Master Plan

Borough of Fair Lawn • Bergen County, New Jersey

Adopted June 23, 2014

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in accordance with N.J.S.A. 45:14A-12

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- **Radburn National Historic Landmark Nomination Form**

Introduction

The municipal master plan is a document prepared and adopted by the Planning Board, the main purpose which is to guide the use of lands within the municipality in a manner which protects public health and safety and promotes the general welfare. The requirements for a master plan are promulgated by the Municipal Land Use Act at C. 40:55D-28 *et seq*. and include a statement of objectives, principles, assumptions, policies and standards upon which the constituent proposals for the physical, economic and social development of the municipality are based and a land use plan element which shows the existing and proposed location, extent and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational, educational and other public and private purposes or combination of purposes; and stating the relationship thereof to the existing and any proposed zone plan and zoning ordinance. In other words, the master plan lays the foundation for the zoning ordinance.

The recommendations contained herein are the Planning Board's recommendations for Governing Body action. Because the Planning Board members are appointed and not elected, they cannot as a body implement actions or adopt ordinances, however they are tasked by the Governing Body to draw on their experience as Board members and local citizens to help guide land use policies.

The most recently adopted Master Plan in the Borough is the 1992 Master Plan. Other planning documents adopted by the Board since the time of the last Master Plan include the following:

1. 1998, 2004, and 2010 Master Plan Re-examination Reports
2. 2010 Housing Plan Element and Fair Share Compliance Plan (amended September 2012)
3. 2010 Environmental Resources Inventory
4. 2006 Open Space and Recreation Plan
5. 2006 Land Use Plan Amendment (incorporating affordable housing plan)
6. 2005 Stormwater Management Plan
7. 2005 Land Use Plan Amendment (Daly Field, Archery Plaza, Hayward Industries site)
8. 1996 River Road Master Plan
9. 1982 River Road Business District Revitalization Concept Plan

Additionally, the Borough prepared a Water System Master Plan in 1987 and contributed to a Route 208 Corridor Planning Study completed in 2007. Also, the Broadway Improvement Corp. prepared a Vision Plan for the Broadway corridor in 2008.

Vision

Fair Lawn Borough is a mid-sized, 5.201 square mile, almost fully built-out community located between the Passaic and Saddle Rivers in western Bergen County, New Jersey. The Borough is bisected by Route 208 and the Bergen-County (Rail) Line, with two well-used stations on that line—the Radburn Fair Lawn and Broadway Fair Lawn Stations. The Borough contains a compact development form with excellent connectivity between uses. The predominant uses in the Borough are single-family houses and a small, but increasing, percentage of multi-family and townhouse units. The industrial nodes in the Borough are slowly converting to mixed and office-type uses as demand for those uses increases. The commercial corridors have remained healthy. Public schools and parkland are located throughout.

The **vision** for Fair Lawn is to preserve and enhance its assets including its well-maintained, close-knit, quiet and historic neighborhoods, the walkability of those neighborhoods and access to local, high quality, diverse community services and resources, parkland, open space and the Borough's historic heritage.

Clean air, water and land are assets that will improve over time with innovations in technology and changes to land use policies and human behavior. There will be less vehicle traffic and the streets will be safer because more people will walk or bicycle to and from transit, services, shopping, school and work, or they will work from home. People will be freer from and more resilient to the threats of extreme weather events. Waste will be decreased and health will increase. Cost reductions will be a natural by-product of the innovative process.

The Borough's business and industry are also assets, as are its regional access, location and local workforce which serve those industries. In the vision of Fair Lawn its infrastructure will be maintained and improved so its businesses can stay competitive and its people can be safe. Continuing to minimize traffic and other impacts that non-residential uses may bring is an ever-present goal.

Goals & Objectives

The Master Plan is required to contain a statement of objectives, principles, assumptions, policies and standards upon which the comprehensive plan is to be based. Goals and objectives from the 1992 Master Plan have been reviewed and updated.

Goals

The following list of goals forms the basis for the Master Plan:

1. To preserve the existing single-family residential character of the Borough and maintain the scale and streetscapes of residential neighborhoods while also providing for a greater mix of housing types to meet the needs of a variety of household types, incomes and lifestyles.
2. To promote a balanced variety of residential, commercial, industrial, recreational and public land uses.
3. To promote aesthetic improvement in the major commercial and industrial areas.
4. To promote sustainability in land use planning throughout the Borough.
5. To decrease storm-related runoff and damages from flooding and increase the capacity of floodplains through the reduction of impervious coverage in floodplains and acquisition of land in conservation easement or fee title.
6. To continue the acquisition of open space.
7. To increase air, water and soil quality.
8. To provide adequate and appropriate community facilities and services in order to maintain the quality of life for existing and future Borough residents.
9. To encourage preservation of historic buildings and districts.
10. To improve walkability of neighborhoods and streets and to promote circulation safety and transit use.
11. To promote water conservation and quality and decrease waste.
12. To encourage solid waste reduction and increase in reuse and recycling.
13. To ensure that the Borough's Land Use Plan does not conflict with the planning of adjacent municipalities, the County and State.

Objectives

The following planning objectives have been broken down into categories related to the Master Plan Elements. These objectives provide specific goals to ensure that future development will be compatible with the Borough's general planning goals.

Land Use Plan Element

1. To preserve the integrity and value of existing residential neighborhoods:

By maintaining the existing character of residential neighborhoods in terms of scale of development and streetscapes.

By reinforcing bulk requirements to maintain existing patterns of development while still allowing property owners to improve and fully utilize their properties.

By preventing the intrusion of inappropriate non-residential uses.

2. To increase the value and aesthetics of existing commercial areas through strengthening standards which promote safe and efficient site circulation, building layout and scale, façade improvements, parking, signage, landscaping and buffering.
3. To ensure that signage controls foster effective and efficient communication while minimizing potentially negative neighborhood impacts.
4. To permit a variety of uses in industrial parks that are appropriate for the area.

Community Facilities & Recreation Plan Element

1. To provide for convenient, well-located community facilities for all residents of the Borough.
2. To consider the probable future demographics of the Borough residents as an element of future facility planning.
3. To maintain the network of publicly-owned parks and permanently preserved open space, and add to the network where appropriate.
4. To promote the maintenance and improvement of existing recreation facilities within the Borough.

Historic Preservation Plan Element

1. To preserve and enhance historic places, buildings and districts through stronger controls.
2. To promote the Borough's cultural resources through preservation.

The Radburn Plaza Building on Plaza Road.
Photo by: Laurence Koplik.

Green Buildings & Environmental Sustainability Element

1. To identify ways through which the Borough may increase sustainability in land use planning and building.
2. To reduce the use of non-renewable energy sources and emissions of methane and fluorocarbons.
3. To reduce waste and increase health and vitality of human, animal and plant populations in the community.

Conservation Plan Element

1. To identify environmentally sensitive areas including wetlands, flood plains and Threatened and Endangered Species habitat and consider the nature of sensitive areas in land use planning.
2. To encourage preservation of environmentally sensitive areas, primarily in the areas adjacent to the Passaic and Saddle Rivers.

Recycling Plan Element

1. To promote the maximum practical recovery and recycling of recyclable materials from municipal solid waste.
2. To reduce costs and the impact of waste upon overburdened landfills.

Relationship to Other Plans

1. To strive for compatibility between the zoning and planning of Fair Lawn and adjacent municipalities.
2. To be cognizant of planning goals of the County and State, and to be consistent with those goals where appropriate.

Circulation Plan Element

1. To provide a safe and efficient circulation system for pedestrians, bicycles and vehicles.
2. To promote multi-modal transportation by fostering the use of transit, bicycles and pedestrianism.

Utility Plan Element

1. To ensure adequate supply of potable water for existing and future needs while minimizing costs.
2. To maintain adequate sanitary sewer service to all residents and businesses while minimizing costs.
3. To regulate storm drainage effectively and minimize areas of flooding and the impacts of storms.

Sasso Field at Fair Lawn High School.

Interior Park in Radburn Community.

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Community Profile

Demographic data pertaining to the Borough's residents was obtained from the U.S. Census Bureau through its Decennial Census as well as the American Community Survey, (ACS), which is an ongoing statistical survey that samples a small percentage of the population every year. This data provides insight into the characteristics of the Borough's residents, and how they live.

Population Characteristics

Decennial U.S. Census data reveals that the Borough's population increased for the second time since 1970. The population of Fair Lawn increased by 2.6 percent between 2000 and 2010, however, the current population is still less than that of 1960 and 1970. The current (2011) estimate for the Borough is 32,669.

Table 1: Historical Population Trends – Fair Lawn (1940-2010)

Year	Population	# Change	% Change
1940	9,107	--	--
1950	23,885	14,778	162.3
1960	36,421	12,536	52.5
1970	37,975	1,554	4.3
1980	32,229	-5,746	-15.1
1990	30,548	-1,681	-5.2
2000	31,637	1,089	3.6
2010	32,457	820	2.6

Almost 50 percent of the Borough's population consists of residents 20 through 54 years of age. The number of school-age children in the Borough is approximately 24 percent of the population. Those aged 20 to 54 represent over 45 percent of the population, and those older than that almost 31 percent. Residents aged 55 to 64 increased dramatically since the last Census—by 1,725 persons. The median age in the Borough increased from 41.8 to 43.1, which is slightly higher than the County-wide median of 41.1.

Table 2: Population by Age and Median Age – Fair Lawn (2000-2010)

Age Category	2000		2010	
	Total	%	Total	%
Under 5 years	1,673	5.3	1,694	5.2
5 to 19 years	6,133	19.4	6,104	18.8
20 to 54 years	14,964	47.3	14,681	45.1
55 to 64 years	2,948	9.3	4,673	14.4
65 years and over	5,919	18.7	5,305	16.3
TOTAL	31,637	100.0	32,457	100.0
	Median Age			
Fair Lawn	41.8		43.1	
Bergen County	39.1		41.1	

In terms of international diversity, 28.3 percent of the Borough's population reported themselves as foreign born. Of that percentage, only 32.2 percent indicated that they are not a U.S. Citizen. Most of the foreign born population at the County level emanates from Asia (43.6%), Europe (22.1%) and Latin America (31.3%).

Table 3: Foreign Born Population – Fair Lawn & Bergen County (2010)

	Fair Lawn		Bergen
	#	%	%
Total population	32,457	--	--
# foreign born	9,188	28.3	29.3
# of foreign born not a U.S. Citizen	2,962	32.2	42.6

Of the resident population aged 25 and older, 92.5 percent are at least high school graduates and 49.2 percent have at least obtained a Bachelor's degree. 19.7 percent have obtained a graduate or professional degree. The Borough has a slightly higher percentage of high school and college graduates compared to Bergen County as a whole.

Table 4: Educational Attainment – Fair Lawn & Bergen County (2010)			
Educational Attainment	**Fair Lawn**		**Bergen**
	#	**%**	**%**
# population aged 25 or older	23,037		--
Educational attainment			
Less than 9th grade	627	2.7	--
9-12th grade, no degree	1,112	4.8	--
High school graduate	4,662	20.2	--
Some college, no degree	3,653	15.9	--
Associates degree	1,648	7.2	--
Bachelor's degree	6,789	29.5	--
Graduate or professional degree	4,546	19.7	--
% high school graduate or higher	**92.5**	**--**	**90.9**
% bachelor's degree or higher	**49.2**	**--**	**44.8**

The ACS provides an estimate of the number of individuals with health insurance coverage. The percentage of individuals with health insurance coverage is higher in Fair Lawn than County-wide. An estimated 92.7 percent of residents in Fair Lawn are covered while only 7.3 percent are not covered, compared with an estimated 87.8 percent covered at the County level.

Table 5: Health Insurance Coverage – Fair Lawn & Bergen Cty. (2010)				
Health Insurance Coverage	**Fair Lawn**		**Bergen**	
	Estimate	**%**	**Estimate**	**%**
Civilian non-institutionalized pop.	32,336	100	900,160	100
With health insurance coverage	29,989	92.7	790,335	87.8
With private health insurance	26,832	83.0	692,433	76.9
With public coverage	6,821	21.1	190,856	21.2
No health insurance coverage	2,347	7.3	109,825	12.2

Household Characteristics

According to the U.S. Decennial Census, the number of households in the Borough increased nominally between 2000 and 2010, from 11,806 to 11,930. Family households continue to be the dominant household type in the Borough, at 75.2 percent of all households. (Family households contain at least two persons who are related by birth, marriage or adoption and are living in the same housing unit.) Average household size in the Borough increased slightly from 2.67 to 2.7, as did the average family size. This trend also occurred at the County level.

