 zone.

What has Changed: Since this 2003 Master Plan recommendation, no redevelopment areas have been pursued in the R-5 zone. Discussions about potential redevelopment opportunities are discussed in more detail in the **Land Use New Trends and Issues** section of this report.

b. **Benson Street Station**

The Issue: In 2002, NJ TRANSIT closed the Lackawanna Boonton line and started Midtown Direct Service from Montclair, resulting in the closure of Glen Ridge's Benson Street Station. The 2003 Master Plan recommended the Borough examine potential reuses for the structure and accessory parking lot and perform a comprehensive study.

What has Changed: The 62-car parking lot was reduced in size to accommodate 18 cars and the remaining area was converted to green space. On May 27, 2008, the Borough Council designated the site as an Area in Need of Redevelopment and the structure was then sold by NJ TRANSIT to a private owner in 2009. The private owner of the former Benson Street Station has completed renovations to the structure, and the site is now used as a private residence. This item can be deemed complete, and no further action is required.

c. **Matchless Metals Redevelopment**

The Issue: The site of the former Matchless Metals Polishing Company was used as a manufacturing facility until operations ceased around 1980. The site was declared an Area in Need of Redevelopment, and the Planning Board approved the redevelopment plan and site plan on October 15, 2003. Construction is anticipated to be complete in 2005.

What has Changed: A 17-residential unit development was completed in 2006. No other changes have occurred since the development's construction. No further action by the Borough is needed.



LU-4 RETAIL / COMMERCIAL ZONES

a. **Bloomfield Avenue Corridor**

The Issue: The Bloomfield Avenue Corridor runs east-west in the core of Glen Ridge and contains a majority of Glen Ridge's commercial properties. Several sites along the corridor such as Glenmont Square, the former Verizon building and the former Matchless Metals building, have been rezoned to spur redevelopment. The 2003 Master Plan recommended drafting a plan to guide development of the Glen and the Bloomfield Avenue Corridor with special emphasis placed on connectivity between municipal facilities and cohesive development strategy.

What has Changed: Essex County, in cooperation with the Borough, completed the Bloomfield Avenue Complete Corridor Plan in 2015. The Corridor Plan made recommendations to the Bloomfield Avenue streetscape to improve pedestrian safety and promote the use of public transportation along the corridor to reduce congestion. Due to the abundance of activity that occurs along the corridor, the Borough should continue to work with the County to implement the recommendations of the Corridor Plan.

While the Borough has not drafted a plan emphasizing connectivity between municipal facilities, Glen Ridge has undertaken several projects with the same intent. For instance, a pedestrian bridge that linked the outbound platform to the Glen bikeway was constructed in 2007. Glen Ridge should continue to ensure connectivity between municipal facilities along the Bloomfield corridor.

b. **Streetscape and Façade Design Criteria**

The Issue: In anticipation of any redevelopment, streetscape and façade design criteria for the Bloomfield Corridor area should be incorporated into the Borough Land Development Ordinance, specifically as part of site plan review. The criteria would include guidelines for building design and façade treatment, lighting, landscaping, and signage. These guidelines should be designed to reinforce the historic character of the Corridor area and surrounding residential neighborhoods.

What has Changed: No changes have been made to incorporate streetscape and façade design criteria into the



Borough Land Development Ordinance. This recommendation remains relevant and should continue to be pursued.

LU-5 HEALTH CARE ZONE

a. **HUMC/Mountainside Hospital**

The Issue: Review the health care zone to clarify the permitted uses, specifically to acknowledge restaurants, kitchens, banks and retail uses as accessory uses to the hospital and not freestanding self-contained principal uses. Once consolidation plans for the hospital are finalized, the hospital should present a master development plan to the Borough Planning Board which encompasses both existing development and proposed future construction. Any future development should address parking capacity.

What has Changed: A Redevelopment Plan for the HUMC/Mountainside Hospital Redevelopment & Rehabilitation area was commissioned and approved by both Montclair Council and Glen Ridge Council in 2016. This Redevelopment Plan included twenty properties split between the two municipalities with two properties located in Glen Ridge. Both of the properties in Glen Ridge were designated as “Areas in Need of Redevelopment”. The redevelopment area did not include the main hospital building, but the two properties located in Glen Ridge are owned or leased by HUMC/Mountainside or one of its affiliates. One of the main goals of the redevelopment plan was to add Class A office space to attract and retain physicians and medical professionals in order to adapt to the ever-changing healthcare environment. The Redevelopment Plan clarifies the permitted and accessory uses that were a previous issue for the zone. The Plan does not permit restaurants, kitchens, banks or retail uses as either principal permitted uses or accessory uses.

In July 2018, HUMC/Mountainside Hospital broke ground on a 45,735-square-foot medical office building on Bay Avenue and a parking lot on Walnut Crescent. The Redevelopment Plan clarified the permitted uses, and the new development on the site accomplishes the objective of addressing the issue of parking in the zone. No further action is required.



LU-6 DEVELOPMENT REGULATIONS

a. **Definitions**

The Issue: In general, zoning ordinance definitions should be reviewed to clearly articulate permitted uses in relevant terms. Terms such as dwelling unit, grade, and height should be studied.

What has Changed: The Planning Board reviewed existing land use definitions in 2009 and adopted by the Mayor and Council on March 9, 2009. Ordinance No. 1508 helped to address dwelling units and height. No definition of grade exists in the zoning ordinance. Definitions should continue to be reviewed and updated, as necessary.

b. **Driveway Grades**

The Issue: Amend the Borough ordinance to contain standards limiting the grades of driveways.

What has Changed: Borough ordinance has not been updated to include standards for the grades of driveways. Action should be taken to limit the grades of driveways.

c. **Satellite Dish Antenna Regulations**

The Issue: Amend regulations governing satellite dish antenna to reflect legal precedent and Federal regulations. Issues related to visual impact in the Glen Ridge Historic District, particularly regarding the location of satellite dish antennae, should be addressed.

What has Changed: No ordinances have been adopted regarding satellite dish antenna. The Borough should consider adopting such an ordinance to regulate small and medium dish antennas. For instance, small dish antenna location could be regulated to not face a street unless such placement does not permit reasonable reception. Any regulations shall be in compliance with FCC regulations. This recommendation remains relevant.



NEW ISSUES AND TRENDS

A robust community outreach process uncovered several land use issues and trends forming in Glen Ridge today. These new issues and trends are discussed further below. Previous issues already identified in the 2003 Master Plan or 2010 Reexamination Report are discussed in the **Past Issues and Recommendations** section of this Element.

LU-7 LAND USE ORDINANCE

While the **Significant Changes in Assumptions, Policies, and Objectives** section of this report discusses regional, state and local policies and laws that may lead to amendments within the Borough of Glen Ridge's Land Use Ordinance, there are other aspects of the Borough's Code that should be further refined and amended. By reviewing and amending the Subdivision and Zoning Chapters of the Borough Code, Glen Ridge has the potential to streamline the process, maximize future development potential while maintaining its historic charm. The Borough should specifically review Chapter 15 Historic Preservation, Chapter 16 Subdivision and Chapter 17 Zoning Sections of the Borough of Glen Ridge Code. Any review of the code should be completed with a compliance review of federal, state, and county law requirements such as the Municipal Land Use Law (MLUL), Local Housing and Redevelopment Law (LHRL), Residential Site Improvement Standards (RSIS), affordable housing law (formerly COAH), State Plan, as well as applicable recommendations within this 2020 Master Plan Reexamination Report.

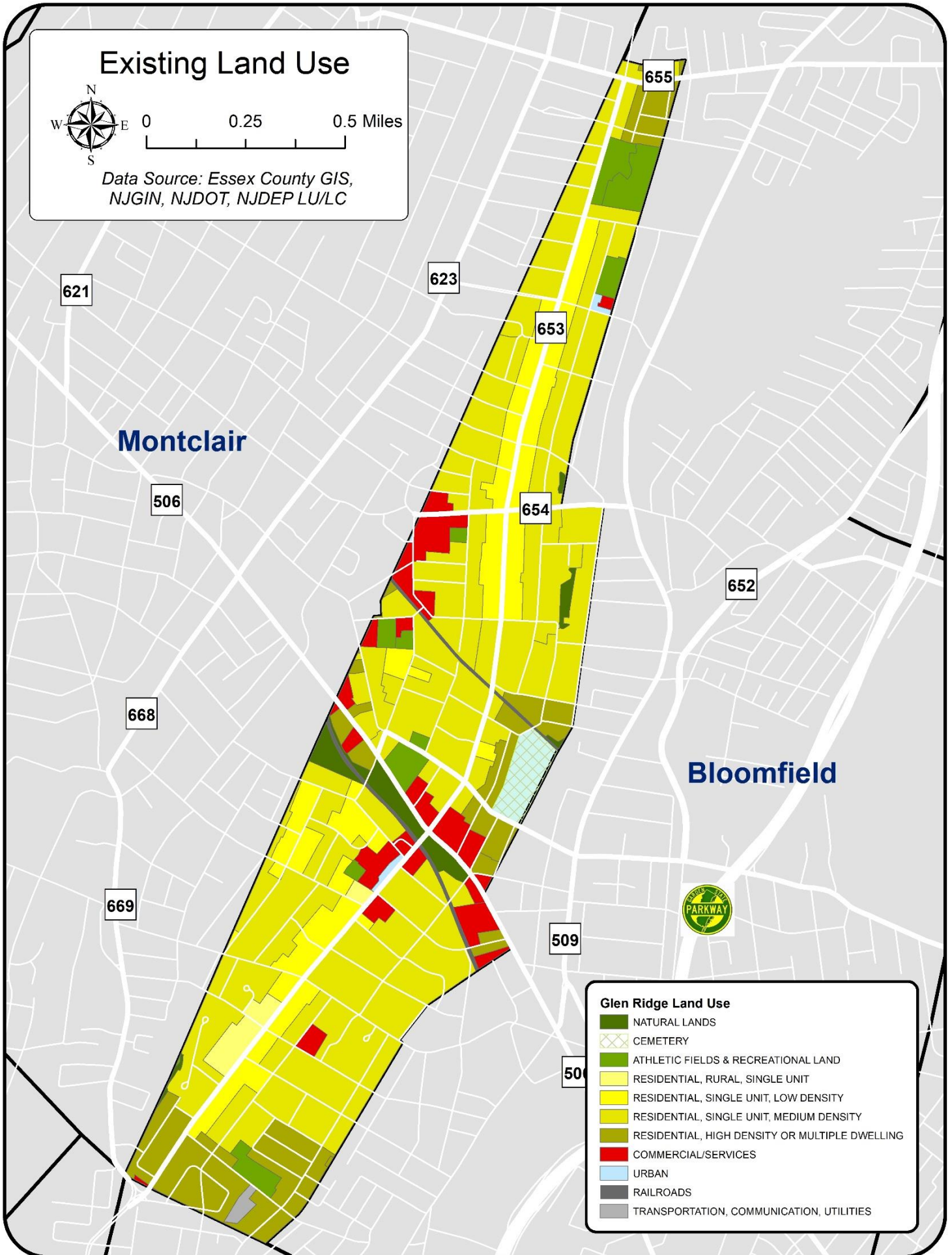
Land Use
Past Issues
LU-1 Zone Boundaries
LU-2 Residential Zones
LU-3 Redevelopment Sites
LU-4 Retail / Commercial Zones
LU-5 Health Care Zone
LU-6 Development Regulations
New Issues & Trends
LU-7 Land Use Ordinance
LU-8 Recommendations Concerning Redevelopment
LU-9 Community Character

Existing Land Use



0 0.25 0.5 Miles

Data Source: Essex County GIS,
NJGIN, NJDOT, NJDEP LU/LC



Glen Ridge Land Use

- NATURAL LANDS
- CEMETERY
- ATHLETIC FIELDS & RECREATIONAL LAND
- RESIDENTIAL, RURAL, SINGLE UNIT
- RESIDENTIAL, SINGLE UNIT, LOW DENSITY
- RESIDENTIAL, SINGLE UNIT, MEDIUM DENSITY
- RESIDENTIAL, HIGH DENSITY OR MULTIPLE DWELLING
- COMMERCIAL/SERVICES
- URBAN
- RAILROADS
- TRANSPORTATION, COMMUNICATION, UTILITIES



LU-8 RECOMMENDATIONS CONCERNING REDEVELOPMENT

The Local Housing Redevelopment and Housing Law (LRHL) grants New Jersey’s municipalities the authority to designate areas in need of rehabilitation or in need of redevelopment given that they meet specific statutory criteria. The LRHL also provides a process for the preparation and implementation of redevelopment plans for designated areas. As market conditions change and permitted land uses become obsolete or sites remain underutilized, redevelopment is one planning tool the Borough can use from its toolbox. This section discusses areas that are recommended for study.

The Borough of Glen Ridge is well developed, with limited availability for new construction. Therefore, new construction would likely have to occur through redevelopment. While a majority of Glen Ridge is very well maintained, creating a strong sense of community character, there are select opportunities for redevelopment.

Redevelopment Planning Process

1. Glen Ridge Borough Council authorizes the Planning Board to conduct an Area in Need of Redevelopment and/or Rehabilitation Study of specific properties, explicitly stating whether eminent domain is used or not.
2. The Redevelopment and/or Rehabilitation Investigation Report, authored by the municipal or consultant planner, identifies those properties that meet the requirements per the Local Redevelopment and Housing law, N.J.S.A. 40A:12A-1, et seq. The findings are presented at a public hearing to the Planning Board. The Planning Board recommends to the Borough Council that all, some, or none of the properties be designated for Redevelopment / Rehabilitation. The Borough Council adopts all, some, or none of the properties as an Area in Need of Redevelopment / Rehabilitation.
3. A Redevelopment Plan, authored by the municipal or consultant planner, is prepared for the designated area. The Redevelopment Plan identifies appropriate land uses and building requirements and other public improvements. The Redevelopment Plan is adopted by Ordinance at a public hearing of the Borough Council and either supersedes or overlays existing zoning.

One such instance are the commercial buildings located on the corner of Bloomfield Avenue and Herman Street (commonly known as the arcade building). Given its location next to the municipal complex and along a major commercial corridor, the commercial building presents an opportunity for redevelopment that could

Redevelopment is a process to rebuild or restore an area in a measurable state of decline, disinvestment, or abandonment. Redevelopment may be publicly or privately initiated but is commonly recognized as the process governed by the Local Redevelopment and Housing Law and undertaken in accordance with a redevelopment plan adopted by the municipality. If used correctly, it can transform an underutilized or distressed area into an economically viable and productive part of the community.

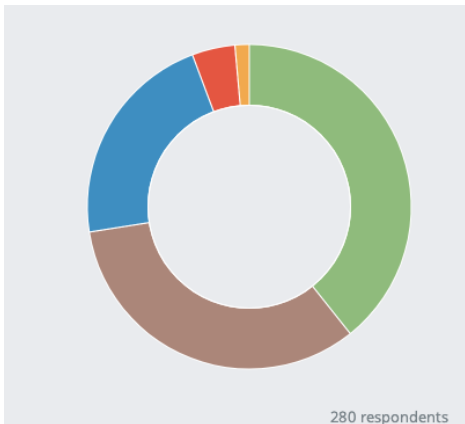
Rehabilitation is an undertaking, by means of extensive repair, reconstruction or renovation of existing structures, with or without the introduction of new construction or the enlargement of existing structures, in any area that has been determined to be in need of rehabilitation or redevelopment, to eliminate substandard structural or housing conditions and arrest the deterioration of the area.



enhance the character of the community while also diversifying the tax base. The Borough should undertake a study to determine whether the area would meet criteria for designation as an area in need of redevelopment or rehabilitation.

The Glen Ridge Master Plan Reexamination Report Survey asked survey participants about what they would like to see developed in that location, if it were entirely redeveloped. Survey respondents supported a mix of uses that included commercial with either additional office space or residential units. One of the major concerns that respondents had redeveloped of the site as entirely residential. Most respondents worried this type of development would put an even greater strain on the school system. If the site is designated according to State law, the Borough should consider these survey results when developing the subsequent Redevelopment Plan.

- 39% **Mixed Office and Commercial**
- 33% **Mixed-use (Residential/Commercial)**
- 22% **Keep as is**
- 4% **Age-restricted residential**
- 1% **All residential development**



www.PublicInput.com/GlenRidge Master Plan Reexamination survey results for Q9:

If the commercial buildings located at Bloomfield Avenue and Herman Street were entirely redeveloped, what would you be interested in going there?

Another location for potential redevelopment is a commercial building located on Farrand Street, on the border with Bloomfield. The one site is currently accessed through streets located in Bloomfield and houses a one-story structure, currently occupied by a cross-fit studio. The site and additional sites could potentially be developed for other uses, with potential access from Clark Street. The Borough should investigate parcels in the area as an area in need of redevelopment or rehabilitation.





LU-9 COMMUNITY CHARACTER

Recent changes in demographic and market trends have pushed the need and desire for smaller scale housing units in suburban locations with downtown amenities, but within close proximity to and convenient access to major employment centers like New York City. Glen Ridge is just that, a community well positioned on the NJ TRANSIT Montclair-Boonton Line with rail and bus service into Manhattan and with nearby walkable downtowns in Montclair and Bloomfield.

	Strongly approve	Approve	Neutral/No opinion	Disapprove	Strongly disapprove
Single-family	58% Strongly approve	30% Approve	7% Neutral/No opinion	4% Disapprove	1% Strongly disapprove
Duplex	7% Strongly approve	26% Approve	25% Neutral/No opinion	30% Disapprove	12% Strongly disapprove
Apartment/condominium	4% Strongly approve	21% Approve	21% Neutral/No opinion	29% Disapprove	24% Strongly disapprove
Townhouse	4% Strongly approve	29% Approve	24% Neutral/No opinion	25% Disapprove	18% Strongly disapprove
Senior housing (of any kind)	10% Strongly approve	38% Approve	35% Neutral/No opinion	13% Disapprove	5% Strongly disapprove

www.PublicInput.com/GlenRidge
Master Plan Reexamination survey results for Q7:

What is your opinion on the types of possible residential construction in Glen Ridge?

Glen Ridge maintains the reputation as a family-oriented community with an excellent school system. This reputation is very attractive for prospective residents, especially families, looking for an excellent place to live. The overwhelming majority of Glen Ridge's housing stock is single-family units (87.69%), with only 5.00% are units in buildings with 2-4 apartments and 7.31% are units in buildings with five or more units. Just in the last decade from 2008 to 2018, no multifamily units or mixed-use units were constructed, where 30 1 & 2 family units were constructed, according to New Jersey Certificate of Ownership data. However, the single-family housing stock appeals to Glen Ridge residents. Survey respondents for the Glen Ridge Master Plan Reexamination Report strongly approved of single-family homes (58% strongly approve), while they strongly disapproved of apartments/condos (24% strongly disapproved) as possible residential construction that could occur in Glen Ridge. This negative perception of multifamily may be due to the feeling that the Borough and its school district are already overcrowded. There is additional concern that an increase in



multifamily housing would fundamentally change the character of the historically single-family housing community. While residents are in favor of senior citizen housing (48% strongly approve or approve), the multifamily residential housing type is not desired.

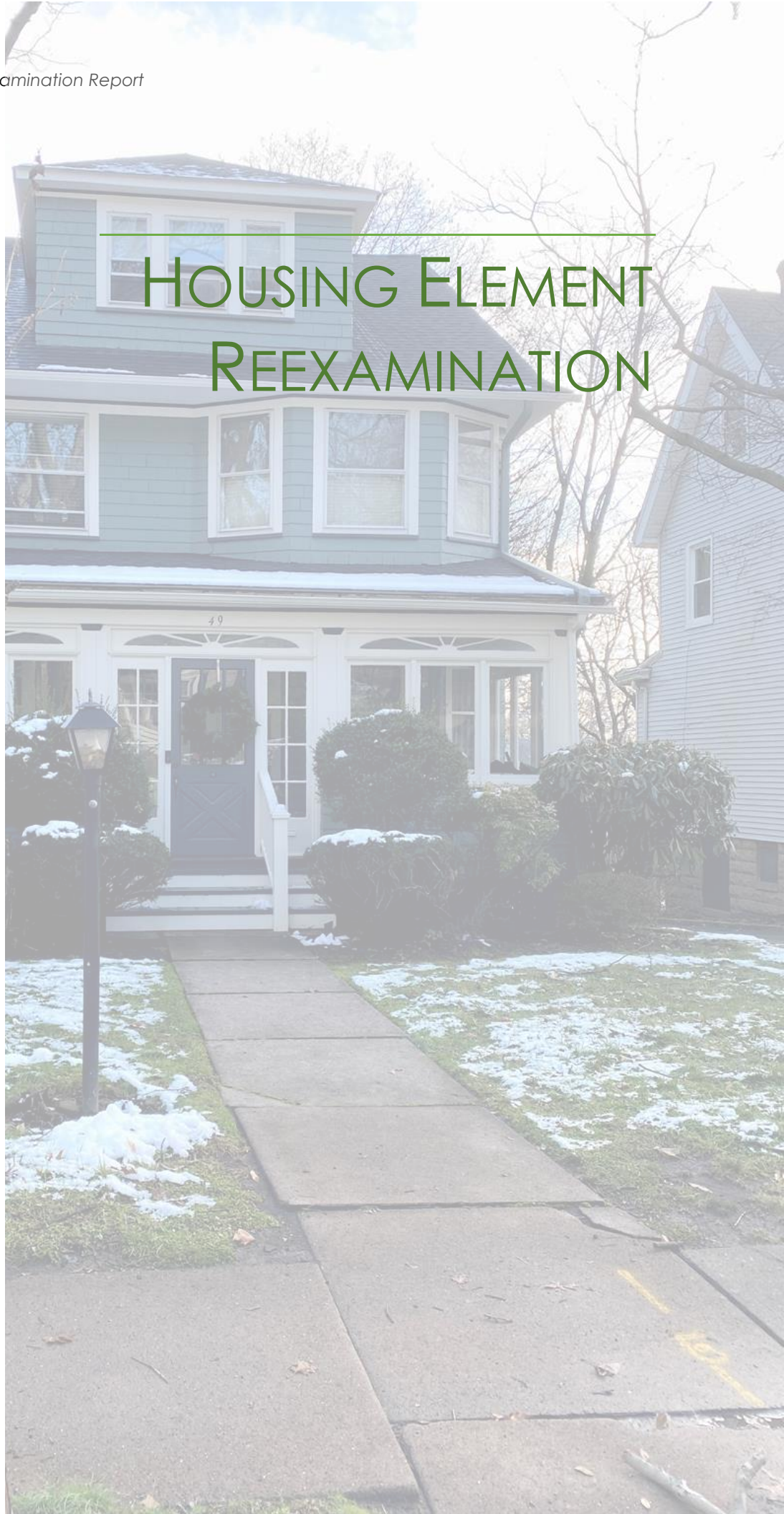
These survey responses are further confirmed when respondents were asked about the potential redevelopment of the arcade building, located at Bloomfield Avenue and Herman Street, where a residential building alone was feared. Rather, residents are more in favor of additional office or commercial space that could be a part of small scale, mixed-use development. This could have the potential of increasing the number of tax ratables in the Borough without causing additional burden to the school district.



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HOUSING ELEMENT REEXAMINATION





HOUSING ELEMENT RECOMMENDATION PLAN

The Housing Element Recommendation Plan is broken up into two sections. The first is a table summarizing the past issues and recommendations that have reduced or increased based on the discussions identified in the **Past Issues and Recommendations** section of this Element. The second is a comprehensive Housing Recommendation Table that includes recommendations from the 2003 Master Plan and 2010 Reexamination Report that still apply today, as well as new recommendations identified as part of this 2020 Master Plan Reexamination effort.

PART I

Below is a summary of the past issues and recommendations that have reduced or increased based on the discussions identified in the **Past Issues and Recommendations** section of this Element.

Summary Table of Past Issues and Recommendations		
Past Issue or Recommendation (from 2002 Master Plan or 2009 Reexam)	Increased or Maintained and Should Continue	Decreased or Resolved
H-1 Affordable Housing and COAH		
a Affordable Housing	X	
b Development near Bay Street Station		X
c Essex County Home Improvement Program	X	
d Housing Affordability Assistance		X
H-2 Housing Diversity		
a Senior Housing Facility	X	
b Accessory Apartment Program	X	
c Guidelines for Redevelopment	X	



PART II

Below is a comprehensive Housing Recommendation Table that includes recommendations from the 2003 Master Plan and 2010 Reexamination Report that still apply today (indicated with a *H-1a*, for example), as well as new recommendations identified as part of this 2019 Master Plan Reexamination effort.

DIRECTIONS

“Check off” a completed recommendation and mark the year of completion as a way to measure progress. **Short Term:** complete in 1-2 years; **Mid Term:** complete in 3-5 years; **Long Term:** complete in 10+ years.

Housing Element Recommendation Table					
Recommendation		Implementing Party	Completion Timeframe	Completed	Year Completed
Affordable Housing					
1	<i>(H-1a)</i> The Borough of Glen Ridge should continue to implement its 2018 Housing Element and Fair Share Plan (HEFSP) and continue to provide affordable housing for low- and moderate-income persons and households	Borough Council, State-Appointed Court Master	Ongoing		
2	<i>(H-1c)</i> Utilize monies available through Essex County Home Improvement Program to rehabilitate eligible housing	Planning Director, Borough Council	Medium-term		
3	Affirmatively market opportunities for home rehabilitation funds to eligible properties in the Borough	Planning Director	Short- to Medium-Term		
4	Work to provide opportunities, where feasible, to achieve the Borough’s affordable housing obligations	Planning Director	Short- to Medium-Term		
Housing Diversity					
5	<i>(H-2a)</i> Continuously evaluate feasibility of future development of senior citizen housing, including independent living, assisted living and congregate care housing, each containing affordable housing components	Borough Council, Planning Director, Planning Board	Ongoing		
6	<i>(H-2b)</i> Evaluate the creation of an accessory apartment program to provide an opportunity for elderly family members to age-in-place within Glen Ridge	Borough Council, Planning Board, Planning Director	Medium-term		



7	(H-2c) Maintain adequate guidelines for the redevelopment of historically significant housing consistent with the Land Use and Historic Preservation Plans	Borough Council, Planning Board, Historic Preservation Commission, Planning Director	Ongoing		
Housing Preferences					
8	Provide diverse housing for residents beyond the detached single-family residence, where appropriate and feasible	Town Council, Planning Board, Private Developers	Ongoing		



Housing

Past Issues

H-1 Affordable Housing and COAH
H-2 Housing Diversity

New Issues & Trends

H-3 Housing Preferences

PAST ISSUES AND RECOMMENDATIONS

The following housing issues were identified in the 2003 Master Plan and 2010 Reexamination Report. This element examines what activities and changes have taken place and where those issues have increased or decreased.