Table 6: Households by Type and Size – Fair Lawn (2000-2010)

Household Types	**2000**		**2010**	
	Total	**%**	**Total**	**%**
Family Households	8,906	75.4	8,966	75.2
Non-Family Households	2,900	24.6	2,964	24.8
Total	11,806		11,930	
Average Household Size				
Fair Lawn Borough				
Average Household Size	2.67		2.7	
Average Family Size	3.12		3.17	
Bergen County				
Average Household Size	2.64		2.66	
Average Family Size	3.17		3.20	

The number of Fair Lawn families with children under 18 years of age increased slightly from 3,945 to 3,973 between 2000 and 2010. Families with children under 18 continue to represent 44 percent of all family households.

Table 7: Family Households with Children <18 – Fair Lawn (2000-2010)

	2000	**2010**
Families With Children < 18 Years Old	3,945	3,973
% of All Families	44%	44%

Economic Characteristics

The American Community Survey contains a 2006-2010 estimate regarding the total number of workers in Fair Lawn. The survey questions contain varying Margins of Error, some of which are substantial, therefore they have been included in the table, below. An

estimated 12,558 workers work in Fair Lawn, and an estimated 15,963 residents are employed. The estimated daytime population in the Borough is 28,742, which accounts for workers who work out of town. An estimated 15.7 percent of workers in Fair Lawn are also Borough residents.

Table 8: Employment Characteristics – Fair Lawn (2010)		
	Estimate	Margin of Error
Total resident population	32,147	34
Total workers working in Fair Lawn	12,558	808
Total workers living in Fair Lawn	15,963	554
Estimated daytime population	28,742	868
Workers who lived and worked in Fair Lawn	2,504	382
% workers who lived and worked in Fair Lawn	15.7%	2.3

The ACS has collected data regarding employment status, employment occupations and industries, commuting times and the presence of health insurance coverage for Fair Lawn and Bergen County. Of the population 16 years and over in age in Fair Lawn, an estimated 69.4 percent are in the labor force, and all are in the civilian labor force. Of those in the labor force, 63.3 percent were estimated to be employed. These percentages are slightly larger than the County-wide figures.

Table 9: Employment Characteristics (2010)				
	Fair Lawn		Bergen	
EMPLOYMENT STATUS	Estimate	%	Estimate	%
Population 16 years and over	26,446	100	727,297	100
In labor force	18,362	69.4	482,048	66.3
Civilian labor force	18,362	69.4	481,786	66.2
Employed	16,730	63.3	444,637	61.1
Unemployed	1,632	6.2	37,149	5.1
Not in labor force	8,084	30.6	245,249	33.7
% Unemployed Civ. Labor Force	(X)	8.9	(X)	7.7

Mean travel time to work for Fair Lawn residents was estimated at 31 minutes in 2010, which is comparable to the County-wide estimate of 30.2 minutes. A significant percentage of Fair Lawn (12.6%) and County (13.3%) residents use public transportation to commute to work. 1.6 percent of Fair Lawn residents reported being able to walk to work, 7.2 percent worked from home and 4.5 percent reported car pooling. The overall number of drive-alone commuters is impressively low at 73.7 percent at the Borough level and 70.8 percent at the County level.

Table 10: Commuting to Work – Fair Lawn & Bergen County (2010)				
COMMUTING TO WORK	Fair Lawn		Bergen	
	Estimate	%	Estimate	%
Workers 16 years and over	16,410	100	437,529	100
Car, truck, or van -- drove alone	12,099	73.7	309,823	70.8
Car, truck, or van -- carpooled	734	4.5	31,960	7.3
Public transit (excluding taxicab)	2,066	12.6	58,099	13.3
Walked	257	1.6	13,527	3.1
Other means	66	0.4	5,652	1.3
Worked at home	1,188	7.2	18,468	4.2
Mean travel time to work (mins)	31.0	(X)	30.2	(X)

In terms of the number of vehicles available per household, 651 (5.5%) households in the Borough are estimated to have zero vehicles. Most households (43.9%) have 2 vehicles, and only 18.9 percent of households have 3 or more vehicles. These figures are slightly higher than County-wide percentages.

Table 11: # Vehicles in Household - Fair Lawn & Bergen County (2010)			
# Vehicles in Available	Fair Lawn		Bergen
In Household	#	%	%
0	651	5.5	8.7
1	3,760	31.7	35.1
2	5,200	43.9	39.5
3 or more	2,242	18.9	16.7

The various occupations residents are engaged in vary among a number of industries, the largest being educational services, health care and

social assistance (24.2% at the Borough level and 23.2% at the County level). Other well-represented industries include professional, scientific, management, and administrative and waste management services, as well as finance, insurance and real estate.

Table 12: Industry – Fair Lawn & Bergen County (2010)				
	Fair Lawn		Bergen	
INDUSTRY	Estimate	%	Estimate	%
Civilian employed population 16 yrs +	16,730	100	444,637	100
Agriculture, forestry, fishing, hunting, mining	2	0.0	722	0.2
Construction	1,005	6.0	22,789	5.1
Manufacturing	1,498	9.0	39,292	8.8
Wholesale trade	951	5.7	20,587	4.6
Retail trade	1,556	9.3	48,195	10.8
Transportation, warehousing, utilities	962	5.8	21,752	4.9
Information	496	3.0	16,467	3.7
Finance, insurance, real estate	1,745	10.4	45,757	10.3
Professional, scientific, management, administrative and waste management services	2,463	14.7	59,747	13.4
Educational services, health care, social assistance	4,056	24.2	102,952	23.2
Arts, entertainment, recreation, accommodation and food services	569	3.4	30,496	6.9
Public administration	565	3.4	14,410	3.2
Other services	862	5.2	21,471	4.8

Table 14 outlines the median household, family, and per capita incomes in the Borough and Bergen County, as reported in the Decennial U.S. Census. Fair Lawn has higher median household and family income than Bergen County, but a lower per capita income. Income increased by 30.3 percent over the 10-year period, which was a larger increase than at the County level.

Table 13: Income Data -- Fair Lawn & Bergen County (1999-2009)				
	1999 ($)	2009 ($)	Change ($)	Change (%)
Fair Lawn Borough				
Median Household	72,127	93,972	21,845	30.3
Median Family	81,220	112,650	31,430	38.7
Per Capita	32,273	40,146	7,873	24.4
Bergen County				
Median Household	66,241	81,228	14,987	22.6
Median Family	78,079	99,814	21,735	27.8
Per Capita	33,638	41,857	8,219	24.4

Fair Lawn has a lower-than-County poverty rate for all age cohorts except for those aged 65 years and over, of which 9.0 percent had income below the poverty level at the time of the survey. People who do not reside in family households overwhelmingly represent those who live in poverty.

Table 14: Poverty Data -- Fair Lawn & Bergen County (1999-2009)		
% of people whose income in the past 12 months was below the poverty level	Fair Lawn (%)	Bergen (%)
All people	4.2	6.6
Under 18 years	5.2	7.3
18 years and over	4.0	6.4
18 to 64 years	2.7	6.2
65 years and over	9.0	7.6
People in families	3.4	4.9
Unrelated individuals 15 years and over	10.6	17.3

Housing Unit Characteristics

Of the 12,226 housing units in the Borough, 2.7 percent were vacant at the time of the Census in 2010, and 97.3 percent were occupied. Of the occupied units, the vast majority (78.9%) were owner occupied while 21.1 percent were renter-occupied. These percentages are slightly hired than those reported in 2000, at 78.7 percent and 19.6 percent, respectively.

Table 15: Housing Occupancy and Tenure – Fair Lawn (2000-2010)				
	2000		2010	
	Total	%	Total	%
Total # Housing Units	12,006	100.0	12,226	100.0
Vacant Units	200	1.7	336	2.7
Occupied Units	11,806	98.3	11,930	97.3
Owner-Occupied	9,449	80.0	9,418	78.9
Renter-Occupied	2,357	19.7	2,512	21.1

The Borough's housing stock consists primarily of single-family detached structures. Several significant projects were approved which will increase the number of multi-family units in the Borough, including the 150-units in Fair Lawn Promenade and the 167-unit Landmark at Radburn townhouse project, both which are located within walking distance to the Radburn Fair Lawn Train Station and Fair Lawn Avenue. The percentage of single-family attached (townhouse) and 3- to 9-unit structures did increase as a percentage of the total number of units between 2000 and 2010.

Table 16: Number of Units in Structure – Fair Lawn (2000-2011)		
	2000	2011
# Units in Structure	% of total	% of total
1 unit, detached	77	77
1 unit, attached	3	4
2-unit	6	5
3- to 9-unit	8	11
10- or more-unit	6	3
Mobile home, boat, RV, etc.	0	0

A majority of the Borough's housing stock was constructed prior to 1960; the majority was constructed between 1950 and 1959. 79 units were built in 2005 or later.

Table 17: Age of Housing Stock – Fair Lawn (2010 ACS)		
	#	%
# Housing Units	12,170	100.0
Built 2005 or later	79	0.6
Built 2000 to 2004	248	2.0
Built 1990 to 1999	187	1.5
Built 1980 to 1989	178	1.6
Built 1970 to 1979	434	3.6
Built 1960 to 1969	1,835	15.1
Built 1950 to 1959	4,386	36.0
Built 1940 to 1949	2,815	23.1
Built 1939 or earlier	2,008	16.5

A majority of residents report using fossil fuel-based energy sources for heating their homes. Natural gas is the most prevalent (84.1%), followed by Fuel oil (11.8%).

Table 18: Home Heating Fuel Used – Fair Lawn (2010)		
	#	%
# Occupied Housing Units	11,853	100.0
Utility gas	9,971	84.1
Bottled, tank, or LP gas	116	1.0
Electricity	256	2.2
Fuel oil, kerosene, etc.	1,396	11.8
Coal or coke	37	0.3
Wood	19	0.2
Solar energy	0	0.0
Other fuel	28	0.2
No fuel used	30	0.3

Despite the national housing market collapse of the last half-decade, housing values in Fair Lawn have continued to rise. Median value in 2010 was estimated at $431,000. This is on track with the County median value of $462,500. According to NJ Treasury Department

information, the average sale price of housing in 2010 was $396,547 in Fair Lawn and $508,850 County-wide.

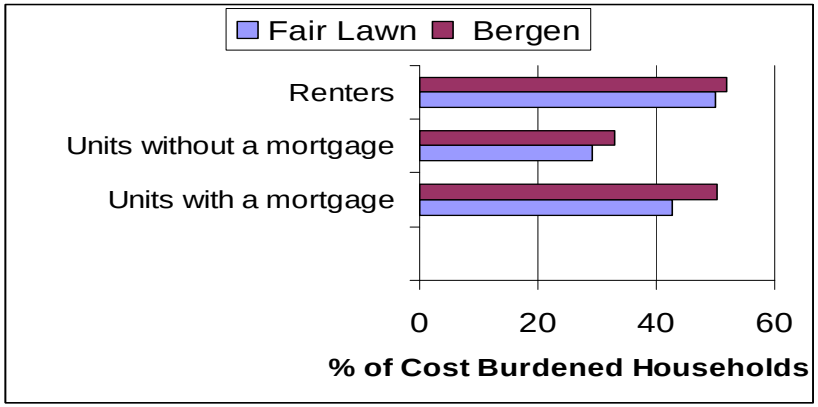
Table 19: Housing Value – Fair Lawn & Bergen County (2010)			
Specified Owner Occupied Units	**Fair Lawn #**	**FL %**	**Bergen %**
Less than $50,000	75	0.8	1.1
$50,000 to $99,999	59	0.6	0.9
$100,000 to $199,000	144	1.6	1.5
$200,000 to $299,999	635	6.9	10.3
$300,000 to $499,999	5,589	61.1	44.1
$500,000 to $999,999	2,509	27.4	35.1
$1,000,000 or more	131	1.4	7.0
Total	9,142	100.0	100.0
With mortgage	6,279	68.7	--
Without mortgage	2,863	31.3	--
Median Value (2000)	**$218,000**		**$250,300**
Median Value (2010)	**$431,000**		**$462,500**

Between 2000 and 2010, median gross rent increased by 34.3 percent in the Borough and 47.9 percent County-wide.

Table 20: Median Gross Rent –Fair Lawn & Bergen County (2000-2010)				
			Change	
Median Gross Rent	**2000 ($)**	**2010 ($)**	**$**	**%**
Fair Lawn	923	1,240	317	34.3
Bergen County	872	1,290	418	47.9

Those who pay more than 30 percent of their income toward housing costs are considered housing cost burdened. In Fair Lawn, 50 percent of renters pay more than 30 percent of their income toward housing costs, as do over 42 percent of households with a mortgage. Even 29.2 percent of those who do not have a mortgage are cost-burdened. These numbers are lower than the County-wide averages.

Table 21: Housing Cost Burden – Fair Lawn v. Bergen County (2010)



Community Facilities & Recreation Plan Element

The Municipal Land Use Law requires that the Community Facilities Plan show the existing and proposed location and type of municipal educational and cultural facilities, libraries, hospitals, firehouses, police stations and other related facilities. This Element also provides an evaluation of the needs of the facilities, particularly with respect to the need for new facilities, because the use of land must be considered for facility expansions and new facilities. This Element also includes the Recreation Plan Element, which is required to show a comprehensive system of areas and public sites for recreation. Existing conditions have been documented through discussions with applicable officials and through review of existing facilities documents. The location of existing and proposed facilities are mapped on the **Community Facilities Plan Map**.

Existing facilities generally become inadequate due to obsolescence, increases in populations, and changes in preferences. Because the Borough has recently added new facilities, such as the Community Center, and has maintained existing facilities such as the library, Senior Center and schools, there is little need at the current time for major additions to, or entirely new facilities. The Borough's population is also fairly stable in terms of absolute number as well as age cohorts within the population, which allows the Borough to maintain current programming. The largest variable is the expense of facilities, which has become the most significant impediment to the provision of adequate services. The Borough must continually balance the need for services against the cost to the taxpayers of those services.

Public and quasi-public land in the Borough totals over 441 acres, which is just over 13 percent of the Borough's total land area. The Borough owns the largest share of land at 191.67 acres, which includes the municipal building, library, senior center, recreation center and public parkland. The County owns 102.12 acres, which primarily consists of Saddle River Park. The Borough contains a large number of religious uses representing a variety of faiths, and also is home to Fair Lawn Memorial Cemetery on Myrtle and Maple Avenues.

Table CF-1: Acreage of Public and Quasi-Public Lands

Owner Type	Acreage	% all Borough Land
Fair Lawn Board of Education	52.86	1.59
Borough of Fair Lawn	191.67	5.76
County of Bergen	102.12	3.07
Fair Lawn Fire Stations and Emergency Squad	2.53	0.08
Religious Uses	63.58	1.91
Other - Group homes, mental health centers, etc.	5.54	0.17
Total	418.30	12.58

Source: Municipal property records. Does not include street rights-of-way.

Library Facilities

The Maurice M. Pine Free Public Library is located across the street from the municipal building at 10-01 Fair Lawn Avenue. The library is a member of the Bergen County Cooperative Library System, which provides reciprocal borrowing of books and materials between over 74 public libraries, as well as a shared computer system and common access to electronic resources. With a card from a member library, a patron can borrow from any library in the system, either in person or electronically.

The library is governed by a Board of Trustees which is appointed by the Mayor. The Board holds monthly public meetings. The library has a full-time equivalent staff of 13, including 5 librarians and 8 other staff members. A majority of the library's operating budget comes from the Borough; however contributions also come from the Friends of the Library and the State.

The library is open six days per week between Memorial Day and Labor Day, and seven days per week during the school year. In addition to the traditional library services of reading, researching and borrowing books, the library offers a variety of activities and programs to residents of all

ages including informational workshops, computer literacy, guest performances, speakers and author appearances, and reading clubs. The library's programs are well-attended; program attendance exceeds 10,000 per year, including over 9,500 program attendances by children. The library's current collection consists of the following:

Table CF-2: Library Collection and Circulation

	Number
Print Materials	150,262
Current Print Serial Subscriptions	158
Electronic Books	2,591
Video (Physical) Materials	12,209
Audio (Physical) Materials	8,060
Print Materials per Capita	4.62
Total Circulation	319,154
Total Circulation per Capita	9.83

Source: Director of the Library.

Other services offered by the library include wi-fi access, 9 computers with internet access, a secure online site for book renewals, and the option to use the Bergen County Library System. The library also houses the Pine Gallery, which exhibits museum-quality works of contemporary art. According to the Library Director, there is adequate capacity in the library's current location to serve the needs of residents for the next 10 years, and into the foreseeable future.

Police Department

The Police Department is headquartered in the municipal building on Fair Lawn Avenue at Parmelee Avenue. According to the Interim Police Chief, the Department has 58 officers and would like to expand the traffic bureau by adding 2 additional officers. The Department has 28 vehicles including a Ford Explorer, 3 Ford Expeditions, 10 Crown Victorias, 3 Crown Victoria Police Interceptors, 1 Chevy Impala, 1 Dodge Durango and 9 Dodge Chargers. All vehicles have gasoline engines. Bicycle and foot patrols are only currently used at special events. The Department has identified the need for additional space for personnel and equipment.

The number of police officers in the Borough has decreased since 2011 from 65. The Department currently has 11.15 officers per square mile of the Borough, and 1.79 officers per 1,000 resident population.

Fair Lawn Police Memorial.

Volunteer Fire Department

The Fair Lawn Volunteer Fire Department has four companies which cover different portions of the Borough. The Department is staffed by volunteers who live and work in the community. Members receive Firefighter I training at the Bergen County Fire Academy, and receive supplemental training throughout their careers. Members tend to fires and other emergency and rescue calls around the clock with an average 3-minute response time. The Department provides mutual aid to surrounding municipalities as well, and offers station open houses and participates in the Independence Day Fireworks and the Memorial Day Parade.

The four companies originated individually and were later positioned under the umbrella of the Department. Central Station (Co. #1) was founded in 1911, Warren Point Fire Department (Co. #3) in 1912, Columbia Heights Hose Company (Co. #2) in 1924 and Radburn Volunteer Fire Company (Co. #4) in 1930.

Table CF-3: Fair Lawn Vol. Fire Dept. Equipment and Membership

Fire Co. #	Address	Equipment	Membership
1	12-34 George St. (Bl. 5611, L. 24.01)	Truck 1 95' Tower Ladder, Eng. 1, Squad 1, Marine 1	31 firefighters (FF), 1 jr. FF
2	24-00 Rt. 208 (Bl. 5902, L. 11, 13, 17)	Quint 2, Tactical 9	18 FF, 4 probationary FF, 1 jr. FF
3	2-05 Plaza Rd. (Bl. 3317, L. 19 et al.)	Eng. 3, Eng. 5, Mass Decon 5 trailer, Foam 5 trailer	40 FF, 3 jr. FF
4	14-15 Radburn Rd. (Bl. 3727, L. 1)	Eng. 4	27 FF, 2 prob. FF, 3 jr. FF

Additionally there are four Chief's vehicles (Chief of Department, Assistant Chief, Deputy Chief and Battalion Chief). *Source: Fire Department.*

Fire Company #1 received Zoning Board of Adjustment approval to add a second floor to the firehouse to increase the garage height for Truck 1 and to create additional meeting and member space. Construction of the second floor is underway. The Department has not identified the need for additional space at the other fire houses at this time.

Rescue Squad

The Fair Lawn Rescue Squad is a division of the Fair Lawn Office of Emergency Management (OEM), which is a municipal office of the Borough. The squad is a "volunteer organization created for the purpose of preserving life and property through the provision of emergency and non-emergency rescue service in the Borough of Fair Lawn" (Mission Statement). The squad's activities include but are not limited to fire and police department and ambulance assist, search, rescue and recovery, haz mat, pump outs, and other emergency assistance. The squad has 1 Chief, 4 squad officers, 4 association officers, 3 trustees, 27 members and 7 youth squad members. Equipment includes a Chief's vehicle, rescue trucks 1 and 2, haz mat truck 1, special operations trailer and a rescue boat. In 2012, the squad acted on 349 calls.

The Rescue Squad operates out of a building located at 16-01 Romaine Street (Block 4509, Lot 21.01) that is owned by the Borough and maintained by the Rescue Squad Association. Operating revenue is received from the Borough and from donations.

Fair Lawn Volunteer Ambulance Corps.

Ambulance Corps

The Fair Lawn Volunteer Ambulance Corps is located at 1 Cooper's Way, on property that is owned by the FLVAC. The FLVAC provides ambulance services by volunteer EMTs, and receives most of its operating revenue from donations, with a small portion coming from the Borough. FLVAC has 45 EMT members, 19 probationary members, 13 cadets and 4 ambulances. In 2011, the squad responded to 1,964 calls.

Schools

The Fair Lawn School District provides a comprehensive educational program and operates nine schools, including six elementary, two middle and one high school. The Lyncrest School is one of five elementary schools in Bergen County that has been classified as a Reward School for High Performance. The Board of Education offices are located in the Thomas Edison School at 37-01 Fair Lawn Avenue; the Board of Education also owns the George Washington School Annex on Bergen Avenue. Since the time of the last Master Plan in 1992, the District has added a middle school and reorganized into the current K-5, 6-8, 9-12 system. In addition to the 9 schools, the District administers a Community School, which is financially self-sustaining and offers adult education and other classes to members of the community in various locations.

Radburn School.

Table CF-4: School Facilities

	Address	Grades
Henry B. Milnes School	8-01 Philip St.	K-5
John A. Forrest School	10-00 Hopper Ave.	K-5
Lyncrest School	9-04 Morlot Ave.	K-5
Radburn School	18-00 Radburn Rd.	K-5
Thomas Edison/Board of Ed. Offices	37-01 Fair Lawn Ave.	--
George Washington School Annex	Bergen Ave.	--
Warren Point School	30-07 Broadway	K-5
Westmoreland School	16-50 Parmelee Ave.	K-5
Memorial Middle School	12-00 First St.	6-8
Thomas Jefferson Middle School	35-01 Morlot Ave.	6-8
Fair Lawn H.S. and Community School	14-00 Berdan Ave.	9-12

Since the 2007-2008 school year, enrollment in the District has been fairly steady (see Table CF-5, below), and was 4,657 for the 2012-2013 school year. Since the time of the last Master Plan, enrollment has risen by 854 students from 3,803. According to the NJ DOE's School Report Card, Fair Lawn High School has a 95.44% graduation rate. Per pupil expenditures fluctuate year to year, and totaled $17,079 per pupil in the 2010-2011 school year. The District projects that enrollment will remain stable, and that the future school populations can be accommodated in the existing school buildings. An addition to Westmoreland School is planned, however, and grant funding is currently being sought for the project.

Table CF-5: Board of Education Enrollment Trends by School Year

School	2007-2008	2008-2009	2010-2011	2012-2013
Milnes	403	407	389	389
Forrest	287	284	288	290
Lyncrest	231	224	231	216
Radburn	369	354	345	371
Warren Point	462	447	440	403
Westmoreland	292	332	345	259
Total K-5	2,044	2,048	2,038	2,027
Memorial Middle	443	435	443	447
TJ Middle	713	726	703	629
Total 6-8	1,156	1,161	1,146	1,076
Total FL High 9-12	1,572	1,564	1,569	1,554
TOTAL DISTRICT	4,772	4,773	4,753	4,657

**Counts of students "on-roll" by grade in October of each school year.*
Source: NJ DOE School Report Card and Fair Lawn Board of Education.

In August 2011, the Passaic River flooded in the aftermath of Hurricane Irene, which consequently flooded the boiler room of Memorial Middle

School, closing it for a month. School sessions were held at the Community Center. Precautions such as sandbagging and closing of vents are now taken prior to significant storm events, and neither relocation of the school nor major flood prevention projects are being considered at this time.

Municipal Building & DPW Complex

A majority of the Fair Lawn Borough government functions operate out of Borough Hall located at 8-01 Fair Lawn Avenue. There are approximately 30 employees. Current municipal employees Offices in Borough Hall include:

- Police Department
- Municipal Court; Vital Statistics
- Mayor & Council, Manager's Office, Municipal Clerk
- Building/Zoning Department, Zoning Board of Adjustment
- Engineering; Planning Board, Affordable Housing
- Finance; Purchasing; Tax Assessor and Collector
- Fair Lawn Television Productions, Inc.
- Fire Prevention Bureau
- Health Department and Human Services
- Animal Control; Recycling Secretary
- Department of Public Works – Administration and Buildings & Grounds

The Department of Public Works Complex located at 20-05 Saddle River Road houses the Roads, Sewer, Recycling, Shade Tree, Vehicle Maintenance and Electric Divisions. According to the Borough Manager, there is no need for expanded facilities over the next 10 years or into the foreseeable future.