H-1 AFFORDABLE HOUSING AND COAH

a. Affordable Housing

The Issue: New Jersey municipalities must adopt a Housing Element and Fair Share Plan (HEFSP) to plan for the provision of their “fair share” of affordable housing for low- and moderate-income persons and households. At the time of the 2003 Master Plan, COAH announced a new process of achieving substantial certification. The 2003 Master Plan recommended that once new Council on Affordable Housing (COAH) regulations were adopted, the Borough should adopt a new affordable housing plan and should seek other opportunities to create low and moderate-income housing. As redevelopment opportunities are examined, the inclusion of affordable housing should also be considered.

What has Changed: The Fair Housing Act created the Council on Affordable Housing (COAH) to administer housing obligations. COAH's responsibility was to calculate each municipality's affordable housing obligation. The formula for calculating these obligations and the rules surrounding these obligations have changed over the years.

Since 2003, the Council on Affordable Housing (COAH) created Third Round Rules to cover the years 1999-2014. In 2007, these rules were challenged and subsequently invalidated by the New Jersey Appellate Court. COAH's new Third Round Rules took effect on June 2, 2008 and were amended on September 2, 2008. The Borough of Glen Ridge did not prepare a new Third Round HEFSP for this period (1999-2018). In 2010, the Appellate Court again struck down COAH's Third Round Rules.

On March 10, 2015, the New Jersey Supreme Court declared COAH “moribund” and ordered the courts to provide a judicial remedy due to COAH's failure. The March 10th Decision provided that municipalities may initiate declaratory judgment actions and seek approval of their housing element and fair share plans for the third round (now a period from 1999-2025)



through the courts. With COAH now disbanded, the process to calculate an affordable housing obligation for each municipality was called into question. Several outside sources, Econsult and Fair Share Housing Center (FSHC), released reports that calculated the municipal obligations according to COAH rules. The municipal obligations resulting from each report widely differed. Most municipalities “settled” with FSHC by accepting the responsibility to provide for a 30% reduction in their calculated affordable housing obligation and the Courts have issued a Judgement of Repose for those towns, including the Borough of Glen Ridge.

Before the Borough of Glen Ridge could prepare a Housing Element and Fair Share Plan, Glen Ridge Developers, LLC (“the Developer”) commenced the GRD’s Builder’s Remedy Proceeding” (on July 27, 2015) , filing a complaint to seek the right to build a residential apartment complex containing market rate and affordable housing units on approximately 2.2 acres of contiguous land, known currently as the Baldwin Street Properties (Block 72, Lots 2,3,4,9, and 10). The Baldwin Street Litigation was classified as a “builder’s remedy” proceeding by Order dated March 7, 2016. The Borough has since settled with the developer and continues to execute the affordable housing process. The project is now built with 110 units (17 of which are affordable) and is known as the “Clarus Glen Ridge”.

Glen Ridge reached a settlement with Fair Share Housing Center on November 29, 2018 and the Borough’s Planning Board endorsed the 2018 Housing Element and Fair Share Plan on August 15, 2018, and the Borough Council endorsed the plan on September 24, 2018. The plan covers the Third Round period from 1999 to 2025. The Borough of Glen Ridge is required to complete a mid-round report by July 1, 2020. A new round is expected to begin in 2026, meaning the Borough will have to prepare an updated Housing Element and Fair Share Plan. The Borough should adopt a new affordable housing plan for the Fourth Round (2025-2035) and should continue to seek opportunities to create low and moderate-income housing. As redevelopment arise, the inclusion of affordable housing should also be considered. This item is ongoing and should continue to be observed.

b. **Development near Bay Street Station**

The Issue: The 2010 Reexamination Report recommended investigating the inclusion of mixed-use transit-oriented development in close proximity to Bay Street Station in



Montclair. Such development should require that a certain percentage of the new residential units in the project be set-aside for low and moderate-income households.

What has Changed: The Baldwin Street Site (aka Block 72, Lots 2, 3, 4, 9 and 10), located near Bay Street station and Hackensack UMC Mountainside Hospital, will provide new residential dwelling units, including several units that will assist the Borough in meeting its affordable housing obligation.

To effectuate development on the site, the properties were investigated as an area in need of redevelopment, under the New Jersey Local Housing and Redevelopment Law (LHRL) – the redevelopment study was presented at a public hearing of the Planning Board on September 27, 2017. The Planning Board reviewed the study and recommended the Borough Council designate the area for redevelopment. On September 24, 2018, the Glen Ridge Borough Council, by ordinance, designated the Baldwin Street site as an Area in Need of Redevelopment.

The 110-unit apartment building was approved by the Borough Planning Board on July 16, 2018. Of the 110 units, 17 are affordable. The project is called the “Clarus Glen Ridge”. The residential bedroom breakdown includes: 4 three-bedroom, 56 two-bedroom and 50 one-bedroom units. There are 188 parking spaces for tenants, located on the north east portion of the building with the entrance on Baldwin Street. The project is currently under construction.

c. **Essex County Home Improvement Program**

The Issue: The Essex County Home Improvement Program is a Community Development Block Grant funded initiative by Essex County that provides deferred loans to low- and moderate-income homeowners who occupy 1- to 3-family homes. Glen Ridge residents who fulfill eligibility requirements are able to utilize monies available through Essex County Home Improvement Program to rehabilitate their home.

What has Changed: Since this recommendation in 2010, the Borough has not participated in the Essex County Home Improvement Program and the Borough has not undertaken rehabilitation projects. Per the 2018 Housing Element and Fair Share Plan, the Borough is required to rehabilitate four (4) units in this round (1999-2025). Glen Ridge has contracted with the Community Grants, Planning & Housing for the administration of



the rehabilitation program, to meet the Borough's 4-unit rehabilitation obligation. As this recommendation is ongoing, this recommendation remains relevant and should continue.

d. **Housing Affordability Assistance**

The Issue: Evaluate the creation of a local program to provide housing affordability assistance to residents.

What has Changed: The 2018 Housing Element and Fair Share Plan included Appendix H, the Borough's Spending Plan. The Spending Plan outlined how affordability assistance is to be addressed in the Borough. Affordability assistance will continue to be addressed through the affordable housing planning process and will be administered by the Borough's Administrative Agent. Therefore, this recommendation can be deemed complete and no further action is required of the Borough.

H-2 HOUSING DIVERSITY

a. **Senior Housing Facility**

The Issue: The 2003 Reexamination Report recommended evaluation of the development of senior citizen housing that enables older residents to "age in place" including independent living, assisted living and congregate care housing with affordable housing component considered as part of the project.

What has Changed: There is one assisted living facility in Glen Ridge, called the Woodlands, located at 9 Woodland Avenue. The facility provides 24-hour care for residents. This is a relevant topic that has increased as the share of the nation's senior population continues to increase. This topic of "aging-in-place" is discussed in more detail under the **Community Facilities Element Reexamination**, in the **New Trends and Issues** section.

b. **Accessory Apartment Program**

The Issue: Evaluate the creation of an accessory apartment program to provide an opportunity for elderly family members to age-in-place within Glen Ridge.

What has Changed: During the process of drafting the 2018 Housing Element and Fair Share Plan, the Borough and its affordable housing professionals evaluated the creation of an accessory apartment program. For this Third Round, the



Borough opted not to pursue an accessory apartment program, partly because the Borough was able to meet its fair share obligations through other mechanisms and through the current regulations in the Borough surrounding Carriage Houses. However, with the next affordable housing round approaching in 2026, the Borough should re-evaluate whether an accessory apartment program would be beneficial to Borough residents, would not be a detriment to the community's character, and would contribute to the affordable housing needs of the Borough. This recommendation remains relevant and should continue.

c. Guidelines for Redevelopment

The Issue: Maintain adequate guidelines for the redevelopment of historically significant housing consistent with the Land Use and Historic Preservation Plans.

What has Changed: The Borough continues to maintain previous guidelines for redevelopment of historically significant housing. No new ordinances have been passed addressing guidelines related to redevelopment or alterations to historically significant housing. This 2010 Master Plan Reexamination item requires ongoing maintenance and should continue.



NEW ISSUES AND TRENDS

A robust community outreach process uncovered issues and trends forming in Glen Ridge today and should be considered when planning for Glen Ridge's future. Some issues raised through the public outreach process had already been identified in the previous 2003 Master Plan or 2010 Reexamination Report and are not discussed here. Those items are discussed in the **Past Issues and Recommendations** section of this Element.

H-3 HOUSING PREFERENCES

While the number of housing units in Glen Ridge has increased over time (2,502 housing units per 2018 ACS), a changing population has resulted in a new housing demand. The younger adults waiting to marry and have kids and the older population looking to age in place have formed a new housing demand profile, which includes a higher proportion of smaller, multi-family units, a larger proportion of rental units, and units that are affordably priced. While Glen Ridge does provide some of these offerings, the Borough should look to fully meet this demand.

A great deal of the housing stock that exists in Glen Ridge consists of many old-style mansions and large single-family homes that were built in the early twentieth century. According to the 2018 ACS five-year estimates, the majority (57.5%) of occupied housing units had 4 or more bedrooms compared to only 4.3% that had 1 bedroom. Many of the smaller, multi-family units consists of one- and two-bedroom units that cater to this new demand. However, most survey respondents (53%) either disapproved or strongly disapproved of this type of housing compared to only a quarter of respondents who approved. Smaller multi-family units too, are typically rental units. In Glen Ridge however, there is an extremely significant majority of owner-occupied housing units (94.3%) according to 2018 census data, an increase in home ownership when compared to 2012. Therefore, while home ownership continues to increase in the Borough and multi-family development is not viewed as favorably as single-family development, it will be important for the Borough to ensure equal opportunities to live in the Borough, by introducing some affordable, small-scale units in the coming decades in appropriate locations.

Housing affordability is a significant concern for the Borough. Experts generally agree that households should spend no more than 30 percent of their income on housing costs. When more than 30 percent of income is spent on housing, it is considered

Housing

Past Issues

- H-1 Affordable Housing and COAH
- H-2 Housing Diversity

New Issues & Trends

- H-3 Housing Preferences



unaffordable. Accounting for owners and renters, 60.6% of households earning less than \$75,000 annually spent more than 30% on housing costs, whereas only 19.7% of households earning more than 75K spent more than 30% on housing costs.



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COMMUNITY FACILITIES ELEMENT REEXAMINATION





COMMUNITY FACILITIES ELEMENT RECOMMENDATION PLAN

The Community Facilities Element Recommendation Plan is broken up into two sections. The first is a table summarizing the past issues and recommendations that have reduced or increased based on the discussions identified in the **Past Issues and Recommendations** section of this Element. The second is a comprehensive Community Facilities Recommendation Table that includes recommendations from the 2003 Master Plan and 2010 Reexamination Report that still apply today, as well as new recommendations identified as part of this 2020 Master Plan Reexamination effort.

PART I

Below is a summary of the past issues and recommendations that have reduced or increased based on the discussions identified in the **Past Issues and Recommendations** section of this Element.

Summary Table of Past Issues and Recommendations		
Past Issue or Recommendation (from 2003 Master Plan or 2010 Reexam)	Increased or Maintained and Should Continue	Decreased or Resolved
CF-1 Education Facilities		
a School Facility Capacity	X	
b School Parking	X	
CF-2 Public Facilities		
a Community Services Overall	X	
b Municipal Building	X	
c Youth Community Center	X	
CF-3 Shared Services		
a Fire Department	X	



PART II

Below is a comprehensive Community Facilities Recommendation Table that includes recommendations from the 2003 Master Plan and 2010 Reexamination Report that still apply (indicated with a *CF-1a*, for example), as well as new recommendations identified as part of this 2020 Master Plan Reexamination effort.

DIRECTIONS

“Check off” a completed recommendation and mark the year of completion as a way to measure progress. **Short Term:** complete in 1-2 years; **Mid Term:** complete in 3-5 years; **Long Term:** complete in 10+ years.

Community Facilities Element Recommendation Table					
Recommendation		Implementing Party	Completion Timeframe	Completed	Year Completed
Educational Facilities					
1	(<i>CF-1a</i>) Continue construction of Central School building and ongoing renovations of existing school buildings, to meet enrollment capacity	Board of Education	Ongoing		
2	(<i>CF-1b</i>) Continue to support Board of Education properties in meeting their parking demand	Town Council, Board of Education	Ongoing		
3	(<i>CF-1b</i>) Continue to study drop-off and pick-up areas around Borough Schools and develop circulation strategy to ensure student and staff safety	Town Council, Board of Education	Ongoing		
Borough-owned Facilities					
4	(<i>CF-2a</i>) Continue to explore facility upgrades, multi-use facilities, and improve ADA compliance	Administrator, Planning Director	Short to Long		
5	(<i>CF-2a</i>) Dependent on needs, small-scale expansions should be explored, where feasible	Administrator, Planning Director	Short to Long		
6	Seek opportunities to modernize and improve energy efficiency at the Municipal Building	Administrator, Planning Director	Short to Long		
7	(<i>CF-2c</i>) Complete renovations of the Senior Citizen Community Center and evaluate the facility’s capacities to meet the needs of Borough residents	Borough Council	Short- to Medium-term		



8	Maintain and improve conditions at the Glen Ridge Community Pool	Borough Planner, Recreation Director, Public Works	Short- to Long-term		
9	Pursue grant money and bonding opportunities to expand the public library	Administrator, Planning Director, Public Library	Short to Long		
10	Rehabilitate the public library roof	Administrator, Planning Director	Short to Long		
11	Continue to fund capital equipment needs on an ongoing basis	Administrator, Planning Director, Borough Council	Short to Long		
12	Continue to improve facilities at the Public Works yard	Administrator, Planning Director, Public Works	Short to Long		
13	Replace all lead water service lines in the Borough	Administrator, Planning Director, Public Works	Short-term		
14	Improve conditions in and around the Glen Ridge Train Station	Planning Director, Public Works, Recreation Director	Short to Long		
Government Communication & Coordination					
15	Continue to improve online communication to residents with website improvements, use of social media, and regularly scheduled newsletter	Administrator, Clerk, Planning Director	Short-term		
16	Continue to improve online service options for residents	Administrator, Clerk, Planning Director	Short to Long		
17	Consider working with community groups to create a welcome package for new residents	Several Implementing Parties	Short-Term		
18	Look for opportunities with local groups to advance arts in the community initiatives	Planning Director, Environmental Advisory Committee	Short to Medium		
Shared Services					
19	Enter into Share Service Agreement with Bloomfield Township involving Information Technology	Borough Council	Short- to Medium- term		
20	Continue to pursue opportunities for shared services	Administrator, Borough Council, Planning Director	Short to Long		
Aging in Place					
21	Partner with Mountainside Medical Center to advance aging in place and healthy communities initiatives	Planning Director	Short to Long		



PAST ISSUES AND RECOMMENDATIONS

Community Facilities

Past Issues

- CF-1 Educational Facilities
- CF-2 Public Facilities
- CF-3 Shared Services

New Issues & Trends

- CF-4 Capital Improvements at Community Facilities
- CF-5 Government Communications
- CF-6 Shared Services
- CF-7 Borough School System
- CF-8 Aging in Place

The following community facility issues were identified in the 2003 Master Plan and 2010 Reexamination Report. This element examines what activities and changes have taken place and where those issues have increased or decreased.

CF-1 EDUCATIONAL FACILITIES

a. School Facility Capacity

The Issue: The 2003 Master Plan detailed the challenge of the Borough's current school facilities due to the significant increase in school enrollment in the Borough, which increased from 1,139 students in the 1990-1991 school year to 1,611 students for the 2000-2001 school year. With future enrollment hard to estimate, the Board of Education implemented an expansion plan based on the number of students currently in the school, specifically those grades 2 through 7. The Board of Education also explored various locations on which to build, if the need arose. Ultimately, overcrowding of the school system is a potential concern, and the Board of Education could ultimately choose to expand school facilities.

What has Changed: Since the 2000-2001 school year, enrollment has increased 16.9% (using 2018-2019 school year data). Historically, the School Board has bonded for school property improvements through voter referendum. In recent years, residents have backed these efforts as the number of improvements spans five school buildings ranging in age from fifty-one years old to over one hundred years old. The most recent referendums include the following:

- In 2004, substantial additions were completed for the High School.
- On March 28, 2017, Glen Ridge voters authorized by referendum a \$23.7 million bond issuance for upgrades to the current school facilities and to acquire the former Central School (180 Hillside Avenue) to meet capacities at the elementary school levels. Today, the Board of Education (BOE) has acquired the Central School building and is housing students this school year (2019-2020).

b. School Parking

The Issue: As no school busing is provided for the Glen Ridge school district, the current school facilities cannot meet the



parking needs for both staff and students. The Borough is also faced with the challenge of an increasing number of high school students driving to school and having a need for parking. At the same time, there is an increased need for parking near the Ridgewood Avenue train station.

Additionally, there is inadequate circulation and drop off areas around the upper and lower elementary schools and the high school.

What has Changed: The Borough maintains a permit parking system, requiring vehicle owners to purchase and display parking permits on streets in close vicinity to the high school and train station. Limited drop off areas remain an issue around the schools. This 2003 Master Plan issue remains relevant and should continue.

CF-2 PUBLIC FACILITIES

a. **Community Services Overall**

The Issue: Overall, community facilities, including the Municipal Complex (which includes the Municipal Building, Police Department and Rescue Squad, and Library), were recommended for upgrades. Otherwise, municipal facilities were deemed adequate for all current and future governmental functions and no expansion was contemplated. For future facility planning, the Borough should continue to efficiently use existing resources to meet the Borough's needs into the next century. The Borough should explore multi-use facilities, upgrade existing complexes, improve ADA compliance, and rehabilitate the Benson Street Station.

What has Changed: The Benson Street Station is an old Master Plan issue that is over 15 years old and has since been resolved. In 2007, the Mayor and Borough Council bonded for major capital improvements to many of the Borough's facilities. Those improvements and others, are included below:

- The Municipal Complex underwent major renovations in 2010, including the renovation of the administrative offices.
- Council Chambers received new finishes and energy-efficient lighting.
- The library was completely renovated in 2009. A new HVAC system and new finishes were installed throughout



the library. ADA improvements were also made on the ground floor.

- Glen Ridge Police Department was renovated in 2008 and included a new communications center along with a new HVAC system and finishes.

The Borough continues to use multi-use facilities. The Borough's municipal complex houses the Glen Ridge Public Library, the Glen Ridge Police Department, Council Chambers, and the Borough's administrative offices. The Benson Street Station has been rehabilitated and is now a privately-owned single-family residence.

While major upgrades have occurred over the years, needs of the various departments that fill these buildings are also shifting and require continuous monitoring. The Borough should continue to explore upgrades, multi-use facilities, and improve ADA compliance. Dependent on needs, small-scale expansions should be explored, where feasible.

b. **Municipal Building**

The Issue: The Municipal Building, which houses all administrative offices, is over 60 years old and showing its age. At the time of the 2003 Master Plan, however, parking was available for the Municipal Building on Herman Street. The plan recommended that if land became available adjacent to this lot, it should be acquired for additional parking.

What has Changed: No land has become available with the lot adjacent to the Herman Street parking lot. In case of potential redevelopment of the commercial building at Herman Street and Bloomfield Avenue, the Borough should consider the effect the development would have on parking capacity.

c. **Youth Community Center**

The Issue: As the youth population grows, analyze the need for a dedicated community youth center.

What has Changed: As of writing, there have been no facilities constructed for a youth community center in the Borough. However, the Borough of Glen Ridge and NJ TRANSIT entered into a long-term lease that enabled the Borough to rehabilitate the train station and utilize the improved space for the Glen Ridge Senior Citizen Community Center. The Center can serve commuters, senior citizen and youth programs.



CF-3 SHARED SERVICES

a. **Fire Department**

The Issue: In 1990, the Borough entered into an agreement with the Township of Montclair whereby Montclair provides Glen Ridge with fire services. This agreement was renewed in 2003 for a period of 10 years.

What has Changed: The Borough renewed this shared service agreement with Montclair in 2013. The current SSA contract goes until 2022. The rescue squad still uses a portion of the Glen Ridge Municipal Building that had been previously used by the Fire Department. Response time to alarms within the Borough is three minutes or less. The Borough should re-evaluate this agreement in 2023, when the current shared-service agreement expires.



NEW ISSUES AND TRENDS

Community Facilities

Past Issues

- CF-1 Educational Facilities
- CF-2 Public Facilities
- CF-3 Shared Services

New Issues & Trends

- CF-4 Capital Improvements at Community Facilities
- CF-5 Government Communications
- CF-6 Shared Services
- CF-7 Borough School System
- CF-8 Aging in Place

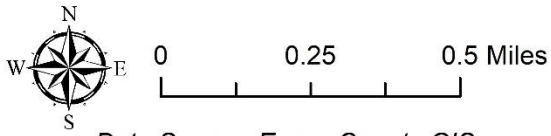
A robust community outreach process uncovered issues and trends in Glen Ridge and should be considered when planning for Glen Ridge's future. Some issues raised through the public outreach process had already been identified in the previous 2003 Master Plan or 2010 Reexamination Report and are discussed in the **Past Issues and Recommendations** section of the reexamination of the Community Facilities element.

CF-4 CAPITAL IMPROVEMENTS AT COMMUNITY FACILITIES

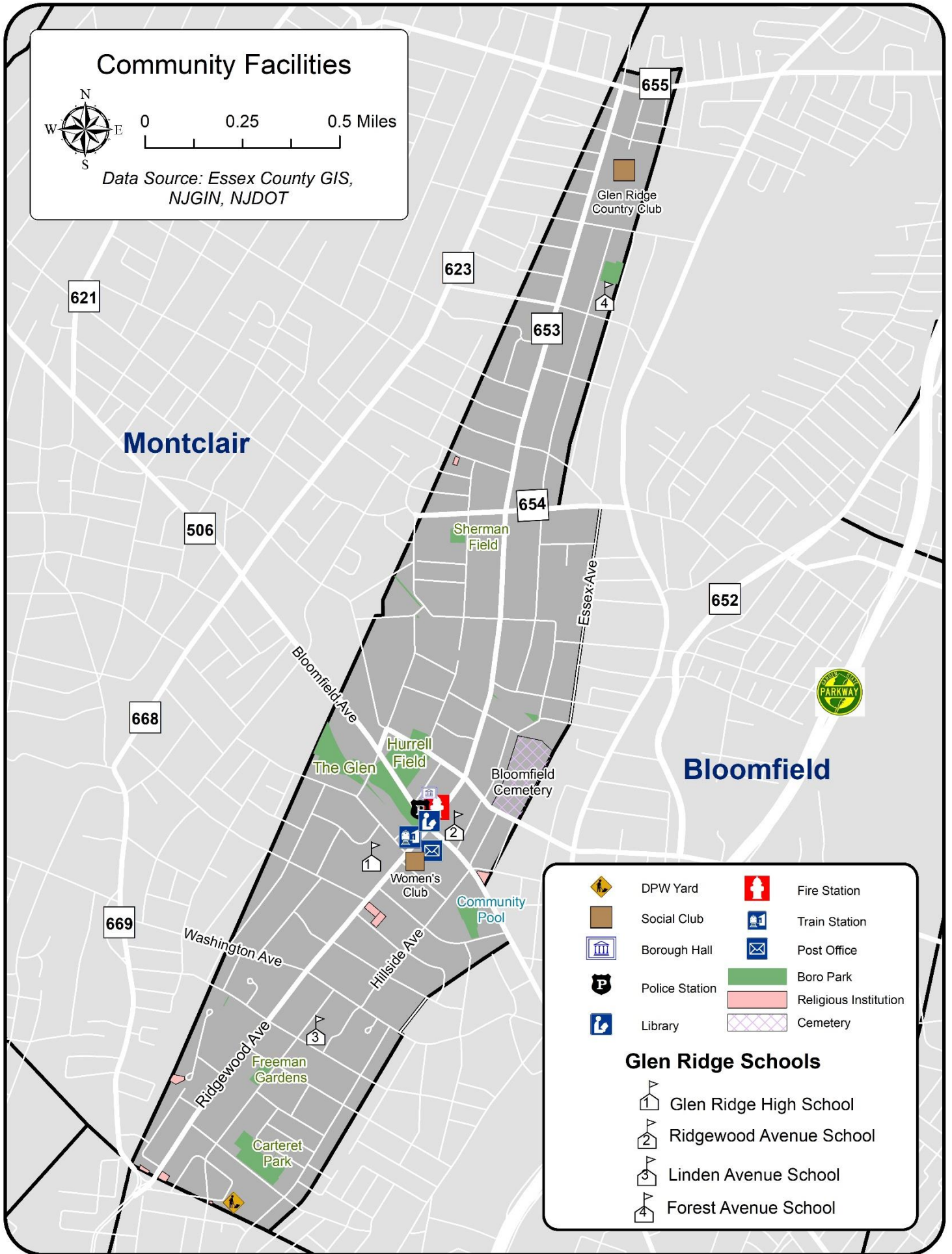
The Borough is in the midst of capital improvements at its various community facilities. There are planned energy efficiency improvements of its HVAC system at Borough Hall. The Glen Ridge Library, which was completely renovated in 2009, is looking to renovate to create additional meeting space for the public. The library is currently applying for funds to renovate the interior of the library to create the meeting space under the New Jersey Library Construction Bond Act.

The Borough should continue to make improvements to its other community facilities not yet referenced in this Reexamination Report, such as the Community Pool, the Public Works Yard, and the Train Station. The Borough should also support departmental needs by funding capital equipment needs, on an ongoing basis.

Community Facilities



Data Source: Essex County GIS,
NJGIN, NJDOT



	DPW Yard		Fire Station
	Social Club		Train Station
	Borough Hall		Post Office
	Police Station		Boro Park
	Library		Religious Institution
			Cemetery

Glen Ridge Schools

- 1 Glen Ridge High School
- 2 Ridgewood Avenue School
- 3 Linden Avenue School
- 4 Forest Avenue School



CF-5 GOVERNMENT COMMUNICATION & COORDINATION

The Borough co-sponsors several community events throughout the year, including the Glen Ridge Arts Festival and Eco Fair, the Glen Ridge Antiques Show, and the Memorial Day Parade. However, residents are not aware of all the amenities and activities Glen Ridge has to offer. While the Borough does communicate with residents through unscheduled email blasts, social media and the Borough's website, Glen Ridge could make notices and information regular, and more accessible. For example, a regularly scheduled newsletter (distributed via email or mail) would more easily disseminate Borough initiatives, news, and events. The Borough's website could also use significant improvement to make it more user friendly, so residents can more easily access needed information. While the Borough has explored a digital billboard, at the time it was deemed cost prohibitive.

There are several active private groups in the Borough including the Women's Club, Glen Ridge Historical Society and Glen Ridge Art Patrons Association (GRAPA) that organize several community events. While the Borough allows local groups to advertise events and information through the Borough's email listserv using a request form on the Borough website, the Borough should improve its partnership with these and other community organizations to improve opportunities for residents to come together for various cultural events and advance the arts in community initiatives. Additionally, the Borough could work with community groups to create a welcome package for new residents. For example, this could be used to educate new residents about the requirements and restrictions of owning a home in a designated historical district.

CF-6 SHARED SERVICES

The Borough of Glen Ridge participates in Shared Service Agreements (SSAs) which consolidates municipal services in order to reduce local expenses and reduce property taxes. Shared services allow municipalities to contract for employees or equipment to meet a statutory requirement or need without having to bear the full cost of such a service. These shared services have worked and continue to work for Glen Ridge's benefit.

Expenditures

- The Borough of Glen Ridge established an SSA with the Township of Montclair for fire rescue services. The Montclair



Fire Department is headquartered at 1 Pine Street and the Department uses the former fire department portion of the Borough Municipal Complex as a fire rescue area.

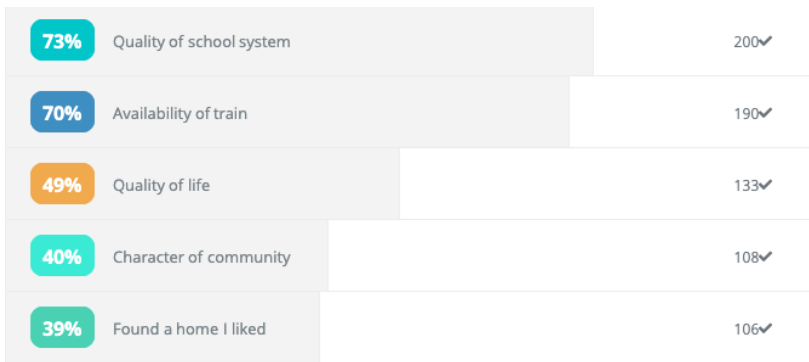
- Glen Ridge established an SSA with the Montclair Water Bureau.
- The Borough is currently exploring Information Technology (IT) shared services agreement with Bloomfield.

Revenues

- There is no apparent need for the Borough to recapture any of the services it currently shares with neighboring municipalities.

CF-7 BOROUGH SCHOOL SYSTEM

The school system in Glen Ridge is one of the Borough's greatest assets. The quality of the school system was the top reason for why survey respondents moved to the Borough (73%).



www.PublicInput.com/GlenRidge
Master Plan Reexamination survey
results for Q4:

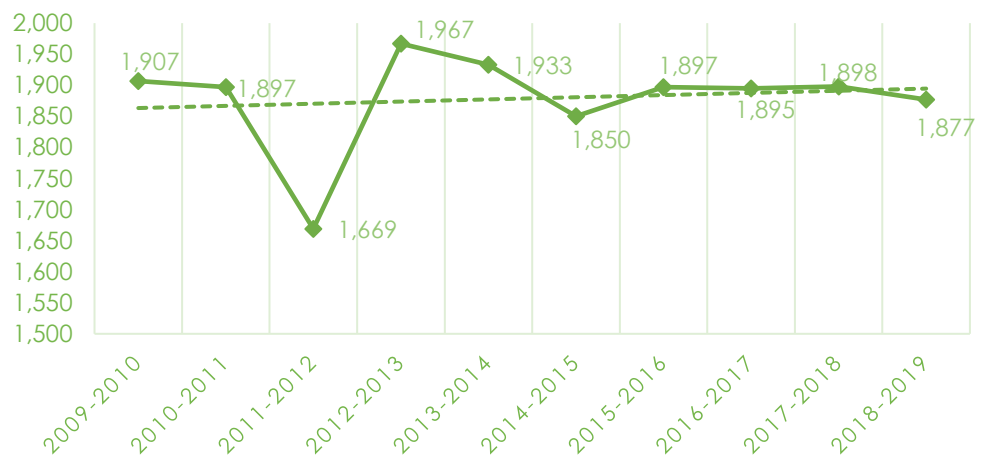
*If you moved to Glen Ridge within
the last 20 years, what were the
main reasons you moved here?*

This local data reflects a larger statistic, where school-aged children in Glen Ridge (32.42%) is higher than the national share, represented as approximately a quarter of the population, according to 2017 census data. The reputation of the excellent quality of education for the school system has put demographic pressures on the school system's facilities. Despite some fluctuations in enrollment over the past decade, the Borough has seen a slight upward trend in enrollment. In the 2018-2019 school year, enrollment was 1,877 students, which represented a 5.28% increase from enrollment in the 2006-2007 school year. The enrollment increase during this time period comes despite declines in enrollment at both the county (-5.71%) and state levels (-1.71%).



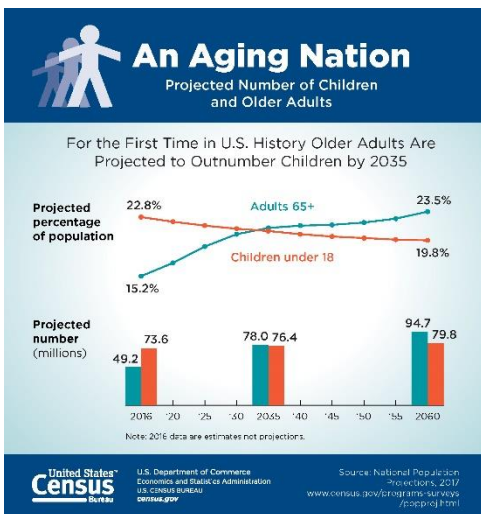
As school enrollment continues to fluctuate in the Borough, it is important to maintain adequate facilities and ensure capacity. With a reputation for a high-quality education in Glen Ridge, that reputation should also be reflected in school properties. It is clear through survey results and past Board of Education referendums that Borough residents want to maintain the school system's high-quality standards. The Borough should continue coordinating with the Board of Education in efforts to improve facilities and ensure adequate capacity.

Enrollment Over Time for Borough of Glen Ridge School District



Source: New Jersey Department of Education

CF-8 AGING IN PLACE



The U.S. Census Bureau projects that by 2034 the number of adults over the age of 65 will outnumber the number of children under the age of 18. However, Glen Ridge currently bucks the trend of the increase in the senior population. According to the 2018 5-year estimate data, the over-60 population as a percentage of the Borough's total population (13.5%) has remained virtually unchanged since 2012 (13.3%). In fact, the over-65 population as a percentage has seen a very slight decrease to 8.3% compared to the percentage in 2012 (10.0%). One of the main reasons for this is that residents, once they retire, have challenges affording to stay in their home. Between the high property taxes and the cost of maintaining the large, older homes that are most common in Glen Ridge, seniors appear to be moving out of the Borough to downsize to more affordable options elsewhere. Despite Glen Ridge being an exception to the general trend, the Borough in the coming years will need to adopt policies or land use changes that will allow a greater



number of seniors to be able to “age-in-place” rather than being priced out of the Borough entirely.

While Glen Ridge does have certain development characteristics that promote independent living and age-friendly development such as a well-connected street network and access to public transportation, it does lack some characteristics such as a wide mix of uses in its downtown and the lack of destinations per square mile. New Jersey Future’s 2014 “Creating Places to Age in New Jersey” gave Glen Ridge a score of 2 out of 4 on the quality of places for older populations, ranking Glen Ridge behind its neighbors Montclair and Bloomfield. This was due to its lack of compactness and town center. With the “good bones” Glen Ridge does have, including its location near suburban centers like Montclair and Bloomfield, the Borough should concentrate on further diversifying its future housing stock particularly in zones that could accommodate a wide range of housing typologies. While overall the Borough has diversified its housing stock with Clarus, Matchless Metals, and Park Ave Condos, zoning opportunities do exist in the R-5 zone along Glen Ridge Avenue for townhouses. This will help ensure the Borough is well supplied with the types of housing people are likely to want as they age, and at prices affordable to retirees.

Other strategies to promote “aging-in-place” is to partner with Mountainside Medical Center to advance aging in place and healthy communities initiatives.



PARKS, OPEN SPACE AND RECREATION ELEMENT REEXAMINATION



PARKS, OPEN SPACE AND RECREATION ELEMENT RECOMMENDATION PLAN

The Parks, Open Space and Recreation Element Recommendation Plan is broken up into two sections. The first is a table summarizing the past issues and recommendations that have reduced or increased based on the discussions identified in the **Past Issues and Recommendations** section of this Element. The second is a comprehensive Parks, Open Space and Recreation Recommendation Table that includes recommendations from the 2003 Master Plan and 2010 Reexamination Report that still apply today, as well as new recommendations identified as part of this 2020 Master Plan Reexamination effort.

PART I

Below is a summary of the past issues and recommendations that have reduced or increased based on the discussions identified in the **Past Issues and Recommendations** section of this Element.

Summary Table of Past Issues and Recommendations		
Past Issue or Recommendation (from 2003 Master Plan or 2010 Reexam)	Increased or Maintained and Should Continue	Decreased or Resolved
P-1 Standards		
a Additional Open Space	X	
P-2 Needs Assessment		
a Upgrades to Existing Recreational Facilities	X	
b Passive Recreation	X	
c Potential Land Swap & Open Space Designation	X	
P-3 Athletic Programs		
a Outdoor Recreation Facilities	X	



PART II

Below is a comprehensive Parks, Open Space and Recreation Recommendation Table that includes recommendations from the 2003 Master Plan and 2010 Reexamination Report that still apply (indicated with a *P-1a*, for example), as well as new recommendations identified as part of this 2020 Master Plan Reexamination effort.

DIRECTIONS

“Check off” a completed recommendation and mark the year of completion as a way to measure progress. **Short Term:** complete in 1-2 years; **Mid Term:** complete in 3-5 years; **Long Term:** complete in 10+ years.

Parks, Open Space and Recreation Element Recommendation Table				
Recommendation	Implementing Party	Completion Timeframe	Completed	Year Completed
Standards				
1	(P-1b) Acquire land for open space, when opportunities arise	Recreation Director, Public Works, Planning Director	Short- to Long-Term	
2	Utilize NRPA’s benchmarking tool, NRPA Metrics	Recreation Director, Public Works, Planning Director	Short- term	
3	Participate in NRPA programs (i.e. Agency Performance Review)	Recreation Director, Public Works, Planning Director	Short- term	
Needs Assessment				
4	(P-2b) Continue to maintain and improve conditions at all park facilities	Recreation Director, Public Works, Planning Director	Short- to Long-term	
5	Develop a concept plan for improvements to The Glens park and seek grants and local funding to implement projects	Planning Director, Recreation Director, Public Works	Short- to Long-term	
6	Replace running track at Hurrell Field	Planning Director, Recreation Director	Short- term	
7	Rehabilitate Freeman tennis courts and fencing	Planning Director, Recreation Director	Short-term	
8	Maintain and improve conditions at the Glen Ridge Community Pool	Planning Director, Recreation Director, Public Works	Short- to Long-term	
9	Explore opportunities to connect residents to county parks and create regional connections to recreational opportunities in nearby municipalities	Planning Director, Recreation Director, Essex County Parks	Medium- to Long-term	
10	Work with Essex County to increase knowledge and wayfinding for the Lenape Trail connections	Planning Director, Recreation Director, Essex County Parks	Short-term	



PAST ISSUES AND RECOMMENDATIONS

The following community facility issues were identified in the 2003 Master Plan and 2010 Reexamination Report. This element examines what activities and changes have taken place and where those issues have increased or decreased.

P-1 STANDARDS

a. Additional Open Space

The Issue: There is a shortfall of open space as calculated using the population ratio method from the 1994 New Jersey Statewide Comprehensive Open Outdoor Recreation Plan (NJSCORP, six to ten acres of open space per 1,000 residents), but there is sufficient open space in the Borough using the area percentage method from the NJSCORP (3% of developed and developable area in a municipality). Therefore, the Borough should explore opportunities for acquisition of additional open space which could be used for active recreation purposes.

What has Changed: Since the 2003 Master Plan, the Borough has not acquired any properties for open space or recreational activities.

According to the 2013-2017 NJSCORP, the area percentage method, now known as the “Balanced Land Use Concept”, is still valid. Therefore, the Borough meets the open space needs of residents using this method. However, there is another accepted standard, set by the National Recreation and Park Association (NRPA), where a park and recreation agency serving a population of less than 20,000 “offers one park for every 1,231 residents served, or a median of 11.8 acres of parkland per 1,000 residents.”² With 30.3 acres of parkland (17.1 acres developed and 13.2 acres undeveloped), and a 2018 population of 7,537 residents, the Borough should have at least six parks, or 90 acres of parkland. While 11.8 acres was used as the median, it may be more feasible for Glen Ridge to use the lower quartile of 5.2 acres per 1,000 residents, requiring Glen Ridge Borough to have a minimum of 39 acres. The potential construction of the Essex-Hudson Greenway could possibly add to the Borough’s open space acreage. Regardless, this 2003 Master Plan issue is still relevant and should remain. While few

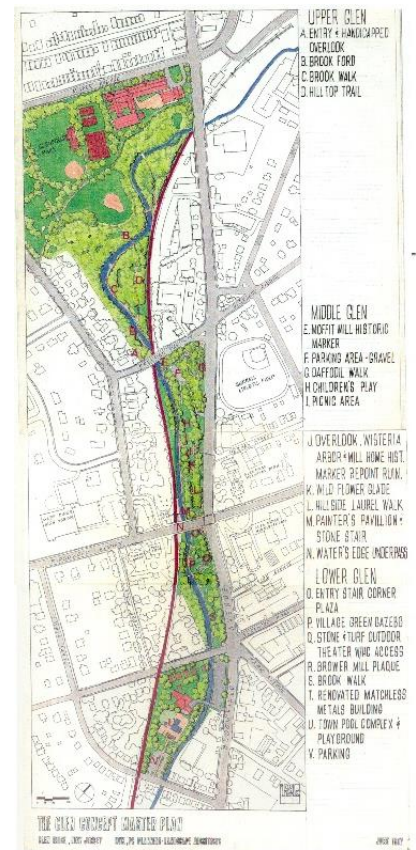
Parks & Open Space

Past Issues

- P-1 Standards
- P-2 Needs Assessment
- P-3 Athletic Programs

New Issues & Trends

- P-4 Benchmarking
- P-5 Active Recreation



1997 THE GLENS MASTER PLAN

² <https://www.nrpa.org/siteassets/nrpa-agency-performance-review.pdf>



opportunities for open space currently exist, the Borough should acquire land for open space, when they arise.

P-2 NEEDS ASSESSMENT

a. **Upgrade of Existing Recreation Facilities**

The Issue: The Borough oversees the management of nine (9) parks, the Glen Ridge Community Pool, and the Glen Ridge Senior Community Center. There are additional recreation facilities located on the campuses of Borough schools including Palmer Field but are under the jurisdiction of the School Board. The Borough should continue to assess recreation facilities within the Borough and undertake the appropriate upgrades over the next five years. The restoration and long-term maintenance of Hurrell Field should also be viewed as a special priority.

What has Changed: Since 2003, the Borough has upgraded many of its recreational facilities. Specific upgrades include the following:

- Various improvements to the Glen between 2003 and 2007
- Freeman Gardens potting shed improvements in 2008
- The Borough implemented a new turf management and field maintenance program
- Palmer Field at Forest Avenue School was reconstructed
- Hurrell Field was reconstructed
- The Glen Ridge Community Pool has a newly constructed covered deck area, new bathroom facilities, and new landscaping. In 2019, the Borough also completed the installation of tumble buckets in the pool.

The Borough should continue upgrading community parks as needed.

b. **Passive Recreation**

The Issue: Due to a lack of open passive space, improvements to the Glen should continue and Freeman Gardens should be retained as a formal garden, nature park, and bird sanctuary.

What has Changed: A master plan for the Glen was completed in 1997 that featured a bike path, improved lighting, walkways, and other amenities. In 2003, a bikeway throughout the Glen was constructed. In 2007, a bridge connecting the train station out-bound platform was tied to the bikeway. New lighting and



a gazebo as well as a small plaza, Founders Plaza, was also installed in 2007. The Freeman Gardens potting shed received improvements in 2008. Improvements to the Glen should be undertaken and Freeman Gardens should continue as a formal garden, nature park, and bird sanctuary.

c. **Potential Land Swap and Open Space Designation**

The Issue: The Borough owns two (2) recreational facilities that are located in Montclair (Freeman Tennis Courts and the bird sanctuary). Conversely, one of the Montclair's recreational facilities is located in and shared with the Borough on Baldwin Street. Review the usability of these sites and consider a potential land swap between Montclair and Glen Ridge. An additional option to be explored and implemented where mutually beneficial is a joint-use agreement. The Montclair recreation facility on Baldwin Street should be categorized as open space/historic on the Land Use Map.

What has Changed: As of writing, the Borough maintains control of Freeman Tennis Courts. The bird sanctuary is now maintained by the Audubon Society of NJ. The Borough should continue to review the usability of these sites. The Borough may wish to monitor the feasibility and logistics of these shared agreements with the Township of Montclair.

This Master Plan Reexamination Report's Land Use Map has been updated to include the Montclair recreation facility on Baldwin Street as open space/historic, and this recommendation is now complete.

P-3 ATHLETIC PROGRAMS

b. **Outdoor Recreation Facilities**

The Issue: There is a limited number of outdoor recreation facilities in the Borough and there is an increase in demand for such facilities by both school and municipal athletic programs. It is anticipated that the Board of Education would develop cooperative agreements with nearby communities to accommodate the expanding recreation programs for Glen Ridge residents.

What has Changed: The George Washington Field, a Montclair owned property, located in Glen Ridge on Baldwin Street was renovated in 2015. This field is used exclusively by Glen Ridge for



the fall season and by Montclair for the spring season. Glen Ridge also uses cooperative agreements with nearby communities for various outdoor sports including soccer and cross country. This 2003 Master Plan issue remains relevant today. Glen Ridge should continue to facilitate these agreements where necessary, but also explore the creation of new recreational facilities for school and municipal athletic programs.



NEW ISSUES AND TRENDS

A robust community outreach process uncovered issues and trends in Glen Ridge and should be considered when planning for Glen Ridge's future. Some issues raised through the public outreach process had already been identified in the previous 2003 Master Plan or 2010 Reexamination Report and are discussed in the **Past Issues and Recommendations** section of the reexamination of the Parks, Open Space and Recreation element.

P-4 BENCHMARKING

In order to improve park facilities, the Borough should endeavor to benchmark its parks, open spaces and recreational facilities, in order to better plan for future improvements. While it was national standard practice to classify parks under different park types based on purposes, service area, and location identified by the National Recreation and Park Association (NRPA), this practice is outdated (standards are over 20 years old)!³ Because communities vary in size and have unique needs and desires, NRPA replaced the single set of standards with the creation of a nationwide benchmarking tool known as NRPA Park Metrics. These latest national guidelines encourage each community to create its own custom standards to determine whether it is providing adequate open space to its residents. Below are the land-use related level of service (LOS) metrics to determine the open space needs of residents:

1. **Acres per capita** – to determine if community has a proper ratio
2. **Facilities per capita** – To determine if a community has sufficient recreation facilities such as athletic fields, playgrounds, tennis courts, swimming pools, etc.
3. **Building square footage per capita** – Ratio of indoor recreation space (i.e. recreation centers, community centers, senior centers, gymnasiums) to population served
4. **Access distance/time (bike, pedestrian, car, transit)** – To determine if parkland and other relevant facilities easily accessible to residents via preferred modes of transportation including driving, transit, bicycling, or walking

³ <https://www.nrpa.org/parks-recreation-magazine/2019/november/nrpa-park-metrics-replaces-outdated-nrpa-areas-and-facilities-standards/>

Parks & Open Space

Past Issues

- P-1 Standards
- P-2 Needs Assessment
- P-3 Athletic Programs

New Issues & Trends

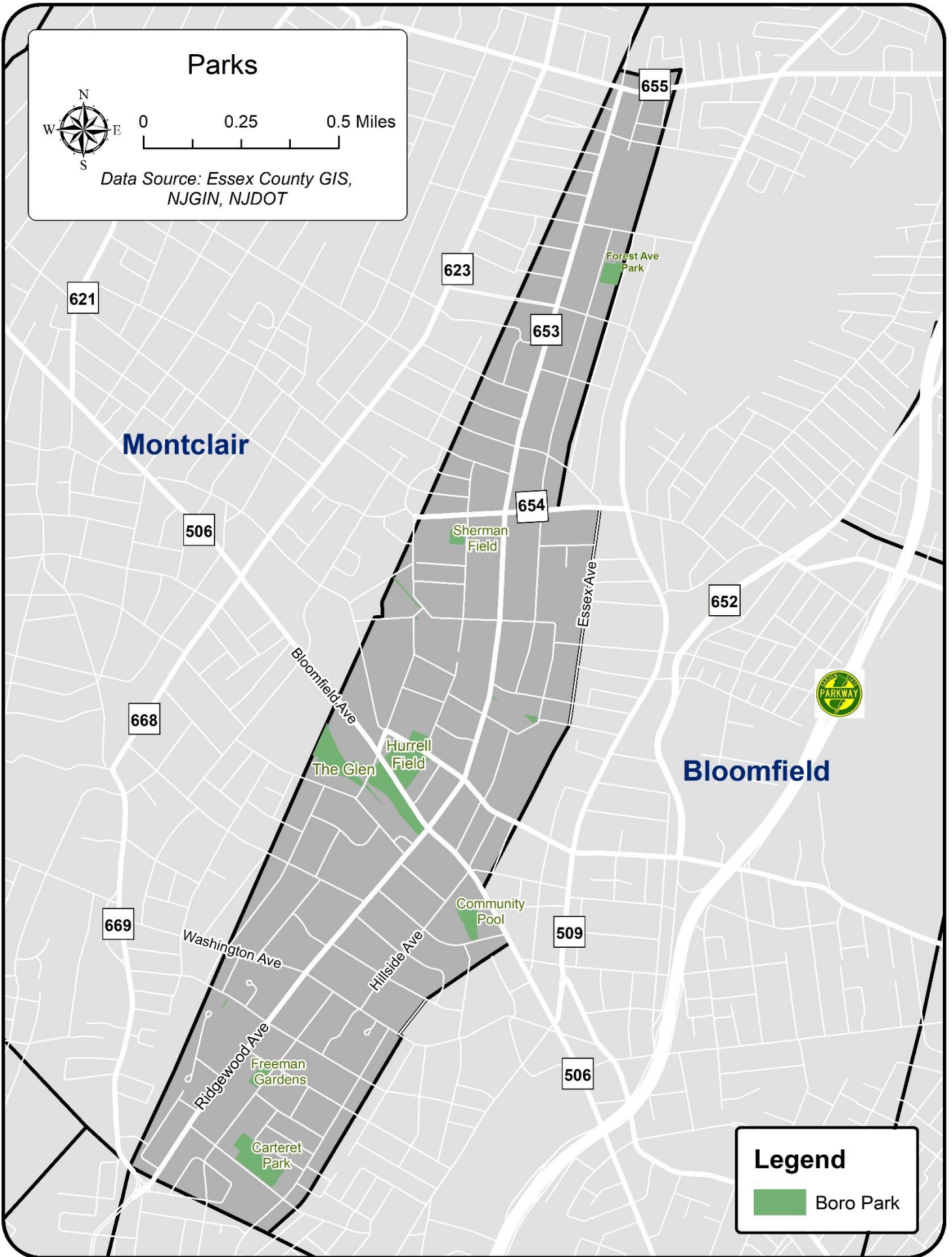
- P-4 Benchmarking
- P-5 Active Recreation

Parks



0 0.25 0.5 Miles

Data Source: Essex County GIS,
NJGIN, NJDOT



Legend

 Boro Park



5. **Quality of facilities and experience** – Identifies the quality of the community experience and determines if it is consistent across the geography of the Borough ⁴

Several other metrics are not listed above but could be considered by the Borough and appropriate departments. They include *operating expenditures per acre managed, operating expenditures per capita, revenue per capita, and revenue as percentage of operating costs.*

The Borough should refer to the National Recreation and Park Association to benchmark its facilities, and participate in several other beneficial programs, such as an Agency Performance Review.