Fair Lawn has a volunteer Auxiliary Police force, which trains and operates under the supervision of the Fair Lawn Police Department. During times of crisis, Auxiliary Police have full police powers. The Auxiliary Police are required to obtain training on a number of related topics at the Bergen County Law and Public Safety Institute in Mahwah, NJ including Auxiliary Police Powers, Human Relations, Use of Force, Tactical Awareness, Traffic Control, Patrol Functions, Arrest, Search and Seizure, Courts and Evidence, Note Taking, Crowds and Assemblages, Radiological Hazards, Terrorism Awareness, First Aid, CPR and Haz-Mat Awareness. During times of non-crisis, the Auxiliary Police assist with crowd and traffic control. Their headquarters is housed in the building next to the library, shared with the Office of Emergency Management.

Fair Lawn also has a Community Emergency Response Team (CERT), whose volunteer members have been trained using FEMA-based training modules in disaster preparedness, medical operations and fire suppression, light search and rescue operations and assistance to local professional emergency service providers. Members often cooperate with the Police Department assisting with traffic control during community events and can be deployed to assist with roadblocks for downed wires, flooded streets, etc.

Senior Citizen Activity Center

The Fair Lawn Senior Citizen Center located at 11th Street and Gardiner Road is open Monday through Friday 8am to 4pm, Saturdays 9am to 3pm and Sundays Noon to 3pm for all Fair Lawn Senior Citizens to socialize and recreate. The Senior Center provides indoor space for seniors to socialize and engage in a variety of activities such as games, arts and crafts, dancing, exercise and billiards. Lectures, excursions and assistance with tax preparation and application to social programs are also offered. Lunch subsidized by the Bergen County Division of Senior Services is provided Monday through Friday. There are a number of independent Senior Clubs in the Borough that provide a variety of social opportunities for their members. The Director of the Senior Center indicates that the building is used to capacity, and that additional space, perhaps a second floor, would be beneficial and utilized. The seniors do currently utilize the Community Center for talent shows and they host some events there.

The full usage of the Senior Center may be reflective of the increase in the number of Fair Lawn residents ages 55+. In 2000 this age group comprised 20 percent of the Borough's total population whereas in 2010 seniors comprised 30.7 percent of the population. Increases in the cost of living may also be bringing more seniors to the Center to receive subsidized lunches in a temperature-comfortable environment. The 2010 U.S. Census Data reports that 9 percent of Fair Lawn residents aged 65+ had an income below the poverty level at the time of the Census, compared with 7.6 percent of seniors County-wide.

Radburn

As indicated throughout the Master Plan, Radburn is a planned community of approximately 3,100 residents that contains a diverse housing stock, commercial land and privately-owned community facilities. All property within the boundaries of the Radburn Association is governed by The Declaration of Restrictions which runs with the land. According to the community's website, Radburn provides some of its own services to its members, including Radburn PreSchool, sports, gymnastics, aerobics, amateur dramatics, a library, clubroom facilities and a senior citizen club. Radburn consists of 149 acres including 23 acres of interior parks, 2 swimming pools, 1 tot bathing pool, 4 tennis courts, 2 tot lots, a ball field, 2 playgrounds, an archery plaza, 2 outdoor basketball courts and many walkways. There is also a community center which houses administrative offices, library, gymnasium, clubroom and maintenance shops. Daly Field is slated to be sold to a developer, although Archery Plaza is to be retained and improved with a tot lot, benches and walking path to Fair Lawn Avenue. The bike path and walkways may be used by all Fair Lawn residents. Radburn's facilities substantially supplement the recreational resources of many Borough residents.

Recreation

The Borough prepared a comprehensive Open Space and Recreation Plan in 2006 through its Open Space Committee, which is comprised of varied individuals including but not limited to Borough Council members, the Borough Manager, the Borough Recreation Director, Planning Board members and members of the Environmental and Historic Preservation Commissions. The OSRP was adopted by the Planning Board, and is compliant with rules promulgated by the New Jersey Department of Environmental Protection's Green Acres Program, and was required to be adopted before monies from the Borough's Open Space Trust Fund were spent. The OSRP contains a list of developed recreation facilities owned by the Borough, Board of Education and Bergen County, open space sites, and priorities for local acquisitions. An update of the developed parkland is located in the Appendix in **Tables CF-6 and CF-7**.

The Borough owns 13 developed recreation sites, the inventory of which is located in the Appendix. The sites range in size and function from less than one-acre neighborhood parks with playgrounds and sport courts to 29.94-acre Memorial Park which contains a pool and picnic and play areas. The Borough-owned sites contain a wide variety of facilities, summarized as follows:

Table CF-8: Municipal Developed Recreation Facilities Summary*

Facility Type	# Muni.	# B. of Ed.	Total
Tennis courts	10	1	11
Ball fields (softball, baseball, non-regulation soccer)	17	6	23
Soccer fields	3	4	7
Lacrosse fields	0	2	2
Football fields	1	1	2
Swimming pools	1	0	1
Basketball courts	8	6	14
Playgrounds	22	5	27
Handball courts	2	0	2
Street hockey courts	2	0	2
Roller hockey courts	1	0	1
Walkways	3	0	3

**Does not include County-level facilities.*

Since the time the OSRP was adopted in 2006, The Fair Lawn Community Center - George Frey Center for Arts & Recreation at 10-10 20th Street has opened. The Community Center offers indoor recreation space including a full-size gym, walking track, fitness center, computer room, teen room, weight room for Borough volunteers and Police Department, card room, kitchenette, meeting rooms, Recreation Department offices and a 170-seat theatre. The Fair Lawn Recreation Department runs its programs from the Community Center, including indoor recreation for adults and youth, the Youth Center and the Old Library Theatre. The Fair Lawn Arts Association is also in the Community Center. Indoor recreation opportunities include but are not limited to basketball, volleyball, exercise classes and youth day camps. Meeting and event space in the Community Center may also be rented by groups for a fee.

The Recreation Department, Fair Lawn All-Sports Association and the Fair Lawn Football Association continue to work together to offer indoor and outdoor recreation opportunities to youth including lacrosse, baseball, softball, soccer, track, volleyball, wrestling, football and cheerleading. Sports are played primarily at the Borough's own facilities, although the Board of Education's track, wrestling room, gym and lacrosse facilities are used by Fair Lawn Recreation. It is recommended that the Borough and sports groups work with the Board of Education to better maintain the athletic fields at the elementary schools to increase their playability. Turf fields should also be explored where feasible.

The Recreation Department Director also reports that overall program enrollment is approximately the same as it was in 2006 when the OSRP was prepared, although enrollment in each program may fluctuate from year to year.

Also since the time the OSRP was adopted in 2006, Walsh Pool in the Dobrow Sports Complex and the skate park were closed. Concept plans for the re-use of the area indicate potential use of the area for a re-located skate park and multi-use fields. The play equipment at Berdan Grove Park is being updated to be ADA compliant.

Memorial Park and pool were flooded by Hurricane Irene, and a major clean-up effort was required afterward to rehabilitate the pool and park area. A pool committee, established after the flooding, has discussed building a permanent structure that will contain a snack stand and eating area and lifeguard, first aid and administrative offices on the east side of the park. The Borough has also allowed residents of Prospect Park, Elmwood Park, Saddle Brook and Haledon to become members of the pool, as well as disabled residents of other communities because it is handi-cap accessible. The pool and park are also used by the Adult Community School and summer recreation programs.

The Fair Lawn Community Center – George Frey Center for Arts & Recreation.

Open Space

A list of municipally-owned undeveloped parkland parcels is located in the Appendix in Table CF-9. The Borough recently acquired the Dube property (Block 5407, Lot 44) on Second Street which had experienced flooding in the past from the Passaic River. The Borough additionally owns footpaths to parkland, planting strips that line Route 208 and

floodways which are utilitarian in function, however provide benefits similar to open space.

Several of the properties identified in the OSRP as "potential open space and recreation resources" have received development approvals, namely the former Kodak Property (Block 4801, Lot 1), Daly Field (Block 3610, Lot 2), Hayward Field (3610, Lot 1) and Archery Plaza (3609, Lot 1). The 165-unit Landmark at Radburn townhouse project which was approved on a portion of the Radburn Association's Daly Field entails the potential dedication of 14,000+ square feet of land to the Borough for public parkland at the corner of Plaza Road and Cooper's Way, should the Borough choose to accept the dedication, which is shown to be improved with benches and a circular walkway with sidewalk connections.

The historic Naugle-Vanderbeck Property (Block 1702, Lots 4 and 10) has been purchased by the Borough. The Clariant Property (Block 5792, Lot 2) is also listed as a potential open space and recreation resource, however this site has been a zoned affordable housing site since 2010, therefore acquisition of that entire site for open space or recreation purposes would be inconsistent with the adopted Housing Element and Fair Share Compliance Plan. A portion of the property could be obtained for a river walk or other open space purposes.

Memorial Pool.

The Borough is in the process of acquiring the Rys property located on Saddle River Road, between Wyckoff Terrace and Route 4 (Block 1205, Lots 50.01 and 50.02). Both lots are suitable for acquisition for open space purposes. There is no plan at this point for improvements, if any, to the open space; however it is notable that the property is located across from Saddle River County Park. There may be an opportunity to link this site to the multi-use trail in the County Park. The other recommendations for potential acquisitions remain unchanged by this Master Plan.

Standards of Acceptable Recreation Service

Recreation and open space need is based upon specific community preferences, as determined by resident surveys or other mechanisms--a school of thought that has replaced the old 1983 NRPA (National Park and Recreation Association) per capita standards that evaluated recreation needs on a one-size-fits-all basis, regardless of local population density, climate, the presence of private or other governmental resources, i.e. County and school parks, etc. The NRPA does still recommend that communities have an array of park and open space types that serve a variety of purposes throughout the community, and has created a hierarchy of park types, as well as acreage standards (see Table CF-10).

Table CF-10: NPRA Standards for Parkland

Park Type	Minimum Size	Service Area Radius
Mini-Park	2,500 SF – 1 acre	< 0.25 mile
Neighborhood Park	5 acres	0.25 – 0.5 mile
Community Park	20 acres	0.5 – 3.0 miles
Sports Complex	40 acres	Entire community
Open Space	Sized to preserve particular resource	Not applicable

Dobrow Sports Complex.

- Mini-parks are intended to provide unique recreational opportunities in specific locations such as scenic overlooks, or to provide recreation in isolated or special settings such as a play area in a downtown shopping area.
- Neighborhood parks are intended to serve individual neighborhoods and provide a variety of activities for all age groups such walking/bike paths, a multi-purpose field, multi-purpose courts, play structures, picnic shelter and parking.
- Community Parks are larger-scale neighborhood parks intended to serve a larger number of people, provide activities that possibly are not suitable at a neighborhood level due to noise or other impacts, and to preserve open space or scenic areas.
- Sports Complexes are intended to serve entire communities and to consolidate heavily programmed fields and associated facilities in an area that is suitable for higher activity.
- School Parks that combine the need for school-based recreation as well as community recreation are recommended by the NRPA so that cost savings and efficiencies can be achieved.

Fair Lawn is approximately 2.5 x 2.5 miles in dimension, and contains 13 developed municipal parks, 11 Board of Education recreational areas and one County park and trail system. The developed parks in Fair Lawn are spaced throughout the community such that most households are located within ¼ to ½ mile of a park. Residents have access to two "Community Parks," including Memorial Park and Saddle River Park, and a Sports Complex. There is indoor recreation at the Recreation Center, as well as at the Senior Center and in the many public schools. The Borough is also served by private recreation in Radburn, the Jewish Congregation Center on Alexander Avenue, the Fair Lawn Racquet Club on Saddle River Road, the ballfield and playground at the Van Riper Ellis Christian School as well as a number of gyms.

We note that the 2006 OSRP contains an analysis of the 1983 NRPA population-based standards for recreation facilities. That analysis has been updated based on the 2010 U.S. Census population of 32,457. According to the updated analysis, the Borough is deficient only in the number of baseball fields and tennis courts (not including fractional deficiencies). We note that Board of Education fields may be used for baseball, and Saddle River Park has tennis courts, which help to mitigate this deficiency.

Table CF-11: NPRA Population-based Standards for Facilities*

Facility Type	Borough #	NRPA Stnd./Pop.	NRPA Stnd.	Deficit
Baseball fields	2	1/5,000	6.5	4.5
Softball fields	9	1/5,000	6.5	-2.5
Little League fields	6	1/20,000	1.6	-4.4
Football fields	1	1/20,000	1.6	0.6
Soccer fields	6	1/10,000	3.2	-2.8
Basketball courts	9	1/5,000	6.5	-2.5
Tennis courts	10	1/2,000	16.2	6.2
Swimming pools	1	1/20,000	1.6	0.6
Running track	1	1/20,000	1.6	0.6
Handball court	2	1/10,000	1.6	0.4

**Does not include Board of Education, Radburn or County-level facilities.*
**NRPA Standards taken from OSRP, April 11, 2006.*

Henderson Park
Fire Co. #2
Dobrow Sports Complex
Everett Park
Office of Emergency Management & Auxiliary Police
Radburn School
Cresthill Park
Radrocks Parks
Dept. of Public Works & Recycling Center
Fire Co. #4
Edison School
Edison Park
Sampson Park
FL Volunteer Ambulance Corps
Berdan Grove Park
T.J. School Park
Saddle River County Park
Milnes School
T.J. Middle School
Gregory Park
Beaverdam Park
Warren Point School
Westmoreland School
Senior Activity Center
BOE Annex (G.W. School)
Borough Hall & FL PD
Library
Forrest School
Fire Co. #1
Memorial Middle School
Memorial Park
Fair Lawn H.S.
Lyncrest School
Lyncrest Park
Rescue Squad
Center Rec
Community Center
Fire Co. #3
Warren Point Annex Park
Brookdale Park
BOROUGH OF HAWTHORNE
CITY OF PATERSON
BOROUGH OF ELMWOOD PARK
TOWNSHIP OF SADDLE BROOK
BOROUGH OF PARAMUS
taylor design group
Community Facilities Plan
Fair Lawn Master Plan

COMMUNITY FACILITIES PLAN APPENDIX

Table CF-6: Municipal- and County-Owned Developed Parkland

Block/Lot	Size (ac.)	Facility	Location
1110/4-5; 2220/10	7.21	Brookdale Park (1 basketball court, 2 ballfields, 2 playgrounds)	Sycamore Dr.
1305/1; 1306/18.01; 2328/7	4.68	Beaverdam Park (1 basketball court, 2 playgrounds)	Saddle River Rd.
2528/2; 2504/1-19; 2506/48	5.41	T.J. School Park (1 LL ballfield, 1 tennis court)	Morlot Ave.
3504/1	11.75	Berdan Grove Park (1 softball field, 2 handball courts, 2 tennis courts, 1 basketball court, 3 playgrounds, walkways)	Berdan Ave.
2702/2, 4, 5; 2703/6; 2704/1-2; 2711/21, 24	17.35	Edison School Park (2 playgrounds, 1 ballfield, 1 basketball court)	Fair Lawn Ave.
3416/7, 10	4.13	Gregory Park (1 softball field, 1 basketball court, 2 playgrounds, walkways)	Southern Dr.
3813/19	2.12	Cresthill Park (1 basketball court, 2 playgrounds)	Godwin Ave.
4510/1-20; 4511/1.01	12.47	Center Recreation Complex (4 ballfields, 1 soccer field, 2 playgrounds, 1 basketball court)	Romaine St.
4700/10; 4800/23	2.07	Everett Park / Mayfair Park (1 basketball court, 2 playgrounds)	Everett Pl.
5903/31	15.94	Dobrow Sports Complex at Columbia Terrace (4 ballfields, 2 soccer fields, 1 turf football field, 2 playgrounds, 3 tennis courts, 2 field houses, 1 mi. walkways) All-Sports and FL Football Assoc.	Harristown Rd.
6501/1; 6602/1	29.94	Memorial Park (2 ballfields, 2 playgrounds, 2 tennis courts, 2 street hockey rinks, 1 roller hockey rink, 1 sand bottom swimming pool, picnic grove, comfort and changing facilities)	First St.
3207.01/4; 3204.01/1; 3205.01/3	3.68	Warren Point Annex (2 softball fields, 1 playground, 2 tennis courts)	28th St.
4502/1-7, 38-43	0.80	Community Center (1 full gym, fitness center, weight room, walking track, exercise rooms)	10-10 20TH St.
SUBTOTAL	117.55		
Multiple	99.09 in FL (577 total)	Saddle River County Park (6+ mile bicycle and pedestrian path, 5 tennis courts, 4 ballfields, athletic fields, picnic areas, 1 basketball court, 4 playgrounds, 1 off-leash dog park)	Saddle River Rd.
TOTAL	216.64		

Original source: Fair Lawn Open Space and Recreation Plan, April 11, 2006.

Table CF-7: Fair Lawn Board of Education-Owned Recreation Areas

Block/Lot	Size (ac.)	Facility	Location
5709/2, 9; 5710/12; 5714/2	7.25	Westmoreland School playfields (1 softball field, 1 playground, 1 basketball court)	Westmoreland Ave.
5602/1	5.01	Forrest School playfields (1 ballfield, 1 basketball court, 1 playground)	Hopper Ave.
4405/48	2.44	Lyncrest School playfields (1 basketball court, 1 softball field, 1 playground)	Morlot Ave.
3803/1-2	2.70	Radburn School playfields (1 basketball court, 1 softball field, 1 playground)	Radburn Rd.
2528/1	9.58	Milnes School play area (1 basketball court, 1 playground)	Philip St.
2301/1-2	4.31	Warren Point School playfields (1 basketball court, 1 ballfield, 1 playground)	Broadway
2702/3	4.29	Edison School play area	Fair Lawn Ave.
2507/1	9.34	T.J. Middle School playfields (2 soccer fields, 1 softball field, 1 basketball court)	Morlot Ave.
6602/2	15.20	Memorial Middle School playfields (1 baseball field, 2 soccer fields)	First St.
4502/8-37; 4503/1-21; 4504/1; 4515/1, 2	19.42	Fair Lawn H.S. athletic fields (1 football field, 2 lacrosse fields, 1 tennis court)	Berdan Ave.
TOTAL ACTIVE RECREATION	79.54		
5724/5, 6, 15, 16	1.95	BOE/Business Complex open field – passive recreation	Bergen Ave.

Original source: Fair Lawn Open Space and Recreation Plan, April 11, 2006.

Table CF-9: Municipally-Owned Undeveloped Parkland

Block/Lot	Size (ac.)	Facility	Location
2603/8	1.57	Sampson Park	Sampson Rd.
4405/49	8.81	Lyncrest Park	Morlot Ave.
5407/44	0.16	Dube property	2nd St.
4803/1; 5802/9.01; 5807/1; 5808/1	5.47	Henderson Park	11th St.
5611/24.03, 25, 25.01, 26, 27	0.64	George Street open space	George St.
2705/1.01; 2706/1.01; 2707/1.01; 2803/1.01; 2804/1.01	3.91	Radrock Parks	Split Rock Rd., Heywood Ave., Well Dr.
6806/59-61	0.13	Former fire house site	Heights Ave.
1702/10	1.2	Naugle land	Dunkerhook Rd.
1206/18	0.22	Blue Hill Ave. site	Broadway/Blue Hill Ave.
6802/5, 8	0.18	Maple Ave. site	Maple Ave.
TOTAL	22.29		

Conservation Plan Element

The Municipal Land Use Law requires that this element provide for the preservation, conservation, and utilization of natural resources, including, to the extent appropriate, energy, open space, water supply, forests, soil, marshes, wetlands, harbors, rivers and other waters, fisheries, endangered or threatened species wildlife and other resources, and systemically analyze the impact of each other component and element of the master plan on the present and future preservation, conservation and utilization of those resources.

A number of these topics were discussed in the Green Buildings & Environmental Sustainability Element, including energy, water supply, stormwater run-off and groundwater recharge. The Conservation Plan Element, therefore, will be utilized to discuss the preservation and conservation of the open space, forests, soil, wetlands, rivers and wildlife habitat that are present in the Borough.

In 2010, the Fair Lawn Environmental Commission prepared an Environmental Resources Inventory (ERI), which was adopted by the Planning Board on March 8, 2010 and is incorporated herein by reference. The purpose of the ERI is to serve as an index of the natural resources in the municipality. Under the Municipal Land Use Law at C.40-55D-27.b., "Whenever the environmental commission has prepared and submitted to the planning board and the board of adjustment an index of the natural resources of the municipality, the planning board or the board of adjustment shall make available to the environmental commission an informational copy of every application for development submitted to either board." The ERI contains mapping of the natural resources in the Borough including watersheds and steep slopes, soils, topography, FEMA 100 & 500 Year Floodplains, surface water resources, open space resources, contaminated sites and a composite of environmentally sensitive areas **(see Environmentally Sensitive Areas Map appended to the end of this Element)**.

In 2006 the Board adopted an Open Space and Recreation Plan, which contains a detailed inventory of the Borough's open space holdings as well as land potentially suitable for open space acquisition. That Plan is not modified by this Element except to note that the Clariant Site, which is identified as a potentially suitable open space acquisition in the OSRP, has been a zoned affordable housing site since 2010 (see Land Use Plan Element). This fact does not controvert the possibility of obtaining a conservation easement along the riverfront. The OSRP recommends the acquisition of several environmentally sensitive sites in the Borough for open space purposes, as well as the acquisition of easements for greenways along stream and river corridors.

Flood Plains

Flood plains within Fair Lawn are located along several rivers and brooks and are described as follows (some descriptions taken from the ERI):

1. The Passaic River serves as the western boundary of the Borough. The 100 year flood plain (for the most part) extends into the developed area of Fair Lawn as far east as 3rd Street. Fortunately for the residents within this area that are situated north of Berdan Avenue, it only reaches easterly to 1st and 2nd Streets. The 100 year flood plain for the rest of the Passaic River corridor in Fair Lawn is confined to a much narrower and contained band. This is primarily because the riverfront properties have historically been dramatically disturbed and developed and its flood plain manipulated and contracted. The Passaic River floodplain is almost entirely developed with industrial, residential, park and school uses, and floods after major storm events.

2. The Saddle River. The Saddle River's 100 year flood plain is more meandering than that of the Passaic River, and is almost fully contained by Saddle River County Park along the Borough's eastern border. A small number of residential lots, Century Road, and privately owned yard areas appear to be the only encroachments into this flood plain.

3. The Diamond Brook. The 100 year flood plain of the Diamond Brook is well confined in a narrow corridor through a highly developed section of far northwest Fair Lawn. Encroachments are few.

4. The Little Diamond Brook. The 100 year flood plain of the Little Diamond Brook is similarly well confined in a narrow corridor through a highly developed section of northwest Fair Lawn. Except where the Brook is culvert-enclosed through the Route 208 Industrial Park, encroachments are limited to a few residential properties.

Memorial Park flooding post-Hurricane Irene. ***Photo by: Zak Koeske.***

5. The Jordan Brook. For most of the Jordan Brook's length the 100 year flood plain is well confined into a narrow corridor. The exception to this is where it widens in yard areas north of Fair Lawn Avenue and west of Mandon Place. Yard areas appear to be the only encroachments.

6. The Beaverdam Brook. This Brook is located in the Borough's southeast corner and has numerous encroachments. Over half of the length of this flood plain corridor is encroached upon by residential properties. The flood plain is somewhat narrowly confined at its southern end, but it then widens out in a much more meandering fashion on both sides of Morlot Avenue for about three blocks in each direction.

The New Jersey Flood Hazard Area regulations stringently limit the amount and type of development in flood hazard areas and flood plains, however existing areas of impervious surface are generally allowed to remain. The Federal Emergency Management Agency is currently preparing updated flood plain maps for inland New Jersey, and it is anticipated that Base Flood Elevation along both the Passaic and Saddle Rivers will increase significantly. If Base Flood Elevations are increased, higher finished floor elevations will be required which will likely necessitate taller building heights in these areas.

It is recommended that future development or redevelopment of any areas along the major rivers emphasize the conservation of environmentally constrained areas through conservation easements or some other mechanism. This has already occurred along some of the smaller streams in Fair Lawn and is particularly important along the Passaic River. Because vegetation removal is generally prohibited in flood hazard areas, opportunities for the creation of meaningful public access to the waterfront is limited, however may be achieved in certain instances for limited distances via boardwalk promontories.