P-5 ACTIVE RECREATION

Both the 2003 Master Plan and the 2010 Reexamination Report recognize that the Borough of Glen Ridge lacks open space for both passive and active recreational facilities. As a part of the public outreach efforts for this Reexamination Report, Borough residents were asked several questions related to the parks and other recreational facilities located in the Borough. Residents voiced concerns over the quantity and quality of recreational fields in the Borough of Glen Ridge, specifically as they related to the school and park facilities that children frequent. In fact, the number one reason for visiting a park were playgrounds and swings (31%) according to survey respondents. Walking/running (28%) and sports (24%) were other reasons for visiting Glen Ridge parks.

Improvements to the athletic fields, specifically Hurrell Field and Washington Field, have been a contentious topic in the Borough for several years. In 2007, voters of a referendum soundly rejected a bond issue that included \$2 million to replace existing fields with synthetic turf. Similar referenda on the issue were also rejected by Glen Ridge voters. Improvements to Washington Field helped to alleviate some of the facility issues for athletics. However, in the resident survey, the condition of Hurrell Field remained a serious issue in respondents' opinions. An upgrade to the facility is needed that would help to alleviate the concerns of residents while giving students an adequate facility to use. The Borough has applied for a grant through the Essex County Open Space Trust Fund Local Aid program to make improvements at Hurrell Field and is in the process

⁴ American Planning Association, PAS Memo, "Alternatives to Determining Parks and Recreation Level of Service" May/June 2016



of rehabbing facilities at Freemans Field House. The Borough is in the conceptual design stage to add environmental education features to the Glen.

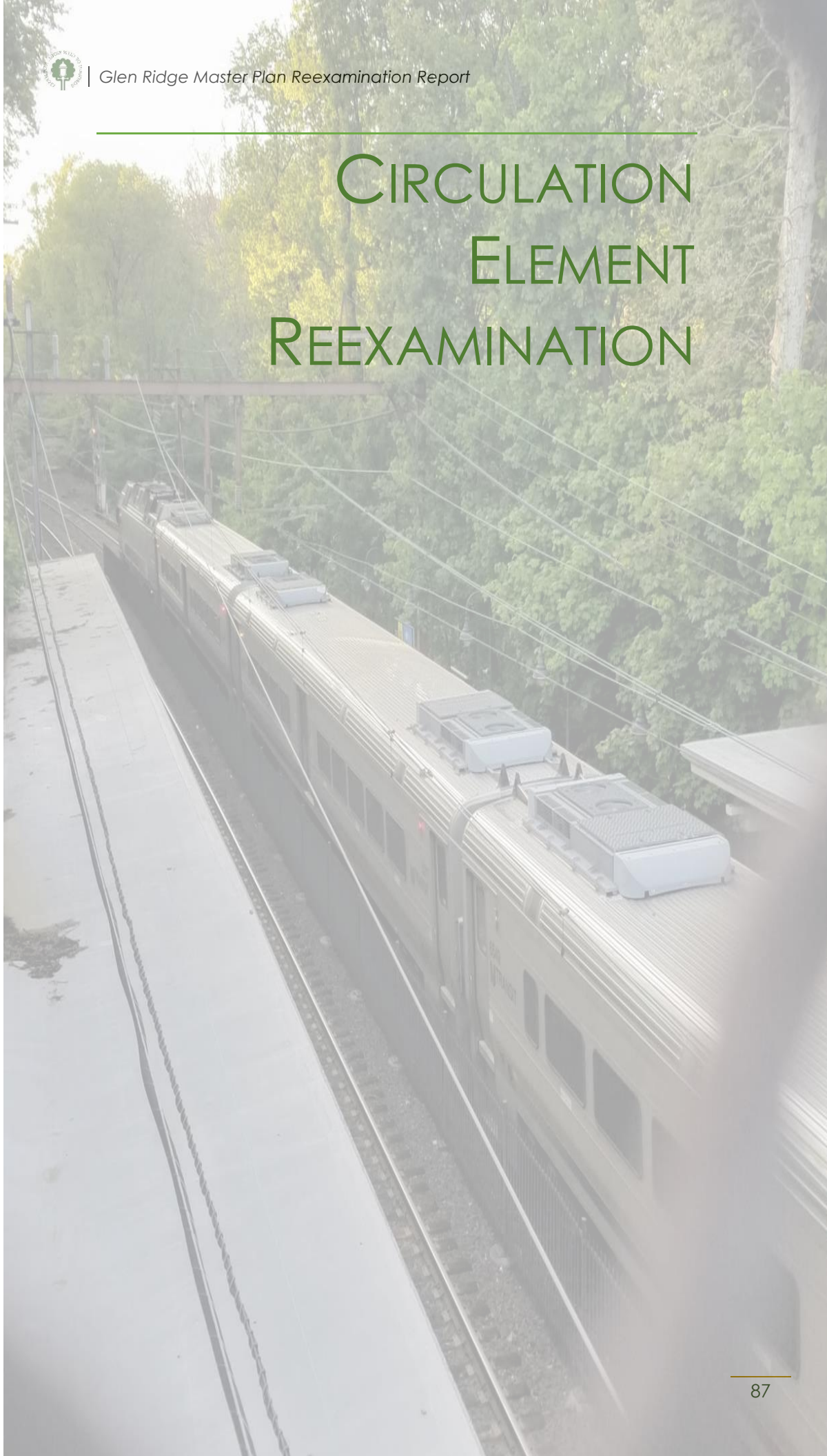
Due to the limited availability of land, a potential solution to the lack of open space for recreation is to connect residents to the three county parks within walking distance of Glen Ridge and pursue regional connections to recreational opportunities in nearby municipalities.



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CIRCULATION ELEMENT REEXAMINATION





CIRCULATION ELEMENT RECOMMENDATION PLAN

The Circulation Element Recommendation Plan is broken up into two sections. The first is a table summarizing the past issues and recommendations that have reduced or increased based on the discussions identified in the **Past Issues and Recommendations** section of this Element. The second is a comprehensive Circulation Recommendation Table that includes recommendations from the 2003 Master Plan and 2010 Reexamination Report that still apply today, as well as new recommendations identified as part of this 2020 Master Plan Reexamination effort.

PART I

Below is a summary of the past issues and recommendations that have reduced or increased based on the discussions identified in the **Past Issues and Recommendations** section of this Element.

Summary Table of Past Issues and Recommendations		
Past Issue or Recommendation (from 2003 Master Plan or 2010 Reexam)	Increased or Maintained and Should Continue	Decreased or Resolved
C-1 Intersection Improvements		
a Reconstructing Roadways	X	
b Hillside Avenue Bridge		X
c Major Intersections along Bloomfield Avenue	X	
d Highland Avenue & Bloomfield Avenue		X
e Develop comprehensive circulation, drop-off and parking strategy for Borough Center	X	
C-2 Parking		
a HUMC/Mountainside Hospital	X	
b Borough Schools	X	
c Borough Center	X	
d Parking Strategies for the Train Station		X
e Parking at Borough Destinations	X	
C-3 Public Transportation System		
a Passenger Rail	X	
b Bus & Jitney Service	X	
C-4 Bicycle & Pedestrian Mobility		
a Pedestrian Mobility	X	
b Sidewalks	X	
c Bicycle Network	X	



PART II

Below is a comprehensive Circulation Recommendation Table that includes recommendations from the 2003 Master Plan and 2010 Reexamination Report that still apply today (indicated with a C-1a, for example), as well as new recommendations identified as part of this 2020 Master Plan Reexamination effort.

DIRECTIONS

“Check off” a completed recommendation and mark the year of completion as a way to measure progress. **Short Term:** complete in 1-2 years; **Mid Term:** complete in 3-5 years; **Long Term:** complete in 10+ years.

Circulation Element Recommendation Table					
Recommendation		Implementing Party	Completion Timeframe	Completed	Year Completed
Roadway					
1	Play an active role as a member of the Essex County Transportation Committee	Planning Director	Short		
2	(C-1a) Continue to improve road conditions and maintenance of Borough roads	Planning Director, Public Works	Short to Long		
3	(C-1c) Reconfigure the intersections along Bloomfield Avenue at Hillside Avenue, Ridgewood Avenue, and Freeman Avenue	Town Engineer, Essex County, NJDOT	Short to Long		
4	(C-1e) Develop comprehensive circulation, drop-off and parking strategy for Borough Center	Planning Director, Borough Engineer, Borough Council	Short to Medium		
5	Work with Essex County to improve safety and operations at the Ridgewood Ave intersections with Washington Street, Bloomfield Avenue, Belleville Avenue, and Watchung Avenue	Planning Director, Essex County	Short to Medium		
6	Monitor the effectiveness of recent safety improvements at the intersection of Dodd St/Sunset Ave and Ridgewood Avenue, and identify additional strategies if further improvements are needed	Planning Director, Police Department	Short		
7	Install a Rectangular Rapid Flashing Beacon (RRFB) across Ridgewood Avenue at the intersection with Clark Street	Public Works	Short		



Parking					
8	Plan for autonomous vehicles by adapting parking requirements and other regulatory ordinances when they become available	Planning Director, Planning Board	Medium to Long		
9	(C-2a) Continue to monitor illegal parking on residential streets in close proximity to HUMC/Mountainside Hospital	Planning Director, Police Department	Ongoing		
10	(C-2b) Develop a Parking Mitigation Plan for Borough Schools	Planning Board, Planning Director, Board of Education	Short		
11	(C-2c) Develop a managerial plan to address parking deficiencies near Borough Center	Town Council, Town Planner, Police Department	Short		
12	(C-2e) Monitor parking availability for Borough destinations such as Municipal Pool and Train Station	Planning Director, Police Department	Ongoing		
Public Transportation / Alternate Transportation					
13	(C-3a) Develop Ridgewood Avenue Train Station Master Plan	Planning Director, Planning Board, NJ TRANSIT	Short to Medium		
14	(C-3b) Continue to monitor jitney ridership and maintain service	Borough Council, Business Administrator	Ongoing		
15	(C-5b) Advocate for implementation of Bloomfield Avenue Complete Corridor Plan and work with Essex County for improved crosswalks and bus shelters	Borough Council, Essex County, NJ TRANSIT	Short to Long		
16	Improve conditions at covered bus stop on Bloomfield Avenue near Ridgewood Avenue	Public Works	Short to Medium		
17	Explore partnerships with the Montclair and Bloomfield to develop an e-scooter program	Planning Director	Short to Medium		
18	Explore opportunities to participate in regional initiatives through NJTPA and Together North Jersey	Planning Director	Short		
Bicycle and Pedestrian					
19	(C-4a) Improve pedestrian infrastructure including sidewalks, pedestrian bridges over heavily trafficked roadways, and expand bicycle path network to improve bicycle infrastructure	Borough Council, Planning Director, Public Works	Long		



20	Apply for Complete Streets Technical Assistance to address the pedestrian safety issues at Bloomfield and Ridgewood Avenues	Planning Director	Short-Term		
21	Install a high visibility pedestrian crosswalk across Baldwin St. at Sherman Avenue	Public Works	Short		
22	Explore local passage of a 4-foot safe passing law for bicyclists	Planning Director, Borough Council, Police Department	Short		
23	Partner with EZ-Ride, Glen Ridge School District and GRPD to develop an active Safe Route to School Program	Planning Director, Police Department, Board of Education, EZ-Ride	Short		
24	Seek recognition for the Borough's Safe Routes to School Program and seek opportunities to achieve the Gold Recognition Level	Planning Director, EZ-Ride, GRPD, and Glen Ridge School District	Short to Medium		
25	Participate with appropriate lead organization to reactivate old Boonton Line as the Essex-Hudson Greenway	Planning Director	Short to Long		
26	Add more bike racks to Ridgewood Ave Train Station, or create concentrated areas nearby where people can lock up bicycles and walk to station, municipal building, or high school	Public Works	Short		
27	Continue to use Community Development Block Grants (CDBG) money to expand ADA access around the Borough	Planning Director, Public Works	Short to Long		
28	Ensure sidewalks are in good condition and enforce homeowner maintenance requirements	Borough Engineer, Public Works	Ongoing		
29	Develop an annual sidewalk/maintenance improvement fund to help offset individual costs of repairing sidewalks and address areas of concern	Borough Council, Borough Engineer, Public Works	Medium		
30	Monitor preservation, removal, and replacement of bluestone sidewalks in historic districts and adjacent to historic sites, in order to preserve historic streetscape	Historic Preservation Commission	Ongoing		



PAST ISSUES AND RECOMMENDATIONS

The following circulation issues were identified in the 2003 Master Plan and 2010 Reexamination Report. This element examines what activities and changes have taken place and where those issues have increased or decreased.

C-1 ROADWAY SYSTEM & IMPROVEMENTS

a. **Reconstructing Roadways**

The Issue: When reconstructing local roadways, consider pedestrian safety and drainage.

What has Changed: With these roadway improvements, the Borough installs barrier-free drop curbs at all intersections and storm grates in compliance with the State Stormwater Management Act. While this 2003 Master Plan recommendation has been maintained, roadway and intersection improvements on Borough-owned roadways should continue.

b. **Hillside Avenue Bridge**

The Issue: Monitor the County's replacement of the Hillside Avenue Bridge and ensure the integrity of the surrounding Borough infrastructure and compliance with historic preservation regulations.

What has Changed: Essex County replaced the Hillside Avenue Bridge. This recommendation has been completed and no further action is required.

c. **Major Intersections along Bloomfield Avenue**

The Issue: Reconfigure three intersections along Bloomfield Avenue at: Hillside Avenue, Ridgewood Avenue and Freeman Avenue. Essex County was tasked with making these changes along with installing new signal poles at these intersections.

What has Changed: Traffic signals at these three key intersections on Bloomfield Avenue were all re-signalized by the County. Since the improvements have taken place, however, there continues to be issues with the Bloomfield-Ridgewood Avenue intersection. Many residents consider it dangerous for pedestrians and would like to see left turn signals added to the intersection. The addition of a left turn signal was also a recommendation in the 2015 Bloomfield Avenue Corridor Plan. Improvements to the intersection are currently in the planning

Circulation	
Past Issues	
C-1	Roadway System & Improvements
C-2	Parking
C-3	Public Transportation System
C-4	Bicycle and Pedestrian Mobility
New Issues & Trends	
C-5	Movement of People
C-6	Regional Connectivity
C-7	Transit Connectivity
C-8	Bike & Ped Mobility
C-9	Traffic Circulation
C-10	Streetscapes
C-11	Vehicle Technology



and engineering design process and would re-establish a right turn lane and would convert two lanes as a dedicated straight and dedicated right. Despite the recommended improvements from the previous 2003 Master Plan, the problem has increased but is currently being improved.

d. **Highland Avenue and Bloomfield Avenue**

The Issue: Monitor improvements at intersections. The five-way intersection at Highland Avenue and Bloomfield Avenue is unnecessarily dangerous. Bloomfield Avenue is County Road 506 so any improvement must be done by Essex County.

What has Changed: The Borough worked with the County to have the five-way intersection at Highland/Bloomfield Avenue reduced to a standard four-way intersection. The excessive roadbed was removed and made into additional green space. The Borough is currently reviewing the intersection to consider changes being created with the reopening of the nearby school. This 2003 Master Plan objective has reduced and is deemed resolved.

e. **Develop comprehensive circulation, drop-off and parking strategy for Borough Center**

The Issue: The Borough Center contains the Ridgewood Avenue Train Station, Glen Ridge High School, and commercial businesses. These various uses create challenges to traffic circulation through Borough Center and challenges for providing adequate parking for commuters, Board of Education employees, students, workers, and shoppers.

What has Changed: Borough Council and the Mayor enacted a series of parking regulations (See **Item C-2c** for regulation specifics) in and around the Borough Center. Jitney service has helped to reduce the number of commuters that previously drove to the train station in their individual cars. The 2018 5-year U.S. Census data indicates the percentage of workers using public transportation such as the train station for their commute continues to increase (28.77% per 2012 data to 35.1% for 2018). Therefore, the main intersection in the Borough Center (Bloomfield/Ridgewood Ave) remains a primary area that the Borough will want continually monitor with regards to traffic circulation and pedestrian safety.



C-2 PARKING

a. **HUMC/Mountainside Hospital**

The Issue: Mountainside Hospital, located at 1 Bay Avenue, is recognized as a heavily used facility that requires a large number of parking spaces. As a result, hospital workers and visitors to the hospital often park on neighboring residential streets. While the Borough require residential parking permits for on-street parking near Mountainside Hospital, the Borough needed to develop Parking Mitigation Plans for Mountainside.

What has Changed: In 2016, the Planning Boards of Glen Ridge and Montclair jointly commissioned a Redevelopment Study and subsequent Redevelopment Plan for the area around the Mountainside Hospital. A parking analysis was conducted as a part of the Redevelopment Plan and found that there were approximately 1,045 parking stalls reserved for the hospital and nearing capacity. Due to the perception of parking unavailability, many hospital visitors parked on the nearby residential streets despite not having the parking permits to do so. The Plan made recommendations that any redevelopment of the hospital campus require new uses or development in the zone to be accompanied by additional sources of parking.

In July 2018, HUMC/Mountainside Hospital broke ground on a 45,735-square-foot medical office building on Bay Avenue and a parking lot on Walnut Crescent. The parking lot would include 229 spaces to accommodate the new medical office building. While redevelopment of the site is complete, having implemented the parking recommendations from the Redevelopment Plan, the Borough should continue to monitor illegal parking on residential streets.

b. **Borough Schools**

The Issue: Student drop-off and pick-up creates issues in the Borough related to pedestrian safety of children, teachers and office staff as well as traffic circulation. While there are designated drop-off zones, space is limited and parents often park illegally near a school building during drop off/pick up hours. As a result, the Borough should develop a Parking Mitigation Plan for Borough schools.

What has changed: The Borough has not yet developed a Parking Mitigation Plan for Borough schools. This issue remains and should continue to be studied and addressed. The Borough



should continue to emphasize and implement Safe Routes to School initiatives as a way to reduce school related traffic.

c. **Borough Center**

The Issue: The demand for on-street parking in the Borough Center increases greatly during the week due to NJ TRANSIT rail commuters, students and employees of Glen Ridge High School, and other employees and shoppers of local businesses. At the time this issue was identified, the Mayor and Borough Council established on-street permit parking along a portion of Ridgewood Avenue and several of the surrounding streets in proximity to the High School and Ridgewood Avenue rail station. Time limits were placed on various streets around the Borough center.

What has Changed: The Borough continues its on-street permit parking policy along Ridgewood Avenue and the surrounding streets near the High School and rail station with a three-hour time limit on remaining streets. Jitney service has also helped to reduce the number of commuters that park around the train station. Glen Ridge has made changes to parking around the Borough Center and should continue to monitor parking operations to determine if further adjustments will be needed.

d. **Parking Strategies for the Train Station**

The Issue: The Borough owns and maintains four off-street parking lots, including Herman Street, Hillside Avenue, Clark Street and Benson Street parking lots. The Borough should monitor whether there is adequate parking for commuters.

What has Changed: The Borough continues to use the tiered parking permit system for its Borough-owned surface parking lots, in which fees for parking permits in lots closer to the train station cost more than ones located farther away. The Borough also operates a jitney dual circuit system to decrease the demand for parking near the train station. As of 2010, the commuter jitney program has diverted enough of the parking demand to serve both commuters and the community pool. This issue has decreased and is deemed resolved.

e. **Parking at Borough Destinations**

The Issue: Due to limited parking availability around popular Borough destinations including the municipal complex, borough pool, and the Matchless Metals Development, visitors often park illegally. Because the municipal complex is located in close proximity to the train station, most of the available parking is



utilized by commuters. The municipal pool has a small designated parking area, with overflow parking available at the Hillside Avenue parking lot and at the Ridgewood Avenue School outside of school hours. The Matchless Metals Development provides on-site parking for residents.

What has Changed: The jitney service has helped to alleviate much of the pressure for parking, to serve both the needs of the community pool and commuters. The Borough should continue to monitor the parking needs and parking availability at these sites.

C-3 PUBLIC TRANSPORTATION SYSTEM

a. **Passenger Rail**

The Issue: Coordinate with NJ TRANSIT to improve rush hour and weekend services. Develop a Ridgewood Avenue Train Station Master Plan that plans for platform lengthening, handicapped accessibility (i.e. elevators), connections to the Glen's pedestrian paths, the re-opening of Hillside Avenue stairways and walkways to platforms.

What has Changed: Since the 2003 Master Plan, NJ TRANSIT began weekend service direct to Manhattan with trains arriving every two hours. Due to implementation of Positive Train Control (PTC) and other infrastructure renewals occurring in New York Penn Station, commuters using passenger rail have been affected by disruptions to service. Despite these changes negatively impacting service, U.S. Census American Community Survey (ACS) data shows that the percentage of Glen Ridge commuters using passenger rail increased from 28.7% in 2012 to 35.1% in 2018 making this mode of transportation an important circulation element for the Borough. The recommendation for working with NJ TRANSIT in developing a Ridgewood Avenue Train Station Master Plan for its station continues.

b. **Bus & Jitney Service**

The Issue: Maintain and improve DeCamp and NJ TRANSIT bus service. Continue to monitor and develop coordinated dual jitney circuits and anticipate assuming operating costs after subsidies end.

What has Changed: NJ TRANSIT continues to provide bus service through Route 11 that travels east and west along Bloomfield Avenue through Glen Ridge. In 2015, Essex County, in



partnership with the Borough, commissioned the Bloomfield Avenue Complete Corridor Plan. This Plan included recommendations for improving bus service along Bloomfield Avenue through improved bus shelters and bus stops. The Borough should monitor and support the implementation of this Plan. DeCamp continues to provide bus service to Newark and New York.

The Borough continues to provide the dual jitney circuit service to residents. After subsidies ended in 2011, the Borough started charging for jitney tickets and passes. Despite these fees, ridership has increased since the 2010 Reexamination Report. Ridership did dip in 2016 but has since rebounded with 70,287 rides taken in 2019. The Borough should continue to monitor jitney ridership.

C-4 BICYCLE & PEDESTRIAN MOBILITY

a. Pedestrian Mobility

The Issue: Support pedestrian mobility and safety throughout the Borough, such as pursuing pedestrian bridges at Sherman and Bloomfield Avenues, providing accessible curb cuts as part of roadway improvements, and improving pedestrian safety along major thoroughfares.

What has Changed: A pedestrian bridge, linking the outbound platform to the Glen bikeway, was constructed in 2007, but a second bridge, linking the Lower and Middle Glen under the Ridgeway Avenue bridge, was abandoned due to environmental regulations and constraints. There is still a great need to improve pedestrian infrastructure in the Borough, including constructing pedestrian bridges over heavily trafficked roadways (i.e. Sherman Avenue) and continuing to install ADA compliant ramps.

b. Sidewalks

The Issue: Seek funding for sidewalk improvements.

What has Changed: The Borough does not currently have a specific fund for sidewalk improvements. The Borough should continue to ensure sidewalks are in good condition and enforce homeowner maintenance requirements. The Borough should also consider developing an annual sidewalk/maintenance improvement fund to help offset individual costs of repairing sidewalks and address areas of concern. Since many of the



sidewalks in Glen Ridge are historic bluestone sidewalks, special programs should be created to help maintain them and their historic streetscapes.

c. **Bicycle Network**

The Issue: Expand the bicycle path network.

What has Changed: The bicycle path network in Glen Ridge has not expanded since 2003 but has limited potential for future growth. However, the Borough is an advocate of an initiative that would create a bike trail along the old Boonton line tracks, the Essex-Hudson Greenway, connecting the Borough to Essex County's Branch Brook Park in Newark. Essex County and other local officials are also supportive of this initiative. This issue remains relevant and should continue.



NEW ISSUES AND TRENDS

Circulation

Past Issues

- C-1 Roadway System & Improvements
- C-2 Parking
- C-3 Public Transportation System
- C-4 Bicycle and Pedestrian Mobility

New Issues & Trends

- C-5 Movement of People
- C-6 Regional Connectivity
- C-7 Transit Connectivity
- C-8 Bike & Ped Mobility
- C-9 Traffic Circulation
- C-10 Streetscapes
- C-11 Vehicle Technology

A robust community outreach process uncovered issues and trends in Glen Ridge and should be considered when planning for Glen Ridge's future. Some issues raised through the public outreach process had already been identified in the previous 2003 Master Plan or 2010 Reexamination Report and are discussed in the **Past Issues and Recommendations** section of the reexamination of the Circulation element.

The following discussion of Borough circulation conditions relies largely on the latest available data at the time of this report, U.S. Census data - 2018 American Community Survey (ACS) 5-year estimates (collected from years 2014-2018), and the Borough-wide survey conducted as part of this project.