Wetlands

According to the ERI, there are pockets of consolidated freshwater wetlands located in five different primary locations within the Borough. All of the Borough's State-mapped wetlands are either hydraulically-connected or formerly hydraulically-connected parts of larger systems. It does not appear that any of the mapped wetlands that exist within Fair Lawn are naturally isolated. These five locations exist within the outwash plains of the Saddle River, the Passaic River, and the major tributaries of both rivers. More specifically, they can be found:

1. At the northern extremity of Fair Lawn's Saddle River corridor, north of Fair Lawn Avenue and continuing northbound into the Borough of Glen Rock; and along the south side of Century Road and continuing southbound along the Saddle River corridor as far south as Morlot Avenue (if it were to have been extended);

2. At the southern extremity of Fair Lawn's Saddle River corridor, on both the northern and southern sides of Route 208;

3. At the southern extremity of Fair Lawn's Passaic River corridor, in four distinct pockets all south of Fair Lawn Avenue;

4. In the Borough's northwest corner along approximately 80 percent of the Diamond Brook corridor; and

5. In one consolidated pocket along the southern side of the Jordan Brook, north of Fair Lawn Avenue and east of Well Drive.

The two other primary mapped freshwater wetland locations within Fair Lawn that are not consolidated into one of the above cited locations include: (1) one at Lyncrest Pond and Brook in the Borough's southwest corner. This wetland is hydraulically connected to the Passaic River through a channelized Lyncrest Brook; and (2) the other in the northeast corner of the properties that support the Thomas Jefferson Middle School, north of Van Riper Place and southwest of Vanore Drive. This wetland appears likely to have formerly been hydraulically connected to the Beaverdam Brook, which is tributary to the Saddle River. It may still be so connected, but it is likely to now be enclosed within culverts through residential neighborhoods.

The Passaic River estuary does not extend north of Dundee Dam south of Fair Lawn, and current information is that the Saddle River estuary also does not reach as far north as Fair Lawn. It is for these reasons that no tidal (or brackish) wetlands exist within the Borough.

Wildlife Habitat

As an almost fully developed suburb, Fair Lawn hosts a number of common plant and animal species. The NJDEP Division of Parks and Forestry Office of Natural Lands Management maintains a policy of not revealing exact locations of sightings of rare, threatened or endangered animal species. This policy is intended to protect the valuable sensitive habitat upon which they depend. According to the ERI, the only rare specie identified for Fair Lawn is the Fowler's toad (*Bufo woodhousii fowleri*). The New Jersey Natural Heritage Program also publishes a list of Threatened and Endangered vertebrate species known to exist in Bergen County, but only potentially present in any given municipality. Given the favorable percentage of forest, natural area and open space along the Saddle River corridor of Fair Lawn as compared with much of Bergen County, the ERI estimates it is reasonable to assume that many of these species could occur within this specific area of the Borough. The species include:

- American Bittern
- Grasshopper Sparrow
- Pied-Billed Grebe
- Bald Eagle
- Great Blue Heron
- Red-headed Woodpecker
- Barred Owl
- Red-shouldered Hawk
- Longtail Salamander
- Vesper Sparrow
- Upland Sandpiper
- Bog Turtle
- Brook Trout
- Cooper's Hawk
- Northern Goshawk
- Northern Harrier
- Osprey
- Savannah Sparrow
- Sedge Wren
- Short-eared Owl
- Wood Turtle
- Timber Rattlesnake

Short-eared Owl.

The Borough can increase the quantity and quality of local wildlife habitat by planting more native trees, shrubs and herbaceous plants on Borough-owned property, requiring more diverse and naturalized landscaping on commercial properties and encouraging homeowners to plant native, non-invasive species suitable for nesting and foraging.

Trees

On November 20, 2007, the Mayor and Council adopted ordinance No. 2096-2007 entitled "Trees" to better protect and preserve trees and the tree canopy within the Borough. Under the ordinance, tree removal is regulated and replacement trees are required in certain instances. The ordinance should help to maintain and even increase the Borough's total tree canopy, which will decrease urban heat island affect, improve aesthetics and property values, and provide carbon offsets and habitat to wildlife. Further recommendations regarding trees are located in the Land Use Plan Element.

Also established was a committee to be known as the Shade Tree Advisory Committee (STAC), with members appointed by Council. STAC is tasked with monitoring the ordinance and making recommendations to the Council as necessary. STAC also advises the Council on street trees, trees in public spaces, and comment on development applications.

Recommendations

In the ERI, the Environmental Commission also included land use recommendations. A number of the issues of concern have been addressed through the adoption of municipal ordinances or State legislation and rules. Since the time of the ERI, the Borough has adopted a Stormwater Management Ordinance, and the State continues to enforce its rules regarding Stormwater, Flood Hazard Areas, Freshwater Wetlands and point sources of pollutant discharges. The State also adopted a Fertilizer Law in 2011 which most significantly required manufacturers to reformulate turf fertilizer sold in New Jersey to contain zero percent phosphorous and at least 20 percent slow-release nitrogen. This, combined with the Borough's 2009 Fertilizer Ordinance, should help reduce eutrophication of the State's water bodies.

The State has also substantially streamlined and revised the State Development and Redevelopment Plan, now called the State Strategic Plan, and no longer proposes Planning Areas, the Center Designation process or the designation of Critical Environmental Sites. The adoption of the State Strategic Plan was postponed after Super Storm Sandy so the State can look at a wide range of planning issues related to storm vulnerability.

Recommendations from the ERI that are still current are listed below, and many are also addressed in other Elements in this Master Plan including the Land Use Plan and the Green Building & Environmental Sustainability Plan Elements:

1. The Borough should continue to acquire sites recommended in the Open Space and Recreation Plan in fee or in easement where appropriate, particularly in environmentally sensitive areas like flood plains and wetlands. Funding for such acquisitions may be available from FEMA, the State or County. These sensitive areas may also be required to be deed restricted or placed in conservation easements per relevant State-level rules regulating flood hazard areas, wetlands and C-1 streams.
2. The Board should continue to be diligent about requiring development applicants to obtain either a "Presence/Absence" determination or "Letter of Interpretation" from NJDEP regarding the presence of on-site wetlands.
3. Publicly-owned open space and recreation areas and privately owned cemeteries are recommended to be zoned to a Public and Open Space District.
4. The Board supports the concept of sound development, and has reviewed the Borough's land development code as part of this Master Plan and made extensive recommendations for the improvement and updating of the code. The code includes consideration of lands and their suitability for a variety of uses (see Land Use Plan Element). Until sites are deed restricted for conservation or open space purposes, they may be developed in accordance with applicable local, State and Federal rules.
5. Point source pollution is a problem that can often be controlled by directing remedial actions at the sources of pollution. The Borough

should consider initiating a program whereby it ensures that the owners of all pipe discharges are in possession of a proper New Jersey

6. State Pollution Discharge Elimination Permit (NJSPDES).
7. In contrast, non-point source pollution is extremely difficult to control, since its source cannot be isolated. The Borough is making an effort to use brine as an icing pre-treatment to reduce the amount of salt used for winter roadway de-icing. The Environmental Commission stresses the importance of educating the public as to the importance of maintaining flood plains and wetlands in a natural, clean state as well as the adverse impacts of dumping yard trimmings near water bodies and wetlands and the usage of pesticides and fertilizers.
8. Non-structural Best Management Practices for stormwater management should be encouraged, including bio-filter drainage basins, bio-swales and rain gardens, as well as structural techniques such as oil traps and catchments within terminal catch basins.
9. The Borough should initiate a program to retrofit its own drainage inlet and outlet structures to comply with the State's Stormwater Management rules, and should continue to discourage non-point storm drain dumping through drain marking and public education.
10. The Borough should continue to monitor the existing contaminated sites within its borders and take steps to promote their remediation. This can include (a) encouraging property owners to seek higher authority assistance in their cleanup; (b) relieving development application fees for sites that propose substantial clean-ups in conjunction with development projects; and (c) becoming flexible in the land uses permitted for these sites so that they do not remain fallow.
11. The Borough should monitor its current industries that are not brownfields to ensure that they do not become one. The Environmental Commission will advise the Council as to industries that have a history of creating contaminated sites so that the uses can be removed from the permitted uses in the Borough where appropriate.

Storm drain marker -- a BMP.

Canadian Serviceberry (Amelanchier Canadensis). Native shrub with edible fruit.

FIGURE 10

ENVIRONMENTALLY SENSITIVE AREAS

Environmental Resource Inventory

Borough of Fair Lawn, New Jersey

- Municipal Boundaries
- Parcels
- Environmentally Sensitive Areas*
- Rivers & Streams
- Roads

Borough of Fair Lawn
Bergen County, New Jersey

Locus Map
B. of Fair Lawn

MAP DISCLAIMER:
THIS PRODUCT IS FOR GENERAL PLANNING PURPOSES ONLY AND MAY NOT BE SUITABLE FOR LEGAL, ENGINEERING, OR SURVEYING PURPOSES. USERS OF THIS INFORMATION SHOULD REVIEW OR CONSULT THE PRIMARY DATA AND INFORMATION SOURCES TO ASCERTAIN THE USABILITY OF THE INFORMATION.

Data Sources(s):
Parcels, Roads, Boundaries - Bergen County Geographic Information Systems
Rivers/Streams, Environmentally Sensitive Areas* - New Jersey Dept. of Environmental Protection (DEP)

* Composite of Wetlands, Surface Waters, FEMA 100-Year Floodplains, Hydric Soils & Steep Slopes (15%+)

Map Prepared October 2006 by:
TURNER MILLER GROUP, LLC
SUFFERN, NY

1,500 0 1,500 feet
1 inch = 1,200 feet

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Recycling Plan Element

The Recycling Plan Element is a required Element of the municipal Master Plan the purpose which is to demonstrate consistency with State Recycling Plan goals, including provisions for the collection, disposition and recycling of recyclable materials designated in the municipal recycling ordinance, and for the collection, disposition and recycling of recyclable materials within any development proposal for the construction of 50 or more units of single-family residential housing or 25 or more units of multi-family residential housing and any commercial or industrial development proposal for the utilization of 1,000 square feet or more of land.

The State Recycling Plan goals are set forth in the New Jersey Statewide Mandatory Source Separation and Recycling Act (N.J.S.A. 13:1E-99.11 *et seq*. (Recycling Act)). According to NJDEP's website,

> *The passage of New Jersey's mandatory recycling legislation in April, 1987 was a major milestone in our state's solid waste management history and helped establish New Jersey as a leader in this field. The Recycling Act set forth an ambitious program that reshaped at least one aspect of the everyday lives of state residents, businesses and institutions. Among other things, the Recycling Act required New Jersey's twenty-one counties to develop recycling plans that mandated the recycling of at least three designated recyclable materials, in addition to leaves. County recycling plans were also required to designate the strategy to be utilized for the collection, marketing and disposition of designated recyclable materials. Other provisions of the Recycling Act required municipalities to adopt an ordinance based upon their county's recycling plan.*

Initially, the Recycling Act called for the recycling of 15% of the municipal solid waste stream in the first year of the program followed by the recycling of 25% of the municipal solid waste stream thereafter. That goal was more than doubled through legislation enacted in 1992 (P.L. 1992, c.167), amending the 1987 Recycling Act with a new challenge to recycle 50% of the municipal solid waste stream and 60% of the overall waste stream by the end of 1995. The Act also established a tax credit program for the purchase of new recycling equipment.

Other notable provisions of the Recycling Act include the following requirements:

- all counties and municipalities must designate a recycling coordinator (N.J.S.A. 13:1E-99.13 and .16);
- municipalities must submit a tonnage grant report every year and publicize the provisions of the local recycling program at least once every six months (N.J.S.A. 13:1E-99.16).

In 2008, the "Recycling Enhancement Act" became law. The Act requires a recycling tax of $3.00 per ton on all solid waste accepted at solid waste facilities. Municipalities can "earn" this money back by recycling material and diverting it from the solid waste stream. Each year, municipalities may report their tonnage of recycling and receive a grant in an amount not less than the annual amount of recycling tax paid by the municipality. Grant money must be used to promote recycling in the municipality.

Fair Lawn's Recycling Program

Fair Lawn's Mandatory Recycling Program (Ordinance §204-17 *et seq*.) compiles with the State recycling statute. The program calls for mandatory source separation of numerous items and leaves by both residential and commercial uses. The Borough offers curbside collection of most of the mandatory items, as well as drop-off access at the local Recycling Center located at 20-05 Saddle River Road near Herold's Farm. The Recycling Division collects recycling once per week, alternating between paper and plastics and metals.

All businesses are required to recycle as per Borough ordinance and NJ State Law. The Borough collects recyclables from small "street front" stores, or the stores can hire a private contractor. Larger businesses

that do not have curb fronts or create a large volume of material are required to contract privately. Table R-1 indicates the status of mandatory recycling in the Borough, as well as how the items may be disposed of.