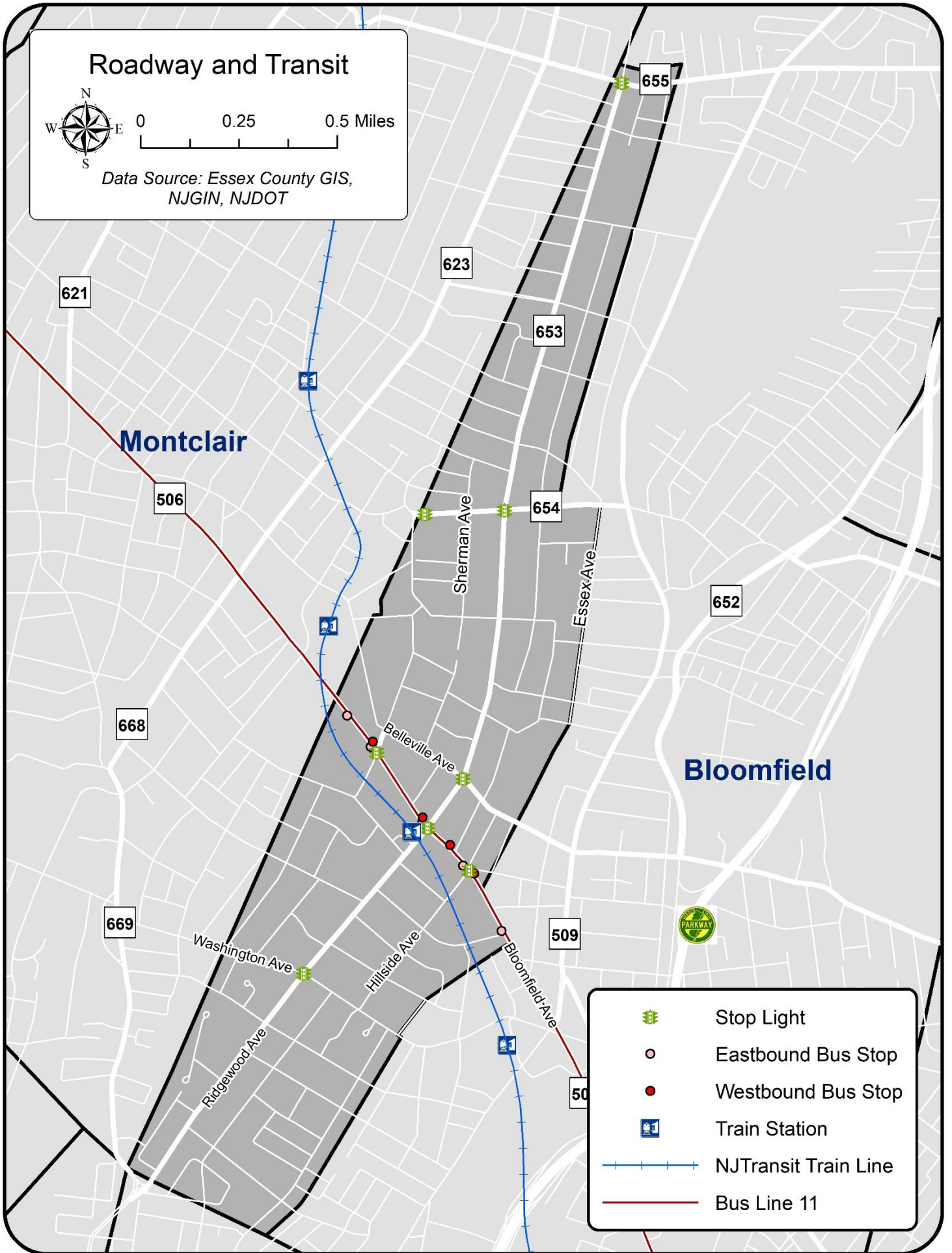
Circulation is a fundamental topic for any community. Decisions made at the local level impact how commuters go to work, how people travel to key destinations like Glen Ridge's parks and recreational facilities, how seniors and people with limited mobility get to important services, and how school-aged children get to school. How people travel has changed since the last Borough of Glen Ridge Master Plan. Generational changes in transportation mode preferences have influenced those trends, but major regional transportation projects and innovative transportation solutions have also had an effect. This section identifies these new issues and trends for circulation in the Borough of Glen Ridge.

Roadway and Transit



0 0.25 0.5 Miles

Data Source: Essex County GIS,
NJGIN, NJDOT

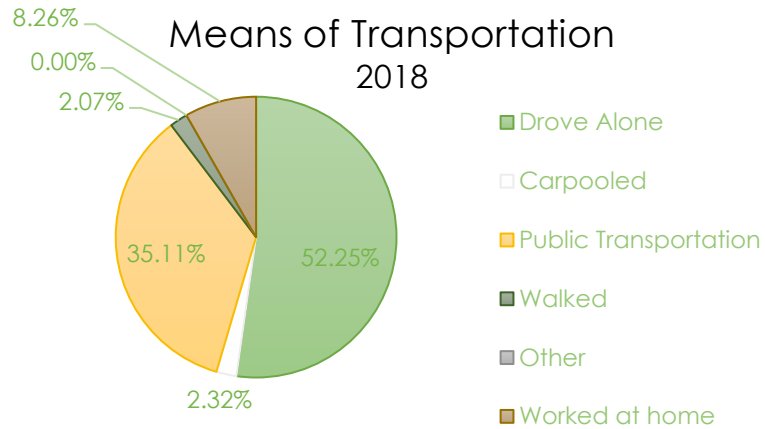


- Stop Light
- Eastbound Bus Stop
- Westbound Bus Stop
- Train Station
- NJ Transit Train Line
- Bus Line 11



C-5 MOVEMENT OF PEOPLE

Workers commuting from Glen Ridge have long used public transportation at significant percentages, and the most recent data indicates this trend continues even as other parts of the region have seen a decline in ridership on buses and trains. Glen Ridge's story is quite the opposite, as 2018 ACS data estimates commuters using public transportation has grown from the 2010 Census, increasing from 27.9% to 35.1%. This growth is consistent with the community's increase from the 2000 to 2010, which was 23.7%. While most commuters in Glen Ridge drive to work alone (52.3%), the 35% of workers who commute by public transportation is significantly higher than Essex County's share (21.5 %) and the state's (11.5%). The overwhelming majority of public transit users (96.0%) commuted by rail with the remaining percentage (4.0%) commuting by bus.



Place of Work by Means of Transportation – 2018

	Car, Truck or van: Drove Alone		Car, Truck or van: Carooled		Public Transportation		Walked		Other		Worked at home	
	Estimate	Percent	Estimate	Percent	Estimate	Percent	Estimate	Percent	Estimate	Percent	Estimate	Percent
Total	1,872	52.25%	83	2.32%	1,258	35.11%	74	2.07%	0	0.00%	296	8.26%
Worked in State of Residence	1,733	48.37%	38	1.06%	197	5.50%	74	2.07%	0	0.00%	--	--
Worked in County of Residence	705	19.68%	8	0.22%	54	1.51%	74	2.07%	0	0.00%	--	--
Worked outside County of Residence	1,028	28.69%	30	0.84%	143	3.99%	0	0.00%	0	0.00%	--	--
Worked outside State of Residence	139	3.88%	45	1.26%	1,061	29.61%	0	0.00%	18	0.50%	--	--



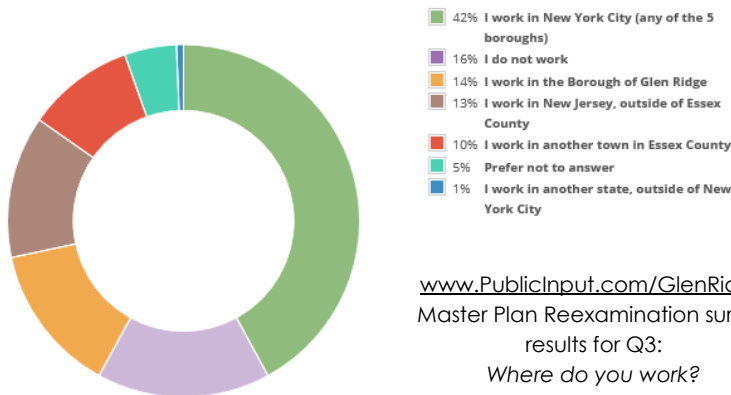
As a result, continued investment in passenger rail service is needed by state transportation agencies to assist Glen Ridge workers to get to regional employment centers. In particular, this means ensuring service is reliable with minimal delays during peak commuting hours to and from New York Penn Station, and increasing weekend service.

However, this does not diminish the importance of a well-maintained and efficient local roadway network. The 2018 ACS data shows that the majority of workers drove for their commute, and it is likely that most Glen Ridge residents used a car to get to locations besides work such as shopping, entertainment, and other types of commercial services.

The higher than average public transportation ridership rate is also reflected in the higher percentages of workers who work outside the state. Over one-third (35.3%) of Glen Ridge workers leave New Jersey for their commute, and of those, 29.6% use public transportation, and 3.9% drive to work alone. This is an indication that public transit riders tend to be New York City bound as only 5.5% of the people who commute by public transportation work within the state.

This is consistent with the responses of the Reexamination Report survey, where 42% of survey respondents said they work in New York City, while only 1% indicated they work outside the state, but not in NYC. Not surprisingly, the percentage of workers in Glen Ridge who work outside the state is more than triple that of Essex County (10.6%), and nearly triple the state's average (13.9%).

3. Where do you work?



www.PublicInput.com/GlenRidge
Master Plan Reexamination survey
results for Q3:
Where do you work?



The higher than average percentage of commuters who travel to New York City, and use the train and bus to do so, also experience longer than typical commute times as a result. Of the workers who journey to work, 39.1% have longer than a 60-minute commute. This is around double that of the county and state averages. Glen Ridge has a significantly lower percentage of commuters who have less than 30-minute commute times when compared to the county and state. This is especially for commuters who travel less than 20 minutes to work. Only 16.3% of Glen Ridge commuters who travel less than 20 minutes to work compared to 27.3% for Essex County and 33.7% for New Jersey as a whole. Improvements by NJ TRANSIT to quicken service to New York during peak commuting hours would enable a shorter commute for a significant number of workers who commute by train.

Travel Time to Work – 2018						
	Glen Ridge		Essex County		New Jersey	
	Estimate	Percent	Estimate	Percent	Estimate	Percent
Total	3,287	100.00%	351,840	100.00%	4,114,688	100.00%
Less than 5 minutes	65	1.98%	5,554	1.58%	83,431	2.03%
5 to 9 minutes	138	4.20%	19,675	5.59%	315,877	7.68%
10 to 14 minutes	133	4.05%	32,004	9.10%	474,915	11.54%
15 to 19 minutes	198	6.02%	38,713	11.00%	513,929	12.49%
20 to 24 minutes	403	12.26%	48,583	13.81%	539,713	13.12%
25 to 29 minutes	146	4.44%	20,402	5.80%	255,559	6.21%
30 to 34 minutes	310	9.43%	57,541	16.35%	548,013	13.32%
35 to 39 minutes	125	3.80%	9,944	2.83%	129,228	3.14%
40 to 44 minutes	173	5.26%	17,699	5.03%	195,614	4.75%
45 to 59 minutes	312	9.49%	32,834	9.33%	406,635	9.88%
60 to 89 minutes	1143	34.77%	47,677	13.55%	436,834	10.62%
90 or more minutes	141	4.29%	21,214	6.03%	214,940	5.22%



C-6 REGIONAL CONNECTIVITY

As Glen Ridge's demographic trends show, maintaining good connections to the region through transportation is important, especially as it relates to the transit network. While the Borough does not have control over regional service, continued monitoring on the progress of major regional mobility projects and taking on an advocacy role for its residents, will be critical. The below outlines the essential projects needed for Glen Ridge:

PORT AUTHORITY BUS TERMINAL RENOVATION

Even though most Glen Ridge workers use passenger rail as their preferred method to commute to New York City, a significant percentage of workers also use bus service to the Port Authority Bus Terminal in Midtown Manhattan. Like New York Penn Station, the Port Authority Bus Terminal needs significant upgrades, which the Port Authority of New York and New Jersey began planning for in 2015. In 2019, the Port Authority released a Scoping Document that reduced an initial list of 13 alternatives to three alternatives. These alternatives included “build-in-place” where the Terminal would be expanded to meet current and forecasted future demand and two different alternatives which would create a new underground bus terminal in the lower levels of the Jacob Javits Convention Center three blocks to the west of the existing bus terminal. Again, while Glen Ridge has no direct influence on the selection of the bus terminal, it should be aware of the progress of the study and how it will affect its workforce.

THE GATEWAY PROGRAM

Another factor affecting transit riders' overall level of service is the need for additional rail capacity under the Hudson River to Manhattan. While the Gateway Project is a multi-faceted series of projects designed to improve rail access, one of the key components is the need for a new Hudson River tunnel. Currently, there is only one set of two tunnels trains travel through to get into Manhattan. These tunnels are over 100 years old and provide access between New Jersey and New York under the Hudson River for over 200,000 passengers on a daily basis. In addition to its age, a continued increase in demand for passenger rail (both locally and regionally via Amtrak), and deterioration due to weather related events like Hurricane Sandy, have further strained the ability of the existing tunnel to provide adequate capacity. Good Cross-Hudson passenger rail is critical to the economic health of the region, Glen Ridge included.





The tunnels are only one factor in the problems facing the implementation of the Gateway Project, the expansion of NY Penn Station is the only way to increase capacity into NY on NJT rail service. The addition of new, redundant tunnel does not correct the situation.

C-7 TRANSIT CONNECTIVITY

PASSENGER RAIL

The Borough of Glen Ridge is served by NJ TRANSIT's Montclair-Boonton line that provides direct service to New York and Newark from the Glen Ridge train station on Ridgewood Avenue. There are several trains that run daily during the workweek with limited service during the weekend. Using 2018 ACS data, the percentage of Glen Ridge commuters using passenger rail has increased significantly since both 2003 and 2010. In recent years, however, NJ TRANSIT has faced increasingly unreliable service involving the delaying and cancellation of trains. A factor leading to suspension of various trains has been the shortage of qualified locomotive engineers to provide service. This shortage has been a result of the lack of engineers going through the training course, and until recently, residency restrictions on who could be a locomotive engineer. While these issues are being addressed (such as the removal of the residency requirement), there will be a lag in having adequate staffing levels, as call-outs or other factors affecting available labor on any given day has an impact on how NJ TRANSIT can plan for and provide rail service. As of this Reexamination Report, recent data has shown that not only has the issue of delayed or cancelled trains become an overall issue for regional mobility on NJ TRANSIT, but the problem is getting worse. Due to the high percentage of Glen Ridge commuters using passenger rail, it is imperative for the Borough to coordinate with NJ TRANSIT to see improvements and expanded service for the Ridgewood Avenue Train Station.

POSITIVE TRAIN CONTROL

Positive Train Control (PTC) is a federally mandated requirement to be implemented on all rail lines in the United States. PTC is an advanced signal and control system that actively monitors train speed and movements to avoid collisions and derailments. As NJ TRANSIT has implemented PTC on its system, it has required temporary removal of rail equipment from its lines, affecting its ability to provide the same level of service statewide. This has affected Glen Ridge commuters due to changes to the level of service on the Montclair-Boonton Line. NJ TRANSIT will continue to install PTC equipment and testing PTC technology throughout the system into 2020.



RIDE SHARING & TRANSIT

Ride sharing, a form of micro-transit, occupies many forms like ride-hailing services such as Lyft or Uber, bike shares, or bus systems like Boxcar and EZ Ride/Meadowlink (<https://ezride.org>). Also known as demand responsive transit, micro-transit are transportation systems that match the demand for a trip with the ability to supply a trip. They can supplement or fill in gaps in coverage, service capabilities, and convenience within the public transportation system. Micro-transit can be further expanded to fill "last mile" gaps of the public transit system, such as local jitney services or shuttles to reduce parking demand around the Borough Core and the train station, further encouraging transit usage.

The Borough of Glen Ridge provides its own form of ride sharing as it was initiated in partnership with NJ TRANSIT to provide the Jitney Service Program, with the aim to provide the community with transportation to the Glen Ridge train station. The jitney program has been a very popular option since its inception in 2002. As NJ TRANSIT ended its support for the jitney, the Borough continues to fund the program by allowing residents to sign up for yearly and monthly passes to take one of two shuttle buses from a stop in their neighborhood to the station. In the Glen Ridge Reexamination Report survey, only 1% of respondents said that they used Rideshare in order to get to the train station while 12% of respondents said they used the Jitney service. The Borough should continue to monitor the usage of the jitney system and plan for ways to improve the "last mile" gap from the train station on Ridgewood Ave to the Borough's residential neighborhoods.

BUS TRANSIT

The Borough of Glen Ridge is serviced by NJ TRANSIT's bus route 11, which travels east and west through the Borough along Bloomfield Avenue. There are five eastbound stops and four westbound stops on Bloomfield Avenue. Route 11 originates in Newark and terminates at the Willowbrook Mall in Wayne (Passaic County). The 2015 Bloomfield Avenue Complete Corridor Plan, commissioned by Essex County, recommends improved bus service on this route as a way to alleviate congestion. Bus stop recommendations in Glen Ridge include adding a painted/textured intersection at the Bloomfield/Ridgewood Ave intersection, improving bus shelters and extending the length of the bus stop, installing ergonomic crosswalks, highlighting bus stops with pavement markings, and creating new north and south bound exclusive bus turning lanes. The Borough should coordinate with Essex County and NJ TRANSIT to work towards implementing these recommendations, thereby improving bus service to Glen Ridge.



C-8 BIKE & PED MOBILITY

COMPLETE STREETS

In any well-developed community, especially one such as Glen Ridge with several regional arterial roadways, transportation options should be provided that extend beyond the automobile. This involves the accommodation of safe bicycle and pedestrian travel through the Borough. Bike and pedestrian travel should be encouraged for local destinations, such as parks, schools, and Borough Core, and to reduce overall roadway congestion. Three key components to encourage the use of biking and walking for transportation, rather than simply recreation, is to make that form of travel **safe, easy, and attractive**. This involves ensuring infrastructure is available and in good condition, that a resident can safely cross the roadway at key locations, and the experience is enjoyable so they will want to continue to walk and bike. The Borough of Glen Ridge Reexamination Report survey indicated that two-thirds of respondents felt walking in Glen Ridge was safe and easy, but less than half (44%) felt the same about bicycling within the Borough. Survey respondents specifically commented on potential conflicts between bicyclists and walkers with automobiles, especially along Ridgewood and Bloomfield Avenues, citing poor sidewalk conditions and a lack of signage. Glen Ridge can improve residents' perceptions of bicycle safety through traffic calming measures that make it safer for residents to bike along Borough and County roadways. The Borough adopted a Complete Streets policy in September 2012 to make "safe, convenient, accessible, equitable, healthy, and environmentally and economically beneficial transportation for all users" a priority of the Borough. The Borough should improve bicycle infrastructure and wayfinding that would improve safety and encourage more residents to bicycle through the Borough.

WALKABLE AND BIKEABLE COMMUNITIES

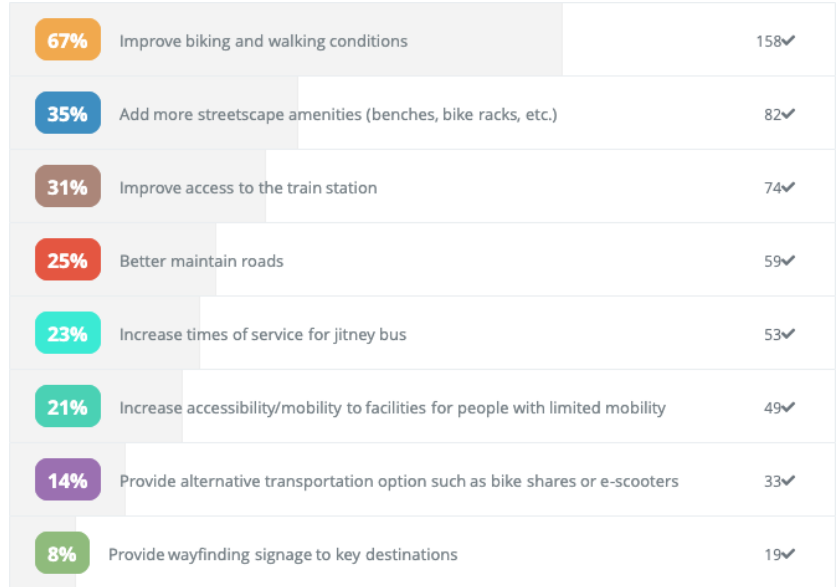
While the Borough roadways have been largely constructed to provide access and mobility to drivers, the Borough is now taking steps to make the community more accommodating to walking and biking. In 2012, the Borough adopted a Complete Streets policy to improve pedestrian and bicycle infrastructure in the Borough. In 2016, the Borough worked with Essex County to install three miles of bike lanes and increase the number of pedestrian crossings along Ridgewood Avenue. There is widespread support for additional improvements to bicycle and pedestrian safety to be made. 84% of survey respondents said that bicycle and pedestrian safety was an important or very important issue for them. Additionally, 67% of



respondents believed that improving biking and walking conditions was the best way for Glen Ridge to improve mobility throughout the Borough.

E-BIKES AND E-SCOOTERS

Recent non-automobile transportation modes gaining popularity are electric bikes (e-bikes) and electric scooters (e-scooters). Both are becoming a desired form of local transport since they combine the personal mobility of a bicycle while adding overall speed and reduced level of physical effort. In 2019, New Jersey passed legislation permitting the use of low-speed e-bikes and e-scooters (low speed is defined as a maximum of 19 miles per hour for e-scooters and up to 20 miles per hour for e-bicycles before the electronic assistance ceases). These devices may likewise be allowed to ride on sidewalks so long as they do not impede the movement of pedestrians, and on bicycle paths. The City of Hoboken was the first New Jersey municipality to roll out an e-scooter program and has been extremely successful. As the opportunity arises in neighboring communities like Bloomfield and Montclair, Glen Ridge should thoughtfully consider a partnership with the municipalities to roll out a joint program, and consider regulations that encourage their use while ensuring they do not present a safety or mobility issue for other modes.



www.PublicInput.com/GlenRidge Master Plan Reexamination survey results for Q12: How should Glen improve mobility throughout the Borough?

C-9 TRAFFIC CIRCULATION

Network circulation is critical to the quality of life of Glen Ridge residents, business owners and workers who travel in Glen Ridge every day. An efficient and effective system must be in place so people can get to work, school, shopping, healthcare, and other services. At the same time, safety is an essential factor. Mobility and safety must work in conjunction with each other for the system to function properly.

CONGESTION

Addressing issues related to congestion is a critical part of achieving efficiency. Intersections are a major issue related to congestion. There may be challenges to addressing intersection issues since Glen Ridge only has control over local roads, while Essex County has control over several of the main pass through roads in the Borough such as Bloomfield Avenue and Ridgewood Avenue. Working with



Essex County to improve key intersections along County roadways is critical for improving congestion issues in the Borough.

Glen Ridge continues to be a place that residents and visitors want to feel safe walking around, especially in and around the Borough Core, near to community facilities like Glen Ridge High School, Ridgewood Avenue School, the train station, and the municipal complex. Many Borough residents, especially school aged children, walk to these community facilities. As a result, importance should be placed on the pedestrian safety and mobility rather than maximizing the speed at which a driver moves through the Borough. Both Bloomfield Avenue and Ridgewood Avenue are County roadways, however, and the Borough does not control how these roadways operate. It will be important for the Borough to communicate its objectives to make both roads safer for pedestrians through traffic calming measures, streetscape amenities, and other public realm improvements. Creating a hierarchy of roadway users and the kind of activity the Borough wants to support on each roadway can be an effective tool for establishing an understanding and identifying solutions for roadway congestion.

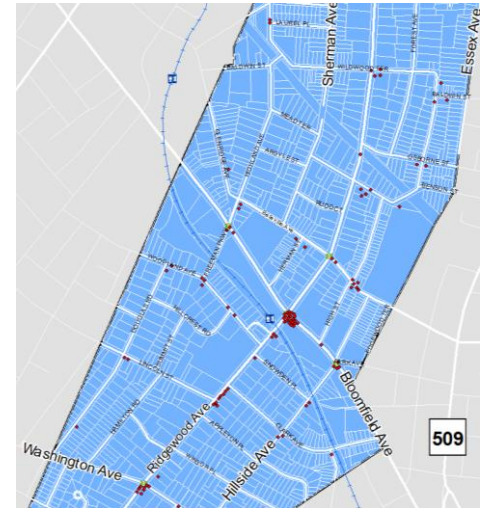
Congestion is not just a local issue but a regional one. Therefore, it is critical for the Borough to monitor the types of development that are occurring in its neighboring municipalities, especially in Bloomfield Township and the Township of Montclair. One of the more dynamic changes that has been occurring in these townships is the large-scale redevelopment of the area around the Bloomfield train station. It is important for Glen Ridge to follow these developments because of both the intensity of the development and the proximity of this development to Bloomfield Avenue. The largest development to occur in Bloomfield, for instance, is the Avalon-Bloomfield station, which was constructed in 2014 and includes 224 units as well as a variety of commercial retail. Additional developments including the Lackawanna Station apartments and The Green add another 216 residential units to Bloomfield. There is potential for additional development in the Township to include several other sites near the train station that will increase the number of residents residing in Bloomfield using both the train station and the local roadway system near Glen Ridge. These large-scale residential developments will have impacts on the regional transportation system. Local officials will have to work with the appropriate county and state agencies to mitigate the potential harm to Glen Ridge residents.



SAFETY

Along with addressing issues of congestion, safety is a critical issue to Glen Ridge residents, and intersection safety for drivers, pedestrians, and bicyclists was a repeated comment by survey respondents. Of all the safety concerns raised, many were linked to school-related traffic and students being able to safely walk to school, particularly with crossing the Bloomfield/Ridgewood Avenue intersection. At this intersection, residents desired a left turning arrow. Several other intersections along Ridgewood Avenue were also considered dangerous by residents, especially in locations with low traffic light visibility. The amount of speeding that takes place on many of the Borough's residential streets was another major concern of survey respondents.

In addition, intersections that were close to parks such as Carteret Park, Linden Avenue School, and Forest Avenue School were indicated as dangerous because of the number of children that walk around these areas before and after school. Parents picking up and dropping off their children during the morning and afternoon can also cause safety hazards. An additional concern for this area was the lack of lighting, making it more difficult for drivers to see pedestrians at night and for pedestrians to feel safe. Finally, residents also worried about sightline issues caused by on-street parking, making it difficult for pedestrians to be seen.



Public feedback of locations of concern for drivers, pedestrians, and bicyclists submitted on the PublicInput.com survey page.

C-10 STREETSCAPES

The Borough maintains a unique feel given the gas street lamps and the bluestone sidewalks. These various features are what adds to the quality of life and the character of the community. Along the busiest roadways, it may be necessary to install electric streetlights to complement the historic gas streetlamps. Through the surveys conducted for this reexam, many residents voiced their desires to see improved streetscape amenities to the Borough including more benches and additional bike racks.

C-11 VEHICLE TECHNOLOGY

While Glen Ridge uses public transportation at higher rates than many other communities and there is a significant desire to improve local biking and walking conditions, most people in Glen Ridge drive daily and have access to an automobile. 2018 ACS census data indicates 75.4% of Glen Ridge's households have two or more vehicles available, demonstrating that safe and efficient travel by car is a primary consideration. Advances in vehicle technology



continue to change how people travel by automobile, and Glen Ridge should likewise plan for these advances.