Table R-1 – Fair Lawn Mandatory Recycling

Item	Mandatory Separation	Disposal Options	
		Curbside	Recycling Center
Paper, newspapers, magazines, high-grade paper	Res & non-res	Yes	Yes
Chipboard	Res only	Yes	Yes
Corrugated cardboard	Non-res only	Yes	Yes
Glass bottles, aluminum, plastic bottles, bi-metal cans	Res & non-res	Yes	Yes
Yard waste (grass, leaves, brush, small branches)	Res & non-res	Yes	Yes
Logs & stumps	Res & non-res	No	Yes
Scrap metal, appliances (at least 50% metal)	Res & non-res	By appt.	Yes
Electronics	Res & non-res	By appt.	Yes
Tires	Res & non-res	No	Yes; fee
Rechargeable batteries	Res & non-res	No	Yes
Asphalt, block, brick, concrete, stone, dirt	Res & non-res	No	No
Textiles (clean)	No	By appt.	Yes
Construction waste	No	2x's/year thru waste hauler	Yes; fee

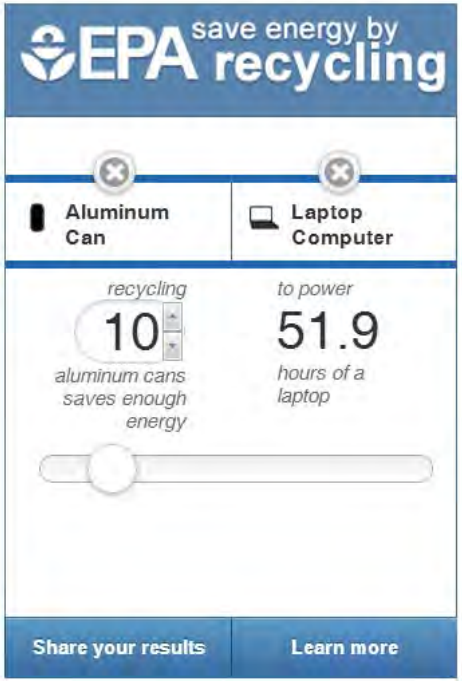
Over the past 5 years, the Borough has averaged a 51 percent recycling rate, which has saved an average $938,334 per year in solid waste tipping fees. Increased recycling will reduce the cost of solid waste disposal even further (see the Appendix for Table R-2 - Recycling Tonnage History).

The Borough participates in the Clean Communities Grant Program, which according to Fair Lawn's 'Clean & Green Guide' was created in 1986 with funding from taxes levied on the sale of litter generating products. The Recycling Division uses the funding for:

- Volunteer litter clean up and removal events
- Educational assemblies at schools & public education campaigns
- Enforcement of local dumping and littering laws
- Street sweeper maintenance & storm drain marking
- Purchasing of equipment and supplies

The Recycling Division's webpage provides comprehensive information on local programs and ways to reduce waste. The page could be more prominently located on the Borough's homepage. The Division's 'Clean & Green Guide' provides useful information about how to reduce air pollution (anti-idling, conserve electrical energy, reduce automobile use), graffiti prevention, household hazardous waste collection, proper paint disposal, waste reduction strategies, grass cut-it-and-leave-it techniques, backyard composting, clean water techniques (don't dump in storm drains, clean up pet wastes, use commercial car washes, and limit the use of pesticides and fertilizers). The Guide states that if every resident in Fair Lawn reduced their waste by 1 pound per week, Fair Lawn would save approximately $65,000 per year in solid waste disposal costs.

The U.S. EPA provides a significant amount of information on recycling on its website, and emphasizes the importance of individual action. Its iWARM tool allows users to evaluate the impact of recycling just 10 aluminum cans:



Recommendations

In addition to continuing to educate residents and businesses about the topics covered in the Clean & Green Guide, to further increase recycling tonnages, the Borough could explore:

1. Updating the Mandatory Recycling Ordinance to include the items that are currently collected but not indicated in the ordinance such as all plastics #1-#7, rechargeable batteries, residential corrugated cardboard and non-residential chipboard. Alkaline batteries should be removed from the list because they are no longer required to be recycled.

2. Continuing to incorporate additional items into its collection activities as end markets for the materials become more common. These include bulky and rigid plastics (plastic buckets, toys, crates and chairs); shrink wrap (low density polyethylene) (LDPE); nylon and polypropylene rugs, carpet and foam padding; polystyrene (Styrofoam); Plastic #2 or #4 shopping bags and sealed air pouches. Although these items would not add substantially to tonnage because they are light weight, their collection would benefit the environment because they are not biodegradable and take thousands of years to decompose.

3. Educating the public about private recyclers of materials such as carpet, polystyrene and plastic bags.

4. Working with local businesses to increase compliance with recycling requirements.

5. Creating more hands-on educational programs and demonstration projects on Grass Cut-It and Leave-It and backyard composting for yard trimmings and food waste. The U.S. EPA estimates in its most recent 2011 Municipal Solid Waste Characterization Report that food scraps comprise approximately 20% of landfill waste. Vegetative food scraps can easily and efficiently be turned into backyard compost even in relatively small containers. Food scraps can also be collected at the municipal level and sent to a composter or to a user that can convert the scraps to energy by burning the methane produced from the decomposing food. Such programs have begun in San Francisco, California and on a limited basis in New York City. The Borough can also continue to encourage reduction in food waste through education.

   The Borough currently pays to export most of the yard waste it collects to an outside recycling facility for composting. The Borough does process the leaves collected, however is capped by NJDEP at 10,000 CY of material. In order to stay within this bulk limitation, the leaves must be tub-ground. The Borough cannot increase the amount of leaves collected, because NJDEP's size requirements for the next largest facility cannot be met within the Borough. Vigorous cut-it-and-leave-it and backyard composting programs can help to

reduce quantities. Shared service agreements should also continue to be explored with towns that have extra capacity at their composting facilities.

6. Implementing a Pay-as-You-Throw solid waste program (also known as per container systems, unit pricing, or variable-rate pricing). Residents are charged for trash collection depending on the amount of garbage that they throw away. This system encourages residents to reduce the amount of waste they generate and to separate recyclables more carefully. Twelve towns in New Jersey now use such systems, which are generally perceived as promoting fairness. Comparison studies show that these towns recycle more and dispose of less waste than neighboring towns.[1]
7. Conducting a waste audit of municipal and school buildings to determine where reductions in waste and increases in recycling can be made. Schools can start their own food scrap composting programs, and can use the compost on school grounds and fields.
8. Participating in U.S. EPA's WasteWise Program, which helps organizations and businesses apply sustainable materials management practices to reduce municipal and select industrial wastes.
9. Adopting a Construction and Demolition Waste Recycling Ordinance, which would require at least 50 percent diversion of recyclable materials from construction projects. Such an ordinance would be administered by the Building Department in conjunction with the municipal Recycling Coordinator. At a minimum, the Borough Council should resolve to divert no less than 50 percent of recyclable materials from all of its construction projects. Such an action could potentially earn Sustainable Jersey certification points.

[1] Source: Sustainable Jersey.

BCUA Solid Waste Division

The BCUA Solid Waste staff provides technical assistance to Bergen County municipalities including a liaison role to the NJDEP, and general assistance in meeting the recycling and source reduction goals of the County Solid Waste District. BCUA also provides a variety of programs geared toward residents, municipalities, schools, businesses and civic groups including the tire collection and household hazardous waste collection programs. Grants are also offered through the Municipal Recycling Assistance Program (MRAP) to assist municipalities with the implementation and expansion of local recycling and source reduction programs. Since 1990, over $52,000,000 has been distributed to municipalities as part of this program.

RECYCLING PLAN APPENDIX

Table R-2 – Fair Lawn Borough Recycling Tonnage History 2002-2012

Material	2008	2009	2010	2011	2012	Average
Asphalt	357	415	374	255	298	340
Clothing	0	1	-	-	-	0
Commingle	1,417	1,415	1,466	1,506	1,420	1,445
Corrugated	180	147	147	125	101	140
Electronics	108	103	75	143	124	111
Leaves: Boro	3,477	3,306	2,993	2,808	3,012	3,119
Leaves: Landscaper	567	599	533	431	397	505
Newspaper	3,482	3,165	3,156	3,226	2,873	3,180
Tires	8	7	7	8	6	7
White Goods (Appliances)	319	326	269	235	203	270
Wood Chips	270	252	257	559	405	349
Yard Waste	2,950	2,430	2,352	2,812	3,014	2,712
Total Recycling	13,136	12,166	11,627	12,107	11,855	12,178
Garbage	11,638	11,744	11,718	12,597	11,782	11,896
Recycling %	53	51	50	49	50	51
Garbage cost / ton	80	80	80	80	65	
Cost Avoidance	$ 1,050,885	$973,243	$ 930,190	$ 968,566	$768,786	$ 938,334

*** Cost avoidance = cost that would have been paid in garbage tipping fees if recyclables were thrown in trash.**

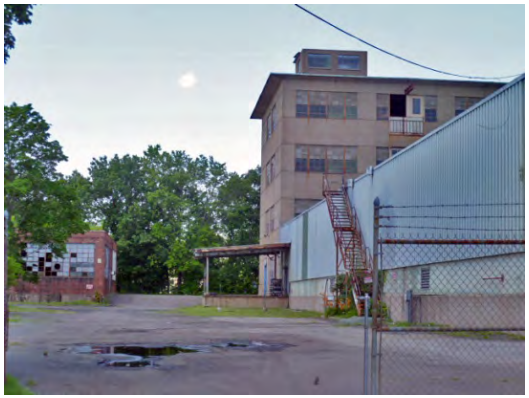
Source: Fair Lawn Recycling Coordinator.

Land Use Plan Element

The Municipal Land Use Law requires that this Element show the existing and proposed location, extent and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational, educational and other public and private purposes, and include a statement of the standards of population density and recommended development intensity, taking into account the stated goals and objectives of the Master Plan as well as natural conditions. The relationship of the plan to the zoning ordinance must also be stated.

Overview

The Borough has developed into a primarily residential town, with several commercial corridors and industrial nodes. The Borough has seen the departure of several industrial uses including Kodak, KEM, Clariant/Sandoz and BASF, whose sites are transitioning to commercial and residential uses. The Borough continues, however, to be home to companies such as Nabisco, Columbia Bank, Valley National Bank and Sandvik.



Clariant site on Third Street.

According to property tax records, the largest land use category in terms of acreage in the Borough is residential, followed by roadways, commercial uses, public and quasi-public land, industrial uses, multi-family apartments and vacant land. It should be noted that land assessed as Vacant in the tax records includes several parking lots associated with active uses.

Table LU-1: Existing Land Use

Land Use	Property Tax Class	Acreage	% of Total
Residential (one-, two-family & townhouse)	2	1,389.51	42%
Roadways	--	587	18%
Commercial	4A	547.27	16%
Public and Quasi-Public	15	480.60	14%
Industrial	4B	201.56	6%
Multi-family apartment	4C	65.13	2%
Vacant	1	57.57	2%
TOTAL	--	3,328.64	100%

Land Use & Zoning

Because much of the character of the Borough has already been established due to the developed character of the Borough, there are a limited number of modifications recommended to the usage of land in the Borough. Where uses and structures do not conform to those proscribed in the Zoning Ordinance, they should be brought into conformity as quickly as is compatible with private property rights.

Residential Areas

There are 13 residential zoning districts in the Borough, although a number of the business zones also permit stand-alone residential uses as well as mixed use.

Table LU-2: Residential Zoning Districts

Zone	Min. Lot Size	Max. Density
R-1-1	10,000 SF	4.356 du/ac.
R-1-2	7,500 SF	5.808 du/ac.
R-1-3	6,500 SF	6.702 du/ac.
R-2	12,000 SF (2 family) 6,500 SF (1 family)	7.26 du/ac. 6.702 du/ac.
R-3-1	20,000 SF (multifamily) 12,000 SF (2 family) 6,500 SF (1 family)	18 du/ac. 7.26 du/ac. 6.702 du/ac.
R-3-2	20,000 SF (multifamily) 12,000 SF (2 family) 6,500 SF (1 family)	20 du/ac. 7.26 du/ac. 6.702 du/ac.
Combined Residential	20,000 SF (multifamily)	17.65 du/ac.
R-4	--	15 du/ac.
R-5-1	2.4 ac. (townhouses) 7,500 SF (1 family)	7 du/ac. 5.808 du/ac.
R-5-2	2.4 ac. (townhouses) 7,500 SF (1 family)	10 du/ac. 5.808 du/ac.
R-5-3	2.4 ac. (townhouses) 7,500 SF (1 family)	10 du/ac. + 22% 5.808 du/ac.
R-5-4	12 ac.	10 du/ac.
R-6	10 ac.	20 du/ac.