AUTONOMOUS VEHICLES

Autonomous vehicles are among the top technology “disruptors” as there are multiple ways in which they may be implemented, and their overall effect on travel, car ownership, and other aspects have yet to be determined. Autonomous vehicles are essentially “self-driving cars”, which allows the occupant to take a passive role, while it is the automobile that regulates the speed and navigation and gets the occupant to their destination. Autonomous vehicles are being tested today with some various levels of success, and while implementation has not been as smooth as supporters have hoped, this technology is making continued advances. How these vehicles evolve will be the subject of monitoring. While the initial belief that autonomous vehicles will be similar to owning a personal vehicle (driven from origin to destination and sit parked until the next trip), there is also a belief that autonomous vehicles of the future will involve unoccupied vehicles moving on roadways, from destination to destination without actually needing an occupant at all. Both beliefs will influence actual demand for parking spaces, congestion on roadways, and even the need to own an automobile at all versus “subscribing” to a transportation service.

ELECTRIC VEHICLES

Not as disruptive as the advent of autonomous vehicles, electric vehicles represent a shift to more sustainable resources and zero vehicle emissions for personal automobiles, commercial fleets, and government vehicles (i.e. garbage trucks, street sweepers, transit vehicles). These vehicles now operate on battery power only, which negates the need for gasoline usage. Rather, their mileage is determined based on the charge of the battery. Electric vehicle owners have charging stations at their home (where over 80% of E-V charging takes place), but their rise in utilization and popularity will require additional public infrastructure to ensure their continued popularity. New Jersey officials at the state level are attempting to implement incentives for both electric vehicle purchases by individuals and to improve public charging stations to make them more prolific and reliable. These policies should be monitored, and the Borough should plan for greater vehicle sharing station implementation. Glen Ridge should identify locations to implement Levels 2 or 3 charging stations around the Borough. These locations could be placed at publicly owned facilities such as the train station, municipal parking lots, or the Borough could partner with developers to locate a charging station on development sites, such as multi-family developments, for public use. Further, the Borough



can explore the potential for integrating Alternative Fuel Vehicles (AFV) to its municipal fleet, including police cars and administrative vehicles. In addition to all-electric vehicles, AFVs may also be fueled by Natural Gas, Ethanol, Propane, or utilize hybrid diesel/electric engines.



UTILITY SERVICE ELEMENT REEXAMINATION



UTILITY SERVICE ELEMENT RECOMMENDATION PLAN

The Utility Service Element Recommendation Plan is broken up into two sections. The first is a table summarizing the past issues and recommendations that have reduced or increased based on the discussions identified in the **Past Issues and Recommendations** section of this Element. The second is a comprehensive Utility Service Recommendation Table that includes recommendations from the 2003 Master Plan and 2010 Reexamination Report that still apply today, as well as new recommendations identified as part of this 2020 Master Plan Reexamination effort.

PART I

Below is a summary of the past issues and recommendations that have reduced or increased based on the discussions identified in the **Past Issues and Recommendations** section of this Element.

Summary Table of Past Issues and Recommendations		
Past Issue or Recommendation (from 2002 Master Plan or 2009 Reexam)	Increased or Maintained and Should Continue	Decreased or Resolved
U-1 Water Supply		
a Supplementing Water Supply	X	
b Replacement of Lead Line Water Services		X
c Mountainside Hospital Drinking Water		X
U-2 Sewage and Wastewater Treatment		
a Sewer Flow Infiltration	X	
b Sanitary Collection System	X	
c Mountainside Hospital Wastewater		X



PART II

Below is a comprehensive Utility Service Recommendation Table that includes recommendations from the 2003 Master Plan and 2010 Reexamination Report that still apply today (indicated with a *U-1a*, for example), as well as new recommendations identified as part of this 2020 Master Plan Reexamination effort.

DIRECTIONS

“Check off” a completed recommendation and mark the year of completion as a way to measure progress. **Short Term:** complete in 1-2 years; **Mid Term:** complete in 3-5 years; **Long Term:** complete in 10+ years.

Utility Service Element Recommendation Table					
Recommendation		Implementing Party	Completion Timeframe	Completed	Year Completed
General					
1	<i>(U-1a)</i> Consider options for supplementing the Wanaque Reservoir supply	Borough Council, DPW	Short- to Medium-term		
2	<i>(U-2a)</i> Encourage the Passaic Valley Sewerage Commission to adopt a rate structure which incorporates a rate reduction commensurate with the municipality’s financial outlay to reduce sewer line infiltration	Borough Council, DPW	Ongoing		
3	Future redevelopment projects and plans should take into account infrastructure, such as water supply	Planning Director, Planning Board, Borough Council	Short		



PAST ISSUES AND RECOMMENDATIONS

The following utility service issues were identified in the 2003 Master Plan and 2010 Reexamination Report. This element examines what activities and changes have taken place and where those issues have increased or decreased.

U-1 WATER SUPPLY

a. Supplementing Water Supply

The Issue: Glen Ridge's water supply comes from the Montclair Water Bureau, whose water source is one-quarter from Montclair wells and the remainder from purchased surface water of the Wanaque Reservoir, under the jurisdiction of the North Jersey District Water Supply Commission (NJDWSC). In the 2003 Master Plan, the Borough was exceeding its allocation of 705,000 gallons per day and paying additional monies based upon the overdraft. It was recommended Glen Ridge consider the construction of a well in the Glen, or partner with the Township of Montclair in developing a fourth well in Nishuane Park, Montclair.

What has Changed: The Mayor and Council have entered into shared service agreement with the Montclair Water Bureau to improve the Borough's water and sewer operations. Through this agreement, the Borough has three (3) interconnections with Montclair, through which it receives its water supply. While the Township of Montclair considered developing a well at Nishuane Park in 2013 to aid with future growth in the Township over the next 30 years, the project did not move forward. However, the Borough is at capacity with its water supply, and any new development requiring new water connections requires cooperation with the Township of Montclair.

b. Replacement of Lead-line Water Services

The Issue: Between 2003 and 2010, over 80% of the lead-line water services in the Borough had been replaced. As of 2010, an application for the replacement of the remaining 20% had been made.

What has Changed: Lead contaminated drinking water has become a major issue in New Jersey, as nearby Newark is facing issues with elevated levels of lead in the City's drinking water. Water in Glen Ridge does not have elevated levels of lead in the water. However, the Borough is currently undertaking a

Utility Services

Past Issues

- U-1 Water Supply
- U-2 Sewage and Waste Treatment

New Issues & Trends

- U-3 New Development Impacts



Lead Service Line Replacement program to replace all residential water service lines that are made of lead materials throughout the Borough. This replacement program is replacing the Borough's portion of the service line from the water main in the street to the curb stop. Construction on this project to replace the remaining 659 lead services in the Borough started in November 2019 and is scheduled to be completed in Summer 2020. As a part of this process, the Borough will also be replacing all of the fire hydrants. Where records have indicated a presence of iron or lead piping in the supply line, property owners have been notified of the situation (via letter) and given options for how to replace their portion of the service line. As this item is nearly complete, it can be deemed resolved and no further action is required.

c. **Mountainside Hospital Drinking Water**

The Issue: The well at Mountainside Hospital exceeded the safe drinking water limits with respect to VOC's (volatile organic chemicals). The 2003 Master Plan recommended that the private well at Mountainside Hospital be sealed in accordance with NJDEP procedures.

What has Changed: According to NJDEP's DataMiner, a possible permit number for the well is #2600002296, and it is believed to have been installed in the 1960s. It is not known whether the well was sealed. The Borough should confirm with NJDEP about whether the well was decommissioned or contact appropriate staff at the hospital.

U-2 SEWAGE AND WASTEWATER TREATMENT

a. **Sewer Flow and Infiltration**

The Issue: Sewage in Glen Ridge is transported via collector and trunk lines to the Passaic Valley Sewerage Commission Treatment Facility. The Borough of Glen Ridge participates in a cost sharing agreement for the cost of maintaining and operating the system, which is a cost sharing formula based upon metered water consumption per municipality rather than actual sewage flows. The 2003 Master Plan recognizes that this issue of metering sewer flow and infiltration can only be addressed on a regional basis through the Passaic Valley Sewerage Commission. Regardless, the Borough should encourage the Passaic Valley Sewerage Commission through its participation at the Second River and Third River Joint meetings, to adopt a rate structure which incorporates a rate reduction



commensurate with the municipality's financial outlay to reduce sewer line infiltration.

What has Changed: In 2009, the Borough passed Ordinance No. 1511 to appropriate \$1.5 million to replace water meters in the Borough with new remote-read meters, which were used to decrease the Borough's unaccounted water usage. The issue of sewer line infiltration has not been resolved and the Borough should continue to work with PVSC to find a solution

b. **Sanitary Collection System**

The Issue: As of 2010, the Borough made an application to replace structurally defective sanitary collector sewers.

What has Changed: In 2019, the Borough contracted work for Sewer Collection rehabilitation of defective collector sewers. Work began and was completed in 2019. This item is deemed resolved and no further action is required.

c. **Mountainside Hospital Wastewater**

The Issue: If laundry facilities are reopened at Mountainside Hospital, an analysis should be performed to determine if an additional sewer line is required in Bay Avenue.

What has Changed: At the time of adoption of this re-examination, laundry service has not been reinstated at HUMC/Mountainside Hospital. This recommendation is resolved, and no further action is necessary.



Utility Services

Past Issues

- U-1 Water Supply
- U-2 Sewage and Waste Treatment

New Issues & Trends

- U-3 New Development Impacts

NEW ISSUES AND TRENDS

A robust community outreach process uncovered issues and trends in Glen Ridge and should be considered when planning for Glen Ridge's future. Some issues raised through the public outreach process had already been identified in the previous 2003 Master Plan or 2010 Reexamination Report and are discussed in the **Past Issues and Recommendations** section of the reexamination of the Utility Services element.

U-3 NEW DEVELOPMENT IMPACTS

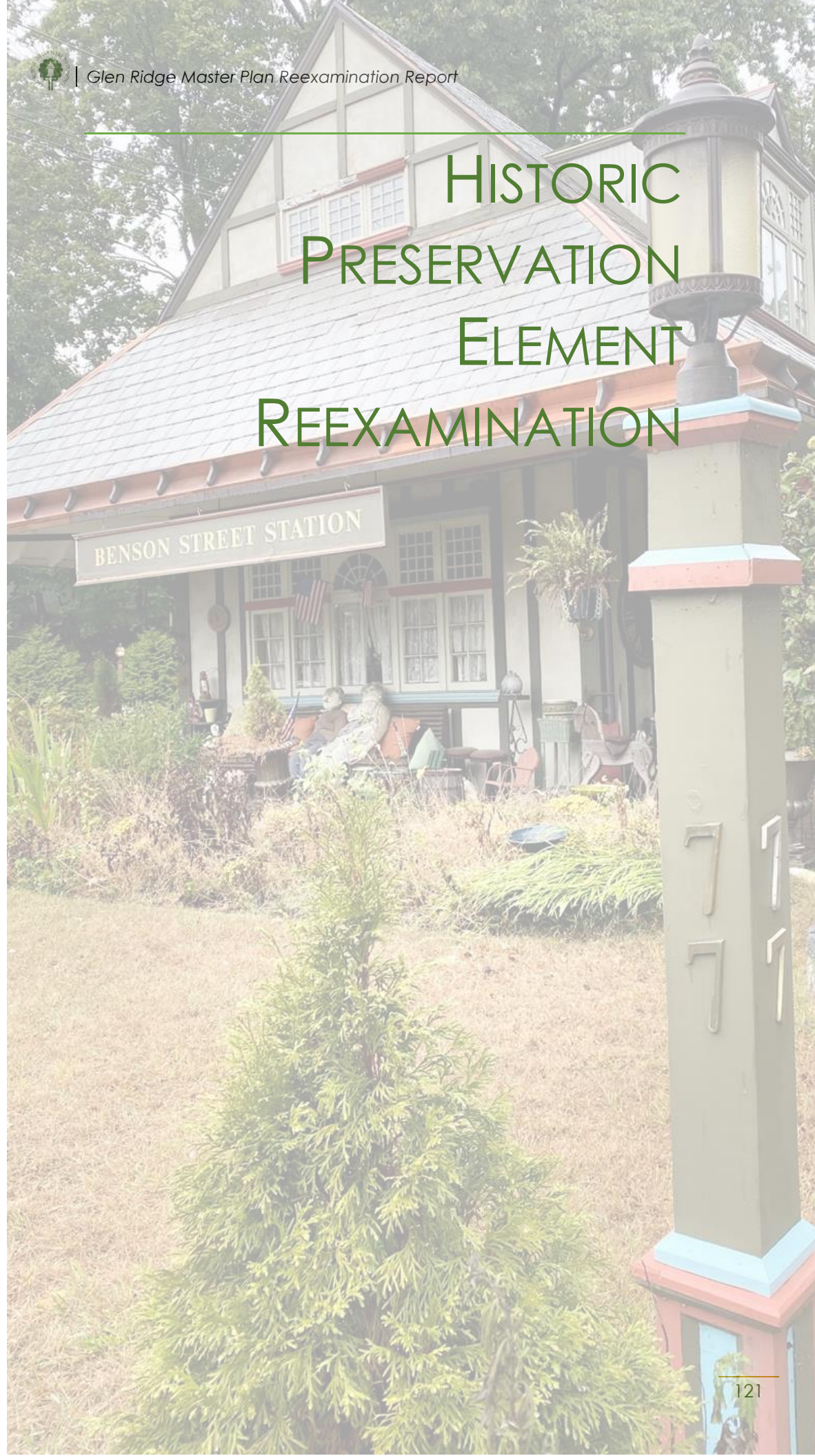
Major developments can have a lasting impact on a municipality's infrastructure. For example, the 110 residential unit development on Baldwin Avenue known as "Clarus" required an increase in the Borough's water allocation from NJDEP. The North Jersey Transportation Planning Authority (NJTPA) forecasted that Glen Ridge's households would increase between 2010 and 2040, gaining approximately 250 households across the 30-year period. Based on this forecast, the Borough should be aware that it may need to accommodate for 140 more households and their infrastructure needs. Therefore, any new redevelopment project should consider infrastructure such as water supply as part of its plan.



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HISTORIC PRESERVATION ELEMENT REEXAMINATION





HISTORIC PRESERVATION ELEMENT RECOMMENDATION PLAN

The Historic Preservation Element Recommendation Plan is broken up into two sections. The first is a table summarizing the past issues and recommendations that have reduced or increased based on the discussions identified in the **Past Issues and Recommendations** section of this Element. The second is a comprehensive Historic Preservation Recommendation Table that includes recommendations from the 2003 Master Plan and 2010 Reexamination Report that still apply today, as well as new recommendations identified as part of this 2020 Master Plan Reexamination effort.

PART I

Below is a summary of the past issues and recommendations that have reduced or increased based on the discussions identified in the **Past Issues and Recommendations** section of this Element.

Summary Table of Past Issues and Recommendations		
Past Issue or Recommendation (from 2002 Master Plan or 2009 Reexam)	Increased or Maintained and Should Continue	Decreased or Resolved
HP-1 Designation Processes		
a Historic Designation		X
b Certified Local Government Status		X
HP-2 Historic Buildings		
a Historic Landmarks	X	
HP-3 Historic Commission and Historic Preservation Ordinance		
a Consultant to Assist Commission	X	
b Demolitions	X	



PART II

Below is a comprehensive Historic Preservation Recommendation Table that includes recommendations from the 2003 Master Plan and 2010 Reexamination Report that still apply today (indicated with a *HP-1a*, for example), as well as new recommendations identified as part of this 2020 Master Plan Reexamination effort.

DIRECTIONS

“Check off” a completed recommendation and mark the year of completion as a way to measure progress. **Short Term:** complete in 1-2 years; **Mid Term:** complete in 3-5 years; **Long Term:** complete in 10+ years.

Historic Preservation Element Recommendation Table					
Recommendation		Implementing Party	Completion Timeframe	Completed	Year Completed
Designation Processes					
1	<i>(HP-2a)</i> Designate individual structures within the Historic District as Historic Landmarks to apply additional historically appropriate restrictions on certain structures that meet the landmark criteria of the local ordinance	Historic Preservation Commission	Short- to Medium-term		
2	<i>(HP-3a)</i> Update current by-laws to align with land use board review procedures	Planning Director, Historic Preservation Consultant, Historic Preservation Commission	Short-term		
3	<i>(HP-3a)</i> Hire a historic preservation consultant	Historic Preservation Commission, Borough Council	Short-term		
Land Use Ordinance					
4	Review the historic preservation ordinance in its entirety, and ensure current best practices are integrated, as well as conformance with the Municipal Land Use Law (MLUL)	Historic Preservation Commission, Planning Board	Short-term		
5	<i>(HP-3b)</i> Examine the need for an extended delay period for potential demolitions, and adopt an ordinance as necessary	Planning Director, Historic Preservation Consultant, Historic Preservation Commission, Borough Council	Short-term		
6	<i>(HP-3a)</i> Develop design guidelines for the building rehabilitation and	Planning Director, Historic Preservation Consultant, Historic	Short to Medium		



	construction in the Historic District	Preservation Commission			
7	Develop potential standards for the installation of solar panels on homes within the Historic District	Planning Director, Historic Preservation Consultant, Historic Preservation Commission	Short		
Education					
8	Identify opportunities to mandate seller's disclosure of a home within the Historic District	Planning Director, Historic Preservation Consultant, Historic Preservation Commission, Borough Council, Construction Official	Short		
9	Educate owners of income-producing buildings on the 20% income tax credit and encourage rehabilitation of such buildings	Historic Preservation Commission, Historical Society	Short- to Medium-term		
10	Educate homeowners on the benefits of a historic preservation easement and work with interested owners to execute such agreements	Historic Preservation Commission, Historical Society	Short- to Medium-term		



PAST ISSUES AND RECOMMENDATIONS

Historic Preservation

Past Issues

- HP-1 Designation Processes
- HP-2 Historic Buildings
- HP-3 Historic Commission and Historic Preservation Ordinance

New Issues & Trends

- HP-4 Land Use Ordinance
- HP-5 Education & Benefits
- HP-6 Solar

The following historic preservation issues were identified in the 2003 Master Plan and 2010 Reexamination Report. This element examines what activities and changes have taken place and where those issues have increased or decreased.

HP-1 DESIGNATION PROCESSES

a. Historic Designation

The Issue: While it is not anticipated the Historic District will expand its footprint, as houses in areas outside the District become eligible and identifiable, these areas may be added to the District.

What has Changed: Since the 2003 Master Plan, several properties outside the Historic District may have been eligible for designation due to the passage of time. In 2010, the Mayor and Council had authorized a survey of properties outside the district to review the eligibility of these properties for inclusion in the Historic District. Ordinance No. 1614 adopted on May 12, 2014 amended the Historic Preservation chapter of the Borough Code to include "Glen Ridge Historic District Extension II" as a historic district. This Ordinance designated all properties located in the area known as "Glen Ridge Historic District Extension II" for inclusion as a historic district and amended the Glen Ridge Historic Preservation Ordinance. Properties for inclusion in the district are located on Ridgewood Avenue, Watchung Avenue, Prescott Avenue, Sunset Avenue, Brooklawn Road, Stonehouse Road, Cross Street, Willow Street, Gray Street, Harvard Street, Burnett Street, and Claridge Court. The Historic District now comprises over 90 percent of the Borough, a 10% increase from 1988. This item has been addressed and no further action is required.

b. Certified Local Status

The Issue: The Glen Ridge Historic Preservation Commission should work to maintain its Certified Local Status.

What has Changed: The Historic Preservation Commission continues to be a Certified Local Government by the National Park Service as it has been since September 16, 1997. The Commission adopted its updated bylaws on January 9, 2019. No further action is required.



HP-2 HISTORIC BUILDINGS

a. **Historic Landmarks**

The Issue: The Borough should consider the designation of individual structures within the Historic District as Historic Landmarks, to apply additional historically appropriate restrictions on certain structures that meet the landmark criteria of the local ordinance.

What has Changed: No changes have been made to the ordinance with regards to individual structures. This objective of the 2003 Master Plan is proposed to continue.

HP-3 HISTORIC COMMISSION AND HISTORIC PRESERVATION ORDINANCE

a. **Consultant to Assist Commission**

The Issue: Hire a consultant to assist the Historic Commission. The consultant would help define historic standards and guidelines to be used in determining appropriateness of applications for changes to structures and landscape features, including sidewalks, curbs and gutters. The consultant would also help codify these standards.

What has Changed: The Historic Commission has hired a consultant, but historic standards or guidelines have not been codified. This issue remains ongoing.

b. **Demolitions**

The Issue: Work with the Planning Board to review the current historic preservation ordinance and specifically clarify the standards for demolitions in the Historic District.

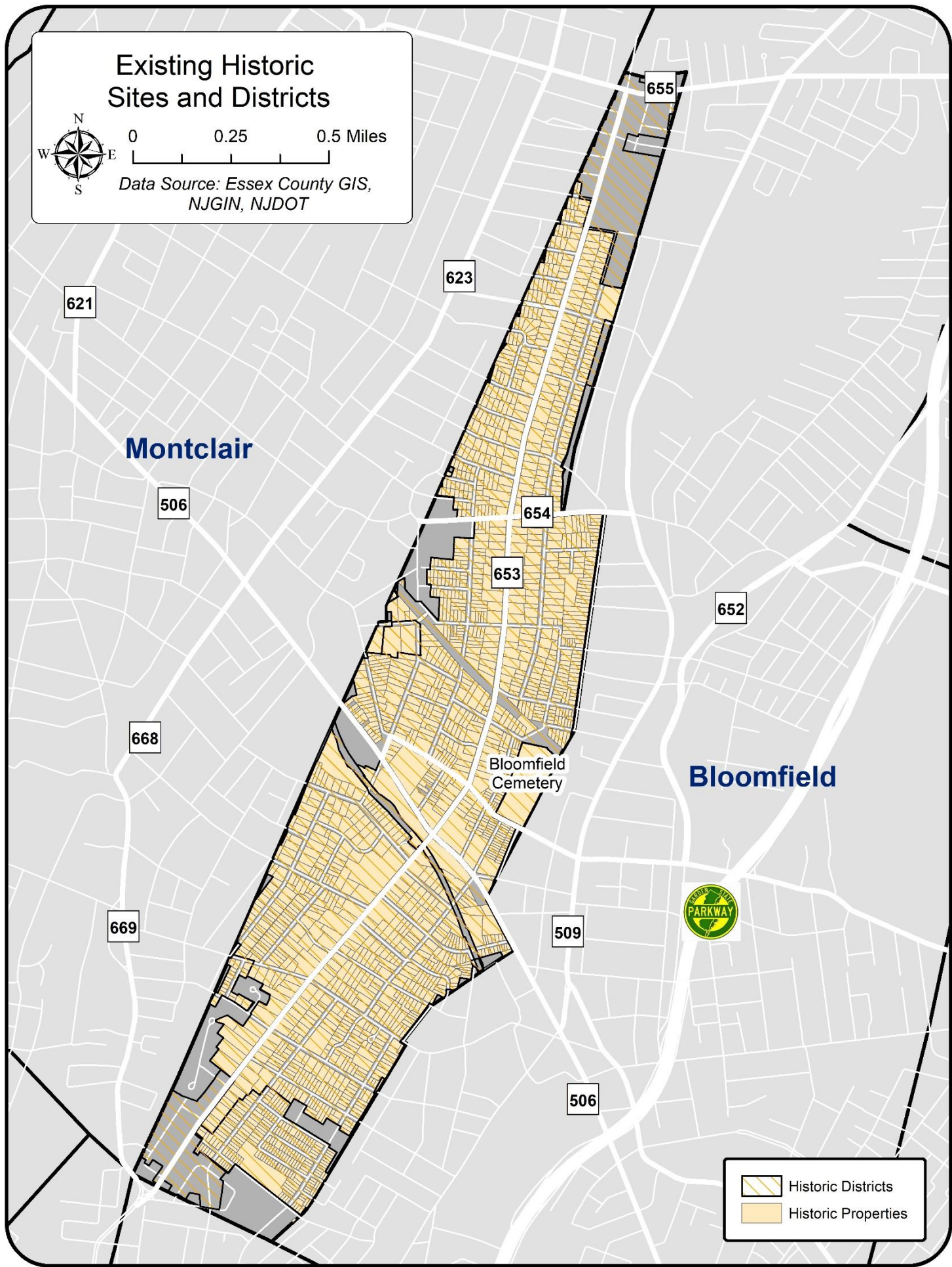
What has Changed: A demolition ordinance has not been adopted by the Borough. Examine the need for an extended delay period for potential demolitions and adopt an ordinance as necessary. The Borough's demolition policy could be studied, perhaps as a two-step process. First, the Borough should determine whether the property is of historic value, and second, ask whether the new structure will better suit the historic district. This issue remains relevant and has increased.

Existing Historic Sites and Districts



0 0.25 0.5 Miles

Data Source: Essex County GIS,
NJGIN, NJDOT



	Historic Districts
	Historic Properties



NEW ISSUES AND TRENDS

A robust community outreach process uncovered issues and trends forming in Glen Ridge today and should be considered when planning for Glen Ridge's future. Some issues raised through the public outreach process had already been identified in the previous 2003 Master Plan or 2010 Reexamination Report and are not discussed here. Those items are discussed in the **Past Issues and Recommendations** section of this Element.

HP-4 LAND USE ORDINANCE

The Borough of Glen Ridge should review the historic preservation ordinance in its entirety, and ensure current best practices are integrated, as well as conformance with the Municipal Land Use Law (MLUL).

HP-5 EDUCATION & BENEFITS

Throughout this Master Plan Re-examination Report's public outreach process many individuals believed the preservation of historic homes and neighborhoods as an important (40%) or very important (32%) issue for the Borough. However, it is evident from Borough officials that homebuyers are not aware of the process of historic preservation and the incentives of historic designation. The Borough of Glen Ridge, in conjunction with the Historic Preservation Commission and the Historical Society should continue to work to make residents aware of the value of historic properties through public workshops and other communications. Preservation of historic properties, for instance strengthens neighborhoods by raising home values and adding local character, charm, and a sense of civic pride. Preservation also creates positive economic benefits by building on the existing and unique assets of an area, which in turn attracts visitors, new residents, and investment. There is pending state legislation that would provide potential tax incentives to encourage historic preservation as well. Most importantly, however, historic preservation is an excellent agent for managing growth and change.

The Glen Ridge Historic Preservation Commission publishes guidelines and frequently asked questions with regards to allowable

Historic Preservation

Past Issues

- HP-1 Designation Processes
- HP-2 Historic Buildings
- HP-3 Historic Commission and Historic Preservation Ordinance

New Issues & Trends

- HP-4 Land Use Ordinance
- HP-5 Education & Benefits
- HP-6 Solar



alterations to historic properties on the Borough's website. The Glen Ridge Historical Society awards annual preservation awards to homeowners who exhibit outstanding efforts in restoration, expansion, alternation and maintenance of older properties. However, these initiatives should be more widely advertised to continue preservation education efforts.

Incentivizing private preservation is key to preserving the Borough's rich heritage and architectural beauty. One way to do so is through tax benefits, such as the federal income tax deduction a property owner is eligible to receive if they pursue a historic preservation easement. Through an easement, a property owner can voluntarily place restrictions on the development of or changes to their historic property, and then transfer these restrictions to a preservation or conservation organization. This legal agreement, typically in the form of a deed, permanently protects a historic property. The Historic Preservation Committee and the Historical Society should work to educate homeowners on the benefits of a historic preservation easement and work with interested owners to execute such agreements.

For commercial historic properties, a 20% income tax credit is available for the rehabilitation of historic, income-producing buildings, determined to be "certified historic structures" by the Secretary of the Interior through the National Park Service.

HP-6 SOLAR

During the public outreach effort of the Borough's Re-Examination Report, an issue that was repeatedly brought up with the Borough's Historic Preservation regulations is with the use of solar panels. Glen Ridge residents are very environmentally conscious, as 88% of survey respondents considered environmental quality/protection as either a "very important" or "important" issue. Survey commentors consistently desired the Borough to change the regulations of the historic districts to allow residents to install solar panels on their property. However, there is some conflict in the desire for solar panels with the almost equal preference (72%) for the preservation of historic homes and neighborhoods. The allowing of roof-mounted solar panels to be visible from the street would alter to a degree the character of the Borough's historic districts.

Historic preservation boards across the country are grappling with this desire of residents to install solar panels while also maintaining the character of their historic properties. The National Trust for Historic Preservation and the Department of the Interior

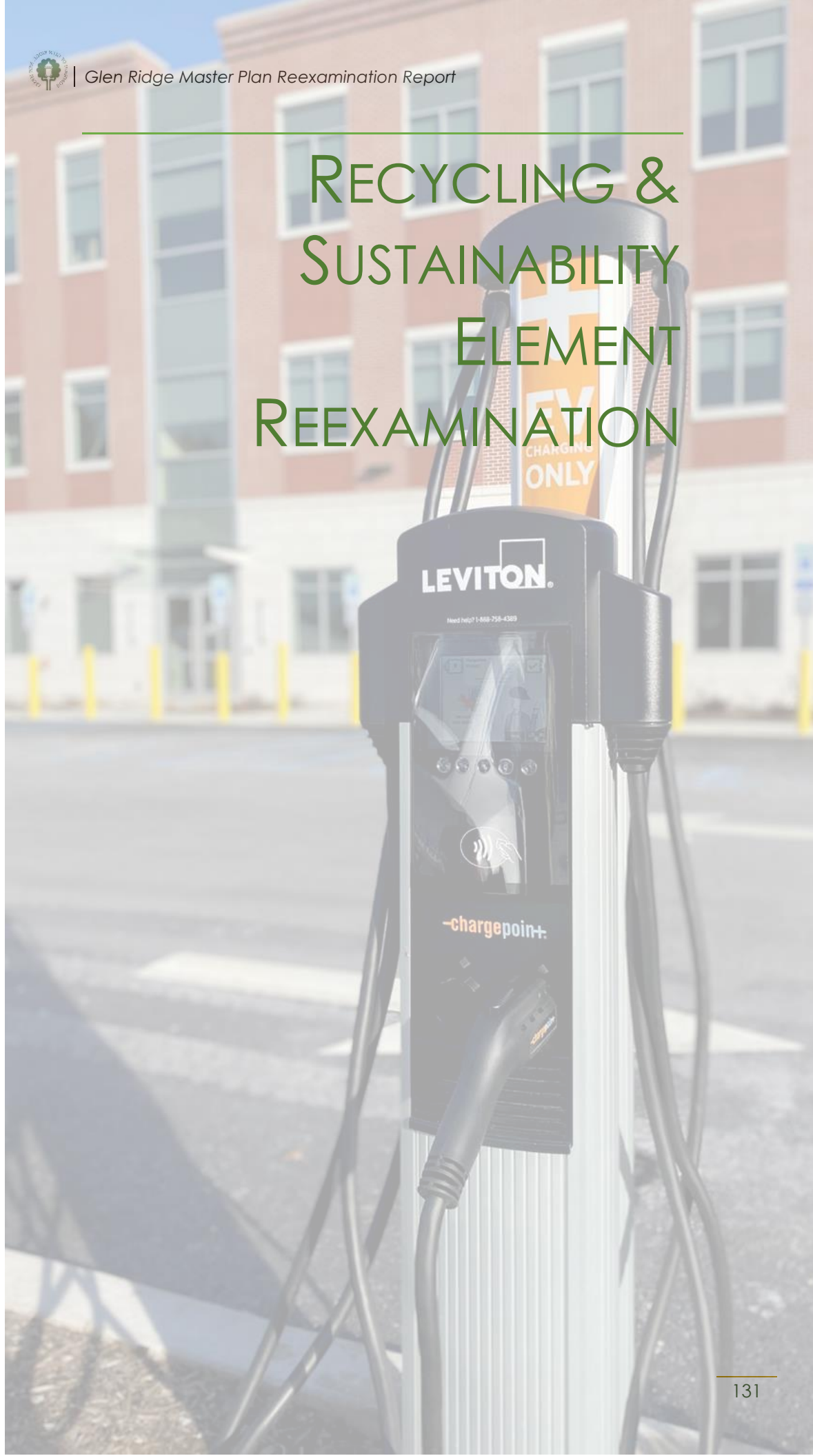


recommend installing solar panels on the area least visible to the public or on any new addition to the property, such as a garage. Despite this guidance, local preservation boards ultimately have to decide how to proceed.

Solar technology is greatly improving to make the issue less of a concern for historic preservation boards. Solar panels are becoming less obtrusive and requiring a lower profile than previous generations of solar panels. Technology such as SolarSkin, a custom-design sheath that covers the solar panel helps to blend the panels in with the existing roof shingles, is a compromise that the Washington, D.C. Historic Preservation Board has ruled favorably upon. The emergence of solar roof tiles should also help to make the acceptance of solar much more likely in historic districts. As of writing, Connecticut's historic preservation office is partnering with the Connecticut Green Bank, a quasi-public clean energy agency, to develop a best practices publication to balance the needs for renewable energy and historic preservation. The Borough should continue to monitor advances in solar panel technology to incorporate them as green energy solutions in historic districts and should continue to monitor what public agencies such as the New Jersey State Historic Preservation Office recommends regarding solar panels.



RECYCLING & SUSTAINABILITY ELEMENT REEXAMINATION





RECYCLING & SUSTAINABILITY ELEMENT RECOMMENDATION PLAN

The Sustainability Element Recommendation Plan is broken up into two sections. The first is a table summarizing the past issues and recommendations that have reduced or increased based on the discussions identified in the **Past Issues and Recommendations** section of this Element. The second is a comprehensive Housing Recommendation Table that includes recommendations from the 2010 Reexamination Report that still apply today, as well as new recommendations identified as part of this 2020 Master Plan Reexamination effort.

PART I

Below is a summary of the past issues and recommendations that have reduced or increased based on the discussions identified in the **Past Issues and Recommendations** section of this Element.

Summary Table of Past Issues and Recommendations		
Past Issue or Recommendation (from 2002 Master Plan or 2009 Reexam)	Increased or Maintained and Should Continue	Decreased or Resolved
S-1 Water Quality and Stormwater Management		
a Design and Performance Standards	X	
b Fertilizers and Pesticides	X	
S-2 Water Consumption		
a Water Management Practices	X	
S-3 Green Purchasing		
a Resource Guide Utilization		X
b Green Purchasing Program		X
c Purchasing Longer Lasting Products	X	
S-4 Recycling		
a Education of Residents	X	
b Public Recycling Containers		X
c Recycling Demonstrations		X
d Seasonal County Recycling Efforts		X
e Recycle Ordinances	X	
S-5 Energy		
a Green Building Standards	X	
b Clean Energy Program Community Partner		X
c Solar Panels		X
d Energy Efficient Buildings	X	
e TEACH Program		X
f Energy Audit	X	
g Ordinance Revisions	X	
h ENERGY STAR Products		X
S-6 BioFuels		
a Biodiesel	X	
b Fuel Efficient and Alternative Vehicle Fuels	X	
S-7 Air Quality		
a Trees and Other Vegetation	X	



b	Raise Awareness	X	
c	Encourage Walking and Biking	X	
d	Efficient Maintenance of Vehicles	X	
e	Building and Home Weatherization	X	
f	Parking Fees		X
S-8 Pervious Material and Site Design			
a	Use of Pervious Materials	X	
S-9 Transportation			
a	"Complete Streets"	X	
b	Glen Ridge Jitney	X	
c	Promotion of Public Transportation	X	
d	Use of Former Boonton Line	X	
e	Pedestrian Mobility and Safety	X	
f	Sherman Avenue Pedestrian Bridge	X	
g	Bicycle Use	X	
h	The Glen	X	
i	Innovative Programs	X	
S-10 Shade Tree Management			
a	Street Trees	X	
b	Education	X	



PART II

Below is a comprehensive Sustainability Recommendation Table that includes recommendations from the 2010 Reexamination Report that still apply today (indicated with a *S-1a*, for example), as well as new recommendations identified as part of this 2020 Master Plan Reexamination effort.

DIRECTIONS

“Check off” a completed recommendation and mark the year of completion as a way to measure progress. **Short Term:** complete in 1-2 years; **Mid Term:** complete in 3-5 years; **Long Term:** complete in 10+ years.

Recycling & Sustainability Element Recommendation Table					
Recommendation		Implementing Party	Completion Timeframe	Completed	Year Completed
General					
1	Create a new Sustainability Element	Planning Director, Environmental Advisory Committee	Short		
2	Explore necessary actions to achieve Sustainable Jersey Gold Certification	Planning Director, Environmental Advisory Committee	Short to Medium		
3	Work with the School District to achieve Sustainable Jersey for Schools status	Planning Director, Environmental Advisory Committee, Glen Ridge School District, Board of Education	Short to Medium		
4	Update Shade Tree Master Plan	Planning Director, Arborist, Shade Tree Commission	Short		
Borough Code					
5	<i>(S-1a)</i> Update applicable design and performance standards for stormwater management measures as presented in N.J.A.C. 7:85, and continue to monitor updates to this law	Planning Director, Borough Engineer, Borough Council	Short		
6	Amend the code to conform to recent changes to the MLUL for performance and maintenance guarantees	Planning Director, Borough Council	Short		
7	Consider codifying green building incentives	Planning Director, Borough Council	Short		
8	<i>(S-5g)</i> Revise ordinance to require major site plan applications to submit an energy efficiency or energy conservation plan as a condition of site plan approval	Planning Director, Planning Board, Borough Council	Short		



9	Codify sustainable design standards in the Borough Code (i.e. impervious materials)	Planning Director, Borough Council	Short		
10	(S-9g) Codify bicycle parking requirements at all mixed-use and non-residential development	Planning Director, Borough Council	Short		
Campaigns, Programs, and Capital Improvements					
11	Develop a water conservation education and outreach campaign and pursue grant funding to encourage residents to adopt smart irrigation water controllers and use rain barrels for non-potable water usage	Planning Director, Environmental Advisory Committee	Short		
12	(S-1a) Encourage and use structural stormwater systems such as drywells, and other systems such as rain gardens	Borough Engineer, Planning Board, Planning Director	Short		
13	(S-3c) Continue to purchase quality, green products	Borough Administrator, Borough Clerk	Ongoing		
14	Partner with the NJ Composting Council to implement a local composting program at the Community Garden	Planning Director, Environmental Advisory Committee	Short to Medium		
15	(S-5d) Participate in NJ Energy SmartStart Buildings for all new construction and renovation of Borough buildings and facilities	Planning Director, Borough Administrator	Short to Long		
16	(S-5f) Conduct an updated energy audit of the municipal building and other buildings and seek grants to implement	Planning Director, Borough Administrator	Medium		
17	Develop a "Unplug it" Energy Campaign to promote energy efficiency	Planning Director, Environmental Advisory Committee	Short		
18	Identify location for a Level 2 Vehicle Charger and seek funding to offset costs of acquisition and installation	Planning Director, Environmental Advisory Committee	Short		
19	(S-7a) Continue to promote the preservation and planting of trees and other vegetation that absorb carbon dioxide and air pollutants	Shade Tree Commission, Arborist	Ongoing		
20	(S-7c) Encourage residents and employees to bike and walk whenever possible and provide accessory bike facilities (i.e. bike racks/lockers, showers, etc.)	Planning Director	Ongoing		
21	Consider opportunities to implement green infrastructure and green streets in capital improvement projects	Planning Director, Public Works	Short to Long		



22	(S-9a) Continue to implement actions that further the adopted complete streets program and seek funding for those actions where available	Planning Director, Public Works	Short to Long		
23	(S-9b) Continue to support and sustain the Glen Ridge jitney as a successful, green transportation alternative	Planning Director	Ongoing		
24	(S-9c) Continue to promote public transportation by Borough residents	Planning Director, NJ TRANSIT	Ongoing		
25	(S-9e) Continue to support pedestrian mobility and safety for both school children and commuters, especially in the Borough Center	Essex County, Planning Director, Borough Engineer	Ongoing		
26	(S-9g) Designate bike lanes and routes	Planning Director	Medium		
Education					
27	Create a dedicated Sustainability Page on the Borough’s website to educate residents on sustainability topics through brochures, facts, and best practices	Planning Director, Borough Administrator	Short		
28	Issue a press release notifying resident of the Recycle Coach app and how to use it	Planning Director, Borough Administrator, Public Works	Short		
29	(S-7a) Continue to promote community events that raise awareness about local air quality (i.e. EcoFair, Walk to School Day, Bike to Work Day, etc.)	Borough Administrator	Ongoing		
30	Coordinate with the Glen Ridge Police Department and School District on an anti-idling education and enforcement campaign	Planning Director, Environmental Advisory Committee, GRPD, School District	Short		



PAST ISSUES AND RECOMMENDATIONS

The following recycling and sustainability issues were identified in the 2003 Master Plan and 2010 Sustainability Element. The following examines what activities and changes have taken place and where those issues have increased or decreased.

S-1 WATER QUALITY AND STORMWATER MANAGEMENT

a. Design and Performance Standards

The Issue: The Borough should continue to update applicable design and performance standards for stormwater management measures as presented in N.J.A.C. 7:8-5 to reduce the negative impact of stormwater runoff on water quality and water quantity and loss of groundwater recharge in water receiving bodies. To increase groundwater recharge, the Borough could also use structural stormwater systems such as a drywell, or other options such as redirecting gutters to lawns, creating rain gardens, promoting awareness of problems associated with soil compaction and encouraging public education.

What has Changed: Previously discussed in the **Significant Changes in Assumptions, Policies, and Objectives** section of this report, new stormwater rules (N.J.A.C. 7:8-5) are currently pending adoption. Additionally, on January 15, 2018, the Municipal Land Use Law was amended to modify the requirements for performance and maintenance guarantees for developers. The amended law limited maintenance guarantees for improvements that are subject of the performance guarantee and are being released, and for certain private stormwater management improvements. The Borough should be aware of these changes in the law and update the local zoning ordinance to be in compliance.

No new regulations have been put in place for stormwater improvements. This issue remains relevant and has increased and should continue.

b. Fertilizers and Pesticides

The Issue: The Borough should work with the New Jersey Department of Environmental Protection (NJDEP) to educate homeowners on the impacts of overuse of fertilizers and pesticides.

Recycling & Sustainability

Past Issues

- S-1 Water Quality and Stormwater Management
- S-2 Water Consumption
- S-3 Borough Green Purchasing
- S-4 Recycling
- S-5 Energy
- S-6 BioFuels
- S-7 Air Quality
- S-8 Pervious Material and Site Design
- S-9 Transportation
- S-10 Shade Tree Management

New Issues & Trends

- S-11 Recent Initiatives
- S-12 New Sustainability Element



What has Changed: The Borough has taken little to no action with regards to educating homeowners on the impacts of the overuse of fertilizers and pesticides. This remains a relevant issue and should continue.

S-2 WATER CONSUMPTION

a. Water Management Practices

The Issue: Reduce water consumption through best management practices, common sense alternatives and education that encourages residents to employ water efficiency techniques both indoors and outdoors.

What has Changed: Through Glen Ridge's partnership with the Township of Montclair, the Borough provides education to residents through the Annual Drinking Water Quality Report on how they can conserve water. The Borough could further encourage residents through brochures and materials, available on a dedicated Sustainability Page of the Borough website. This 2010 recommendation should continue.

S-3 GREEN PURCHASING

a. Resource Guide Utilization

The Issue: Utilize U.S. Environmental Protection Agency (EPA) and NJDEP resource guides to assist in green purchasing.

What has Changed: The Borough uses the EPA's various guides as a part of its Green Purchasing Policy. This item can be deemed resolved, and no further action is required.

b. Green Purchasing Program

The Issue: Establish a green purchasing program, including purchase of only ENERGY STAR equipment and appliances for Borough use.

What has Changed: On August 8, 2016, the Mayor and Borough Council passed Resolution No. 103-16, which established a Green Purchasing Policy for the Borough's Municipal Operations. This issue has been resolved, and no further action is required.

c. Purchasing Longer Lasting Products

The Issue: Purchase longer lasting and better functioning products that require less frequent replacement, to assist in



product efficiency and reduce negative impacts on the environment.

What has Changed: The Borough's Green Purchasing Policy calls for "purchasing products that include recycled content, are durable and long-lasting, conserve energy and water, use agricultural fibers and residues, reduce greenhouse gas emissions, use unbleached and chlorine free manufactured processes, and are lead-free and mercury-free and use wood from sustainably harvested forests (FSC) when and where possible". The Borough should continue to purchase quality, green products.

S-4 RECYCLING

a. Education of Residents

The Issue: As part of municipal mailings, educate residents on the environmental and cost savings associated with increased recycling rates.

What has Changed: The Borough has a dedicated landing page about recycling on its website (glenridgenj.org/recycling). Cost-savings information, however, is not included on the website. While general recycling information is readily available online, the Borough also utilizes a free service provided by the State, the Recycle Coach app. The Borough does not provide mailings.

In January 2018, the State of New Jersey licensed with Recycle Coach to centralize recycling information for municipalities and counties in an app for smart devices and computers. The app allows users to input their address to access information such as when to put recyclables and solid waste out for pick-up including regular and holiday collection schedules. It includes articles about becoming better recyclers, a section to ask questions about recycling, quizzes, educational podcasts, and the ability to receive specific communication from the borough or county.

An education component on how to use the app and press release notifying residents of the app will be integral for its implementation. This issue remains relevant and should continue.



b. **Public Recycling Containers**

The Issue: Place recycling containers in addition to trash containers at public locations.

What has Changed: The Borough has recycling containers in all public parks, schools and the Municipal Complex. No further action is required.

c. **Recycling Demonstrations**

The Issue: Include recycling demonstrations as part of public-school curriculums.

What has Changed: The Glen Ridge Board of Education has a District Sustainability Policy that establishes a Sustainability Committee and incorporates sustainable practices into school policies and the school curriculum. The School District provides professional development for sustainability to its staff and Board members and has incorporated a Green Purchasing Policy. This recommendation has been accomplished, and no further action is required.

d. **Seasonal County Recycling Efforts**

The Issue: Participate in seasonal county recycling efforts.

What has Changed: The Borough participates in county seasonal recycling efforts as a part of its contract with Essex County Utilities Authority. This item is resolved, and no further action is required.

e. **Recycle Ordinances**

The Issue: Amend the Borough's Site Plan and Subdivision ordinances to require development applications of 50 or more single-family units, or 25 or more multi-family units to provide for the collection, disposition, and recycling of recyclable materials. Similarly, commercial and industrial developments using 1,000 square feet or more of land shall provide for the collection, disposition and recycling of recyclable materials.

What has Changed: The Borough's ordinance requires multifamily housing development to have a designated recycling area in order to earn approval for a site plan. However, the Borough should work with the recycling coordinator to clarify the dimensions of the recycling area that would adequately service the residential or commercial/industrial development.



S-5 ENERGY

a. Green Building Standards

The Issue: The Borough should adhere to LEED (Leadership in Energy and Environmental Design) building standards for all public buildings and should encourage their use in new private development.

What has changed: At the time of the 2003 Master Plan and 2010 Reexamination Report LEED was the widely accepted green building standard. Since that time green building best management practices extends beyond LEED building standards. While a part of the Borough's existing Green Purchasing Policy is to follow Green Building Practices for design, construction and operation as described in the LEED IM Rating System for all municipal-sponsored construction and renovations undertaken, the Borough should look to follow green building techniques, using a variety of best practices from industry sources. There have been no zoning ordinance changes that would encourage the use of green buildings standards for new private development. For municipal buildings, this item is resolved. For encouraging private development to adhere to green building standards, the Borough should contemplate adopting green building incentives in its Borough Code.

b. Clean Energy Program Community Partner

The Issue: The Borough should become a New Jersey Clean Energy Program Community Partner.

What has Changed: The New Jersey Clean Energy Program launched its Community Partner initiative in 2009 but is no longer active. This item is no longer relevant.

c. Solar Panels

The Issue: The Borough should promote the use of Photovoltaic (PV) panels on all feasible municipal roofs.

What has Changed: The Borough looked into the potential for PV panels on municipal building roofs, but they were deemed to be inefficient. The DPW building for instance has too much tree cover and Town Hall's roof is not suitable for panels. No further action is required.



d. **Energy Efficient Buildings**

The Issue: Participate in NJ Energy SmartStart Buildings for all new construction and renovation of Borough buildings and facilities.

What has Changed: The NJ Energy SmartStart Buildings Program gives applicants the opportunity to improve energy efficiency of their retrofit building project or new construction by installing or upgrading equipment for energy efficiency (i.e. heating and cooling systems, water heating, lighting and controls, motors and variable frequency drives, and other customized pieces) and receiving financial incentives. Incentives are doubled for buildings operated by a local government or K-12 public school. While the Borough has not participated in this program, one privately held building participated: the Parkway House of Glen Ridge (located at 926 Bloomfield Avenue) participated and received \$6,355 for prescriptive lighting in 2016. This recommendation remains relevant and should continue.

e. **TEACH Program**

The Issue: Enroll in the TEACH program from New Jersey's Energy Program which provides hands-on curricula that faculty members can use to teach their students about energy efficiency.

What has Changed: The TEACH program, which stood for Teaching Energy Awareness with Children's Help, was a program launched by New Jersey's Clean Energy Program. However, the program is no longer available. Alternatively, the Borough may be eligible for free energy benchmarking services for its K-12 schools. This recommendation is no longer relevant.

f. **Energy Audit**

The Issue: Through the New Jersey Clean Energy Program (NJCEP), conduct an energy audit of the municipal building and other public buildings.

What has Changed: The Borough last completed an energy audit of all public buildings in 2007. Renovations to several buildings were completed in 2008. Most recently, Glen Ridge calculated a municipal carbon footprint in 2015. This municipal footprint was calculated by using PSEG bills from 2015, factoring energy consumed by municipal owned buildings and the Borough's gas lamps. Since energy audits are a moment in time, continued monitoring of energy usage is vital in measure



progress towards a reduction in energy consumption. Therefore, this issue remains relevant and should continue.

The Borough should consider applying for NJCEP's Local Government Energy Audit, which is subsidized 100% of the cost of the audit, up to an incentive cap. The audit includes an inventory of all energy-consuming equipment, comprehensive utility bill analysis, facility benchmarking, and feasibility of solar and combined heat and power. When the audit is complete, the program manager provides a list of recommended, cost-justified measures and facility upgrades that will help reduce operating expenses.

g. **Ordinance Revision**

The Issue: Revise ordinances to require major site plan applications to submit an energy efficiency plan as a condition of site plan approval.

What has Changed: The Borough has not required major site plans to submit energy efficiency plans as conditions of approval. As an example, Montclair requires details about a project's intended energy conservation as part of site plan review, under general design standards. This recommendation is relevant today and should continue.

h. **ENERGY STAR Products**

The Issue: Establish a green purchasing program, including purchase of only ENERGY STAR equipment and appliances for Borough use.

What has Changed: As a part of Glen Ridge's green purchasing program, the policy states that *"All products purchased by the Borough and for which the U.S. EPA Energy Star certification is available shall meet Energy Star certification, when practicable and available. When Energy Star labels are not available, the Borough shall choose energy-efficient products that are in the upper 25% of energy efficiency as designated by the Federal Energy Management Program"*. This item is resolved and no further action by the Borough is required.



S-6 BIOFUELS

a. Biodiesel

The Issue: Incorporate a 20% blend of biodiesel as part of municipal fleet operations where feasible.

What has Changed: No action has been taken to this recommendation. The Borough should look towards using fuel efficient or alternative fuel vehicles when possible.

b. Fuel Efficient and Alternative Fuel Vehicles

The Issue: Annually evaluate replacing vehicles in the municipal fleet with fuel efficient or alternative fuel vehicles.

What has Changed: This remains a valid recommendation and should continue.

S-7 AIR QUALITY

a. Trees and Other Vegetation

The Issue: Promote the preservation and planting of trees and other vegetation that absorb carbon dioxide and air pollutants.

What has Changed: The Glen Ridge Shade Tree Commission provides educational material to promote planting new trees and how to care for the existing tree inventory in the Borough. The Borough should continue to support these initiatives of the Shade Tree Commission.

b. Raise Awareness

The Issue: Organize community events to raise awareness about local air quality (i.e. EcoFair, Walk to School Day, Bike to Work Day, etc.).

What has Changed: The Borough's Environmental Advisory Committee works with the Glen Ridge Women's Club to put on the Eco-Fair, which is a part of the annual Arts Festival. During the Eco-Fair, the Borough should have an area or section of the festival specifically dedicated to raising awareness about local air quality and ways to improve it. According to NJDEP's 2017 Air Quality Report, the number of days that were classified as either Unhealthy for Sensitive Groups or Unhealthy have decreased significantly since 2010. While the number of days that are labeled as either remains too high, local air quality has shown a



trend of improving. However, recent studies have shown that even lower levels of air pollution, particularly ozone, can have serious health effects. The Borough should continue with initiatives that will help to lower air pollutants emitted.

c. **Encourage Walking or Biking**

The Issue: Encourage residents and employees to bike or walk whenever possible; provide ample storage for bicycles and provide showers/changing facilities for those who bike to work.

What has Changed: In 2016, the Borough undertook a Safe Routes to School initiative to provide safe walkable and bikeable travel for students in the Borough. The Borough worked with the police department to develop a map highlighting school walking routes, in an effort to plan for provide students with the greatest number of crossing guards and the greatest coverage of police supervision on their way to school. The Borough adopted a Complete Streets Policy in 2012 to encourage a greater number of residents walking and biking to work. Glen Ridge's train station provides several bicycle racks for commuters that travel to and from the train station via bicycle. The Borough does not provide showers/changing facilities at any of its community facilities, with the exception of the Community Pool. This topic is discussed in more detail in the **New Issues** section of the **Circulation Element**.

d. **Efficient Maintenance of Vehicles**

The Issue: Encourage residents to maintain vehicles efficiently.

What has Changed: As stated previously, the Borough should consider a dedicated Sustainability Page on its municipal webpage, to post brochures, initiatives, and educational materials, such as how to maintain vehicles efficiently and the positive impact it has on the environment.

e. **Building and Home Weatherization**

The Issue: Weatherize buildings/homes to meet energy efficient goals.

What has Changed: While Glen Ridge does not offer weatherization programs to its residents, the State of New Jersey's Weatherization Assistance Program (WAP) provides income-qualified residents with services that reduce household energy use and costs by improving energy efficiency of their



homes, while ensuring their health and safety. The Borough should make residents aware of this state program.

f. **Parking Fees**

The Issue: Integrate parking fee policies that support and fund alternative transportation options.

What has Changed: Glen Ridge operates a parking permit system based on proximity of the parking lot to the train station. The fees charged by the municipality go back into the general revenue stream rather than directly funding alternative transportation options. However, the Borough does provide the Jitney service, which is a form of alternative transportation. This item is resolved.

S-8 PERVIOUS MATERIAL AND SITE DESIGN

a. **Use of Pervious Materials**

The Issue: Adopt ordinances that require the use of pervious materials on properties having a high percentage of impervious coverage. Examples include parking lots, sidewalks and pathways, patios, tennis courts, swimming pool decks, foundations/floors for greenhouses and similar uses, sound barriers, tree grates in sidewalks, low-volume pavements, or other appropriate uses.

What has Changed: No ordinances have been adopted that require the use of pervious materials. The Borough should explore sustainable design standards and implement these standards into the Borough code.

S-9 TRANSPORTATION

a. **“Complete Streets”**

The Issue: Adopt a “complete streets” program.

What has Changed: The Borough adopted a Complete Streets policy on September 10, 2012 through Resolution 132-12. In Resolution 167-19 (December 9, 2019), the Borough authorized the Director of Planning and Development to submit an application to the Complete Streets Technical Assistance Program, which is a joint venture between North Jersey Transportation Planning Authority, Sustainable New Jersey and the Voorhees Transportation Center at Rutgers University. The Borough should continue to implement actions that further its



adopted complete streets program and seek funding for such actions where available.

b. **Glen Ridge Jitney**

The Issue: Support and sustain the Glen Ridge Jitney as a successful, green transportation alternative.

What has Changed: The Borough continues to provide the dual jitney circuit service to residents. After subsidies ended in 2011, the Borough began charging users for jitney tickets and passes. The jitney had 71,425 rides in 2019, up 17% from the 2016 dip in ridership. The Glen Ridge Jitney continues to be a state-wide success for getting passenger rail commuters from the train station to their neighborhoods, solving the “last-mile” issue. While the jitney is a success, the Borough should continue to support its service.

c. **Promotion of Public Transportation**

The Issue: Promote the use of public transportation by Borough residents.

What has Changed: According to the American Communities Survey five-year estimate for 2018, 35.1% of Glen Ridge commuters took public transportation to work. This represents a significant increase from the 2010 Census when 27.9% of Glen Ridge commuters took public transportation to work. This data indicates that public transportation continues to become a more popular means of transportation in the Borough. The Borough should continue to provide a reliable and convenient jitney service, reliable train and bus, and safe walking and biking routes.

d. **Use of former Boonton Line**

The Issue: Monitor the planning options for the use of former Boonton Line and involve citizens in any future restoration either as commuter or light rail service, or a ‘rails to trails’ bike path.

What has Changed: In 2018, NJ TRANSIT began investigating potential future uses of the former Boonton line, and will publish its findings in a study. A greenway project that would replace the former Boonton line has received support from current Essex County Executive Joe DiVincenzo. However, no further actions have occurred at this time.



e. **Pedestrian Mobility and Safety**

The Issue: Support pedestrian mobility and safety for both school children and commuters, especially in the downtown.

What has Changed: In addition to the Complete Streets and the Safe Routes to School policies implemented by the Borough, Glen Ridge worked with Essex County on the Bloomfield Avenue Corridor Plan. This Plan called for changes to Bloomfield Avenue, which runs east-west through central Glen Ridge, to be a multimodal corridor that improves pedestrian capacity as well as improving public transportation facilities along the corridor. The Borough should work with the county to implement projects along Bloomfield Avenue (CR 506).

f. **Sherman Avenue Pedestrian Bridge**

The Issue: Develop a plan to restore the Sherman Avenue pedestrian bridge.

What has Changed: No action has been taken to restore the Sherman Avenue pedestrian bridge. This recommendation remains valid and should continue.

g. **Bicycle Use**

The Issue: Encourage bicycle usage throughout the Borough by designating lanes and routes. Expand locations of bicycle racks around public and private buildings throughout the Borough. Draft Borough ordinances to require bicycle racks associated with all major mixed-use and non-residential developments.

What has Changed: The Borough has made several efforts to improve bicycle usage. The Glen Ridge Mayor and Borough Council have pushed for creating a bike path connecting the Borough to Branch Brook Park in Newark. The Baldwin Street Redevelopment Plan, a large multifamily development in the Borough that broke ground in 2019, includes bike storage for residents. Additionally, the Ridgewood Avenue Train Station continues to provide bike racks for commuters biking to and from the station. However, the ordinance has not been amended to require bicycle racks. This recommendation continues.

h. **The Glen**

The Issue: Develop a pedestrian and bicycle plan for the Glen.



What has Changed: While a plan for the Glen was developed in 1997, a new plan should be undertaken (See **P-2b** of the **Parks, Open Space and Recreation Element Reexamination** for additional discussion of the Glen).

i. **Innovative Programs**

The Issue: Support innovative programs, such as ride-sharing, to reduce the number of cars on local roadways.

What has Changed: The Borough's Jitney system provides an alternative to residents driving to the Ridgewood Avenue Train Station. In 2019, over 71,000 rides were taken by commuters going to the train station. This system has helped to alleviate much of the demand for driving and the need for parking around the downtown area. The decrease in the need for residents to drive to the train station helps to reduce the amount of air pollutants emitted from driving.

S-10 SHADE TREE MANAGEMENT

a. **Street Trees**

The Issue: The Borough's street trees are in critical condition. It is estimated that the Borough will lose much of its maples as well as its mature red oak population along Ridgewood Avenue by 2015. A more aggressive management plan needs to be undertaken.

What has Changed: The Borough continues to have issues of much of the Borough's maple trees dying and continual replacement of the street trees needs to be enacted.

In 2014, Glen Ridge approved the Community Forest Master Plan which detailed how the Borough would plant 1,000 new trees over the five-year period between 2014 and 2019. The Community Forest Master Plan is now outdated (2014-2019) and an update should be prepared.

In 2018, the Borough began a four-year cycle of maintenance pruning throughout Glen Ridge.

The Borough should continue this recommendation moving forward.

b. **Education**

The Issue: The Borough should endeavor to educate residents about the environmental importance of trees. They should also



be informed about ways in which they can promote tree growth through irrigation and ensuring that young trees are not damaged by power mowers, wire whips or the pyramiding of mulch.

What has Changed: The Shade Tree Commission provides several educational resources that the public can freely access with regards to the environmental importance of trees, mulching techniques for street trees, and various ways residents can best care for the trees in the Borough. Additionally, the Borough has a tree expert who works once weekly and is available to contact via phone and email.



NEW ISSUES AND TRENDS

Recycling & Sustainability

Past Issues

- S-1 Water Quality and Stormwater Management
- S-2 Water Consumption
- S-3 Borough Green Purchasing
- S-4 Recycling
- S-5 Energy
- S-6 BioFuels
- S-7 Air Quality
- S-8 Pervious Material and Site Design
- S-9 Transportation
- S-10 Shade Tree Management

New Issues & Trends

- S-11 Recent Initiatives
- S-12 New Sustainability Element

A robust community outreach process uncovered issues and trends forming in Glen Ridge today and should be considered when planning for Glen Ridge's future. Some issues raised through the public outreach process had already been identified in the previous 2010 Reexamination Report and are not discussed here. Those items are discussed in the **Past Issues and Recommendations** section of this Element.

S-11 RECENT INITIATIVES

In April 2018, the Borough passed Ordinance No. 1681 authorizing a Government Energy Aggregation ("GEA") program. The Community Energy Aggregation is a State program that allows a municipality to conduct a "bulk purchase" of energy supply on behalf of its residents at prices lower than the average utility price. The Borough worked with several other Essex County municipalities to form the Sustainable Essex Alliance Energy Procurement Cooperative ("SEAEPC") with the aim of using joint purchasing to obtain the best price for renewable energy supply. Under the contract with Direct Energy Services, Borough residents would have the opportunity to receive a power supply that had nearly double the renewable energy content as the standard product supplied by PSE&G.

Given that the SEAEPC has an automatic opt-in, the program has a very high participation rate. However, in a survey of Borough residents, only 18% of respondents believed they had used the Renewable Energy Aggregation program. Phrasing of the survey question may have resulted in the low perceived utilization of the program by survey respondents.

S-12 NEW SUSTAINABILITY ELEMENT

Since 2003, there has been a multitude of research, trends, and best practices surrounding sustainability that this Reexamination Report could not completely and thoroughly discuss. Therefore, the Borough should prepare a new Sustainable Community Plan Element as part of any new Master Plan undertaken by the Borough, or as a stand-alone element.



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RELATIONSHIP TO OTHER PLANS

The Municipal Land Use Law requires municipal master plans “include a specific policy statement indicating the relationship of the proposed development of the municipality as described in the master plan to: (1) the master plans of contiguous municipalities, (2) the master plan of the county, and (3) the State Plan adopted pursuant to the State Planning Act and (4) the district solid waste management plan required pursuant to the provisions of the “Solid Waste Management Act.””

2017 MONTCLAIR UNIFIED LAND USE AND CIRCULATION ELEMENT

The 2017 Montclair Unified Land Use and Circulation Plan mentions Glen Ridge as a bordering municipality consisting of adjacent residential, commercial, open space, and health care districts. The plan states how a significant portion of Glen Ridge is a historic district along the shared border and the majority of the zone districts within the Borough are dedicated to preserving detached single-family dwellings situated on large lots. Montclair's Plan makes specific mention of its Pine Street Area, which is currently undergoing redevelopment. Glen Ridge has suggested that both municipalities work together to create linkages in mass transit and infrastructure in the Pine Street Area.

Montclair borders Glen Ridge's entire western boundary. The boundary does not follow a strict street line and travels through various properties. Montclair's One-Family (R-1) zone district and Two-family (R-2) zone district border Glen Ridge's Residential Single Family (R-3) zone. All three zone districts are developed in a similar style (approx. 3,000 square foot lot sizes) with predominantly single-family homes. The land uses in these zone districts are compatible with one another.

Montclair's Public (P) zone district and One-Family (R-1) zone district border Glen Ridge's Residential Single Family (R-2) zone. The majority of the Public (P) zone district exists as a park which backs up to single-family residences in Glen Ridge. The zones are compatible and will not have a negative impact on one another.

Area Context



0 0.5 1 Miles

Data Source: Essex County GIS,
NJGIN

Cedar Grove

Passaic County

Verona

Montclair

Nutley

Bloomfield

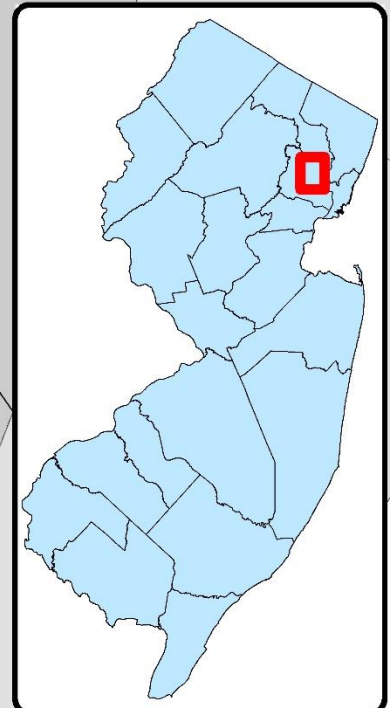
Glen Ridge

Belleville

West Orange

City of Orange

East Orange





Montclair's One-Family (R-1) zone district borders Glen Ridge's Residential Single Family (R-3) zone and Residential Single Family (R-1-85) zone. These zone districts are compatible and will not negatively impact one another.

Montclair's Public (P) zone district borders Glen Ridge's Residential Single Family (R-1-85) zone and Open Space-Historic (OS-H) zone. Montclair's Public (P) zone district and Glen Ridge's Open Space-Historic (OS-H) zone are connected by Garfield Park, which exists in both districts. The residential properties to the southwest which are located in Glen Ridge will not be negatively impacted by the adjacent park.

Montclair's Central Business-Community Area (C-1) zone district borders Glen Ridge's Townhouse, Professional Office (R-5) zone and Commercial, Professional Office (C-1) zone. Bloomfield Avenue (County Road 506) runs perpendicular through the municipal boundary in between these zone districts. The southern portion of Montclair's Central Business Community Area (C-1) zone district is adjacent to a townhouse apartment complex in Glen Ridge. These zone districts are compatible. However, the 2017 Montclair Plan recommends the Township to be mindful of the potential impacts of future commercial development on the adjacent townhouse district in Glen Ridge.

Montclair's Three-Story Apartment (R-4) zone district is adjacent to Glen Ridge's Townhouse, Professional Office (R-5) zone and Residential Single Family (R-2) zone. The Three-Story (R-4) zone district and the Townhouse, Professional Office (R-5) zones are very similar in development patterns and do not negatively impact one another. Five lots along Baldwin Street, which border Montclair and are within Glen Ridge's Residential Single Family (R-2) zone are currently being redeveloped into a 110-unit multifamily apartment. The site's Redevelopment Plan recommended that this area be developed with a slightly higher density making it more compatible to the adjacent zoning districts. The Baldwin Street redevelopment project accomplishes this goal.

Montclair's Redevelopment Area (R-A) borders Glen Ridge's Health Care (H) zone. Mountainside Hospital encompasses the entire Health Care (H) zone and is adjacent to single-family residential properties in Montclair. In 2016, both municipalities have adopted the HUMC Mountainside Hospital Redevelopment Plan which guides and coordinates future development within the two adjacent districts. Montclair's Redevelopment Area (R-A) is zoned for uses related to the hospital use. The current and future development of the districts do not negatively impact one another.



Montclair's One-Family (R-1) zone district borders Glen Ridge's Residential Single Family (R-3) zone, Residential Single Family (R-2) zone, and Residential Single Family (R-1-85) zone. All four districts are zoned for single-family detached dwellings. Glen Ridge's Single Family (R-2) zone (minimum 6,200 square foot lots) and Single Family (R-3) zones (minimum 4,800 square foot lots) are zoned for slightly higher density than the Residential Single Family (R-1-85) zone and Montclair's One-Family (R-1) zone district (minimum lot width 60 feet) which has no minimum lot size. Most of the lots in Montclair's One-Family (R-1) zone district are approximately 10,000 square feet. These zone districts are similar and will not negatively impact one another.

Montclair last prepared a Unified Land Use and Circulation Element in May 2015 which was most recently amended as of April 24, 2017. The Borough of Glen Ridge's land use pattern and existing regulations are consistent with existing and zoned development in Montclair.

2002 BLOOMFIELD MASTER PLAN

Bloomfield's 2002 Master Plan mentions Glen Ridge as a bordering municipality with a primarily residential character with scattered commercial, institutional, and private open space/recreational uses. The Plan states that Glen Ridge is generally compatible with the zoning in Bloomfield with one minor exception of the area along Bloomfield Avenue. The Bloomfield Center downtown area contains primarily mixed-use development and the 2002 Plan states that the area along Bloomfield Avenue in Glen Ridge contains a mix of uses that are not consistent with the downtown. The Bloomfield Master Plan however, does not recommend any changes in zoning.

Bloomfield borders Glen Ridge on its northern and eastern borders. The municipal border generally follows the path of various residential blocks. Bloomfield's Single Family (R-1A) district border's Glen Ridge's Residential Single Family (R-1-85) zone, Residential Single Family (R-2) zone, and Residential Single Family (R-3) zone. All four districts are zoned for detached single family dwellings. Bloomfield's Single Family (R-1A) district is the municipality's lowest density residential district characterized by minimum lot sizes of 5,000 square feet. These zone districts will not negatively impact one another.

Bloomfield's Public/Recreational (PR) district borders Glen Ridge's Planned Residential Development (PRD) zone. The Glen Ridge Country Club currently encompasses both districts and crosses the municipal border. Since the golf course is one continuous land use



encompassing both zone districts, the zones currently do not impact one another. If the area were to ever be redeveloped, Bloomfield should consider making this area a redevelopment zone similar to Glen Ridge's Planned Residential Development (PRD) zone.

Bloomfield's Single-Family (R-1A) district borders Glen Ridge's Residential Single Family (R-3) zone and Residential Single Family (R-2) zone. These districts are all zoned for detached single family dwellings and will not negatively impact one another. A small portion of Bloomfield's Garden Apartment (R-G) district also borders Glen Ridge's Residential Single Family (R-3) zone. A five-story residential apartment building currently exists in the Garden Apartment (R-G) district which is surrounded by single family detached dwellings. Even though the use of a mid-rise apartment building is permitted, the structure impacts the character of the single-family neighborhood due to the building's height and density.

Bloomfield's Private Institutional (PI) district borders Glen Ridge's Residential Single Family (R-3) zone. Bloomfield Cemetery currently encompasses both districts therefore the districts will not negatively impact one another. Also bordering Glen Ridge's Residential Single Family (R-3) zone is Bloomfield's Single Family (R-1B) district. Both of these districts are zoned for single family detached dwellings and have similar lot sizes. The zones are compatible.

Bloomfield's Garden Apartment (R-G) district and Bloomfield Center Redevelopment Plan – 2 (BCRD-II) district borders Glen Ridge's Business-Residential Overlay (B-RO) zone, (B) zone (zoned for office, professional buildings, nursing homes, libraries, schools, and municipal buildings), and the Open Space-Historic (OS-H) zone. These zones all lie adjacent to Bloomfield Avenue (CR 506) which serves as a major thoroughfare through both municipalities as well as a central business district. Due to the intensity and diversity of uses along the road, these districts will not negatively impact one another. The Bloomfield Center Redevelopment Plan – 2 (BCRD-II) district also borders Glen Ridge's Townhouse, Professional Office (R-5) zone which is zoned for single family residential structures as well as townhouses. Future development in the Bloomfield Center Redevelopment Plan – 2 (BCRD-II) district could have potentially negative impacts if constructed in an area adjacent to single-family homes in Glen Ridge.

Bloomfield's Single Family (R-1B) district, Single Family (R-2A) district, and Garden Apartment (R-G) district borders Glen Ridge's Residential Single Family (R-3) zone. Currently existing in the Garden Apartment (R-G) district is a 5-story residential apartment building.



Even though the use of a mid-rise apartment building is permitted, the structure impacts the character of the single-family neighborhood due to the building's height and density.

Also bordering Glen Ridge's Residential Single Family (R-3) zone is Bloomfield's High Rise Apartment (R-H) district, and Single Family (R-1A) district. A nine-story residential apartment building currently exists in the High Rise Apartment (R-H) district which is surrounded by single family dwellings. Even though the use of a high-rise apartment building is permitted, the structure negatively impacts the character of Glen Ridge's Residential Single Family (R-3) zone due to the structure's height and density.

Bloomfield Township last adopted its Master Plan in November 2002 and last revised its Zoning Map on October 6, 2014. Glen Ridge's development and regulations are consistent with existing and zoned development in Bloomfield.

2017 EAST ORANGE MASTER PLAN

East Orange's 2017 Master Plan mentions Glen Ridge as a neighboring municipality that contains single family residences that are adjacent to East Orange's single family and two and three family residences. The Plan makes no recommendations on zoning in the Borough of Glen Ridge.

East Orange borders most of Glen Ridge's southern boundary. The municipal boundary does not follow a strict street line or any natural features. The area along the border in both municipalities is zoned entirely for residential uses. Glen Ridge's entire southern boundary is zoned for the Residential Single Family (R-3) zone which borders East Orange's Single Family Residential (R-1) district and Two-Family Residential (R-2) district. These zones are compatible with one another.

East Orange last adopted its Master Plan on June 6, 2018. Glen Ridge's development and existing regulations are consistent with existing and zoned development in East Orange.

2006 ESSEX COUNTY SOLID WASTE MANAGEMENT PLAN

The Solid Waste Management Act (NJSA 13:1E-1) requires that each solid waste management district create a plan that includes suitable sites for solid waste disposal as well as a disposal strategy for the district. The 2006 Essex County Solid Waste Management Plan is the agenda-setting document for solid waste disposal based upon the rules and regulations set forth in New Jersey's Statewide Solid Waste Management Plan.



There are not privately-owned regulated locations for recycling activities in Glen ridge. The Essex County Solid Waste Management Plan is therefore compatible with the Glen Ridge Master Plan Reexamination Report.

ESSEX COUNTY COMPREHENSIVE TRANSPORTATION PLAN

The Essex County Comprehensive Transportation Plan was developed in order to meet the transit needs of the residents of Essex County. It outlines a vision for a county-wide transit system that maximizes transportation investments, promotes efficiency and safety of riders and pedestrians, and promotes multimodal travel. The plan reflects the transit priorities of local, state, and regional stakeholders.

The Essex County Transportation Plan describes Glen Ridge as a primarily residential area with very limited business area. The plan reiterates Glen Ridge's goal to increase accessibility and integration of public transit within the area. The plan notes that due to fully developed mature suburbs such as the Borough of Glen Ridge, achieving transit improvements will likely result from redevelopment and rehabilitation projects located near transit stations. Glen Ridge has one NJ TRANSIT train station on the Montclair-Boonton Line as well as various NJ TRANSIT bus stops along Bloomfield Avenue. Borough residents are also served by nearby municipalities' stations including the Bay Street Station in Montclair and the Bloomfield Station, which are both on the Montclair-Boonton Line.

Essex County last adopted the Comprehensive Transportation Plan on April 8, 2014. Glen Ridge's development and regulations are consistent with the goals of the Essex County Comprehensive Transportation Plan.

2001 NEW JERSEY STATE DEVELOPMENT AND REDEVELOPMENT PLAN

In 1986, the New Jersey Legislature passed the New Jersey State Planning Act, which created the State Planning Commission and required the preparation and adoption of the State Development and Redevelopment Plan (the "State Plan"). The most current adopted plan is dated March 1, 2001. The purpose of the State Plan is to:

Coordinate Planning Activities and establish statewide planning objectives in the following area: land use, housing, economic development, transportation, natural resource conservation, agriculture and farmland retention, recreation, urban and suburban redevelopment, historic



preservation, public facilities and services and intergovernmental coordination (N.J.S.A. 52:18A-200(f), the State Planning Act).

The State Plan uses a policy map to differentiate areas from highest growth to lowest growth based on information, such as natural resources, sewer availability, etc. These differentiations are called planning areas, which range from PA1-Metropolitan to PA-8 state park. The Borough of Glen Ridge lies fully within the Metropolitan Planning Area (PA1). The SDRP specifies that PA1 areas shall be the locations for the majority of the state's future growth through expansions, infill, and redevelopment. The SDRP promotes growth within existing urbanized areas, preferably in the form of compact development with ready access to existing infrastructure, including transit systems. The Borough of Glen Ridge is almost entirely suburban with only a few commercial areas. The Borough contains one NJTRANSIT train station on the Montclair-Boonton Line as well as NJTRANSIT bus service that provides service through the center of the Borough. The PA1 area should:

- Provide for much of the state's future redevelopment;
- Revitalize cities and towns;
- Promote growth in compact forms;
- Stabilize older suburbs;
- Redesign areas of sprawl; and
- Protect the character of existing stable communities.

This Glen Ridge Master Plan Reexamination Report is consistent with the State Plan.