The R-1 Districts are restricted to single-family residential uses as well as houses of worship and day schools. The R-1-1 covers the small residential area east of the Bergen Mainline, north of Owen Avenue, and also covers publicly-owned land in the Borough, the Fair Lawn Cemetery and a special needs school at the end of 29th Street. The Borough Council is considering re-zoning the publicly owned land and cemetery to a Public and Open Space (POS) Zone. The zone could be expanded to include schools.

The 1992 Master Plan recommends that the houses located in the R-1-1 Zone on Saddle River Road in the southeastern corner of the Borough, next to the County Park, be rezoned R-1-3 because they do not meet the R-1-1 standards. This recommendation remains valid.

The vast majority of single-family detached houses north of Route 208 are zoned R-1-2, including a portion of Radburn. The R-1-3 Zone is the largest residential zone in the Borough, and is the dominant residential zone south and west of Route 208. It also contains Radburn's small lot neighborhood along Howard Avenue, Owen Avenue and High Street. There is some concern that the bulk standards currently in place for Radburn do not necessarily fit these neighborhoods. It is recommended that this issue be further studied in cooperation with the Radburn Association.

R-2 Zones are located on River Road south of Berdan Avenue, Plaza Road North, and Townley Road, and primarily contain two-family units.

Beekman Place small-lot neighborhood in Radburn.

In the 1992 Master Plan, the primary issue with residential zones was the lack of sufficient standards to control the size of dwellings in relation to lot size. Since that time, building and lot coverage as well as floor-area-ratio (FAR) standards were adopted, which has helped to address the issue. There are, however, still instances where new houses on relatively larger lots dwarf their existing neighbors and negatively affect neighborhood character. Additional possible solutions for this include:

1. Institute a proportional side yard setback of between 32-35% of lot width (divided equally on each side) instead of a fixed setback. This means wider lots will have larger setbacks, so houses on very wide or double lots will not appear extremely wide. The existing required setbacks can remain as minimums.
2. Decrease permitted FAR and add building area caps as a percentage of lot size. Currently permitted FARs are very generous, and in conjunction with permitted building coverage, allow very large houses on not-so-large lots. For example, in the R-1-3 Zone, at FAR 0.40 and a 25% building coverage, a 10,000 square-foot house with a 6,250 square-foot footprint is permitted with 10' side yard setbacks.[2]

   Suggested modifications to FAR standards and building caps are listed below. Accessory building area for structures like detached garages and sheds could be included in the calculations or could remain separate.

Table LU-3: Current Permitted Floor-Area-Ratios

Lot Area (SF)	Current Permitted FAR	Possible House Size
≤6,500	0.40	On 6,500 SF lot = 2,600 SF
6,501 to 7,500	0.37	On 7,500 SF lot = 2,775 SF
≥7,501	0.40	On 25,000 SF lot = 10,000 SF

Table LU-4: Suggested Modifications to Single- and Two-family Floor-Area-Ratios

Lot Area (SF)	Suggested FAR
≤6,500	0.35
6,501 to 7,500	0.32
≥7,501	0.35

The Planning Board recently recommended modifications to residential impervious coverage standards to permit an additional 10 percent of total lot coverage for porous pavement and pervious pavers and up to 50 percent of the surface area of swimming pools. Excessive coverage is undesirable due to negative stormwater runoff impacts as well as the visual impact of overdevelopment of lots.

Currently, the overall layout and character of the single-family detached neighborhoods is desirable, and should be maintained. The width of driveways should continue to be limited to no more than 22', and hammerhead driveways should be permitted only on busy arterial streets and in locations where safety is an issue. Building setbacks and height and coverage limitations should be stringently adhered to, and above-ground structures in front yards should be limited to driveways, walkways, mail boxes, light and flag poles and fences 4' and less in height.

There are a number of locations in the R-1 Zones where there are non-conforming non-residential uses, such as along Saddle River Road. These areas were examined and are for the most part not recommended to be re-zoned. Oceano's restaurant on Saddle River Road (Block 1301, Lots 11-14) in the R-1-2 Zone just north of Route 208, came to the Board informally to discuss redevelopment of their site, which is not a permitted use in the R-1-2 Zone. Any future modifications to this site should be sensitive to potential impacts (i.e., noise, traffic, stormwater, aesthetics, landscaping, lighting glare, etc.) on the adjacent residential neighborhood as well as the site's location in a FEMA flood plain. If on-site circulation changes are considered, the site should incorporate a deceleration or turning lane into the site from the south.

The R-3-1, R-3-2 and Combined Residential Zones contain multi-family residential units, located in Radburn, at the intersection of Broadway and Route 208, and to the west of the Radburn Fair Lawn train station.

The R-5 and R-6 Zones contain existing and planned townhouse units. Two townhouse complexes are located on Saddle River Road in the R-5-1 and R-5-2 Zones, and one complex is located off of Raymond Street in the R-5-1 Zone. The R-5-4 Zone contains the Clariant site, which is zoned for inclusionary housing. Density and bulk standards for the Clariant site have been adopted and were based on site information available at the time. Ordinance modifications may be necessary to craft the best design

[2] Interior side yard setbacks may currently be reduced to 8' if lot frontage is less than 65 linear feet.

outcome for the site if the location of the flood plains, site remediation equipment, etc. changes.

Single-family residential neighborhood south of Broadway.

The R-6 Zone contains the Landmark at Radburn site, which is an approved inclusionary townhouse project. The R-5-3 Zone standards effectively apply to the KEM site, which is an inclusionary housing site in the I-2-OR Zone. This site received approval in 2013 for a 100 percent affordable age-restricted housing project by Fair Lawn Senior Housing, and it is recommended that the zoning for the site be amended to reflect that approval.

Commercial Areas

There are nine commercial zoning districts including B-1 Restricted Business, B-2 General Business, B-3 Business, B-4 River Road Business, B-4-Affordable Housing, B-5 River Road Business, OBS-1 and -2 Office and Business Service, and Mixed Use. There are also affordable housing overlay zones on portions of the B-4 and B-5 Zones.

The primary difference between the B-1, B-2 and B-3 Zones is permitted building height and lot area (see Table LU-5, below). The B-1 Zone is located in pockets on Saddle River Road, Fair Lawn Avenue on either side of Route 208 and Maple Avenue in the Pathmark area.

The B-2 Zone is located along Broadway and contains a majority of the Broadway Special Improvement District. It is also located on Wagaraw Road and Lincoln Avenue near the Borough of Hawthorne border. The B-3 Zone contains the Radburn Building on Fair Lawn Avenue. The B-4 and B-5 Zones contain a majority of the River Road Special Improvement District, and permit a smaller front yard setback and greater building coverage than the other B Zones. The B-4 Zone permits 33’ tall buildings while the B-5 permits only 26’.

The OBS-1 Zone is located on Maple Avenue, south of Fair Lawn Cemetery. The OBS-2 Zone was effectively removed from the Borough when its lots on Broadway were rezoned to B-2 in 2012.

Table LU-5: Commercial Zones

	B-1	B-2	B-3	B-4	B-5	OBS
Min. Lot Area	10,000	5,000	5,000	5,000	5,000	10,000
Min. Lot Width	100	50	50	50	50	100
Min. Lot Depth	100	100	100	100	100	100
Max. Bldg. Height	26’	26’	40’	33’	26’	26’
Min. Front Setback	20’*	20’*	20’*	5’**	5’**	20’*
Max. Bldg. Cvg.	35%	35%	35%	40%	40%	35%
Max. Lot Coverage	90%	90%	90%	90%	90%	90%

**Prevailing setback may be used. **Minimum 5’; maximum 10’.*

None of the B Zones permit single- or two-family houses or apartment buildings, although there are a number of such houses in all of the zones. In places such as the B-2 Lincoln Avenue corridor, many of the lots are too small to adequately serve as commercial uses with off-street parking and sufficient buffers. Existing single- and two-family detached uses should be permitted as-of-right in the B Zones for a number of reasons including (1) residential use is sometimes the best use for lots given site specifics, (2) property improvement may be fostered because Zoning Board approval will not be required for small additions, improved off-street parking, etc., and (3) it will be easier to buy and sell the lots if the uses are permitted.

Additional specific recommendations for modifications within the B zoning districts are made in the Special Study Areas and Community Design Standards sections later in this Element.

Industrial Areas

There are two industrial zoning districts in the Borough, including the I-1, Restricted Industry, and I-2, Industry Business Zones. There is also a Commercial Antenna Zone which essentially serves as an overlay zone on the Ambulance Corps, Fire Company #2, DPW complex and municipal building sites to permit wireless antennas in these locations. The I-1 Zone generally covers the larger, historically newer industrial areas located along Route 208 and McBride Avenue as well as the lots located west of the Broadway Fair Lawn train station. This zone includes the Nabisco, Sandvik and Columbia Bank sites. The I-2 Zones are located at the Wagaraw Road/River Road/Maple Avenue intersection, and along Banta Place, and include sites such as Tanis concrete and Glen Rock Lumber.

The I-1 Zone requires larger lot sizes and building setbacks and permits less building coverage than the I-2 Zone. Both permit the same uses.

Table LU-6: Industrial Zones

	I-1 Zone	I-2 Zone
Min. Lot Area	3 ac.	5,000 SF
Min. Lot Width	500’	50’
Min. Lot Depth	300’	100’
Max. Building Height	40’	40’
Min. Front Setback	65’	20’
Max. Building Coverage	40%	40%
Max. Impervious Coverage	60%	80%

The 1992 Master Plan recommended increasing the minimum lot size in the I-1 Zone to 20,000 SF to better reflect existing sites. This recommendation is still valid. The Master Plan also recommended limitations on total impervious site coverage, which have since been adopted.

Over the years, a number of use variances have been granted to permit commercial uses in these zones. In the I-2 Zone south of Maple Avenue, a retail pharmacy, auto parts store and restaurants have been approved. To better reflect the recent commercial usage of this area, it is recommended that Block 5834, Lots 2, 2.01, 3, 4 and 6 (Rivara’s, CVS, Advance Auto Parts and an unoccupied building) and Block 5836, Lots 1 and 2 (Lucky’s) be re-zoned B-1. The bulk and residential density standards for the KEM site in the I-2-OR Zone should be amended to reflect the Fair Lawn Senior Housing approval. The Maple Avenue frontage lots Block 6801, Lots 14, 16, 18 and 19, (Knights of Columbus, vacant land, moving and storage company and a parking lot) could be considered for re-zoning to B-1 as well.

The industrial park north of Maple Avenue in the I-2 Zone is not recommended for rezoning at this time because it is actively used for industrial purposes and traffic is a particular concern in the area due to existing high volumes and the limited capacity of existing roadways and intersections to accommodate that volume. However, as discussed later in this section under the River Road Special Improvement District, the site’s Wagaraw Road and Maple Avenue frontages could use aesthetic improvements and may be a candidate for alternative uses if a comprehensive plan for the site is prepared that addresses not only use and building layout, but site circulation and ingress/egress in a manner which does not exacerbate existing circulation on adjacent roadways.

The area off of Range Road which contains a school bus storage and Tanis concrete uses is also planned to remain I-2. This area is located in and adjacent to a Flood Hazard Area. Such areas are limited in development by the New Jersey Flood Hazard Rules.

The I-2 Zone along Banta Place is contained and overall appears to be adequately maintained. Improvements should continue to be made to the sites, signage, sidewalk and landscaping in this area. There are two residential lots on Ward Street currently zoned I-2 which should be re-zoned R-1-3 to match the adjacent residential neighborhood: Block 3408, Lots 17 through 20.

Recommendations for the I-1 area in the Route 208 corridor north of Fair Lawn Avenue are contained later in this Element. The current standards in place for the I-1 Zone have contributed to the creation of a very attractive industrial park.

McBride Industrial Park.

Affordable Housing Plan

The Housing Plan Element and Fair Share Compliance Plan were last amended in September 2012 and certified by the Court. The Borough's compliance plan includes credits for existing special needs housing (group homes) and a number of sites that are zoned for market rate housing with an affordable housing set-aside or 100 percent affordable housing. The sites have already been zoned for affordable housing and include the following (see also Land Use Plan Map):

Table LU-7: Affordable Housing Sites

Site/Project	Block/Lot	Zone	Code Section	Year Zoned
Fair Lawn Commons	4702/1	Combined Residential	§49-11	1997
Business Affordable Housing Overlay Districts	5610/23-44.01; 5611/42-81; 5612/1-22, 48-50; 5613/1-17; 5616/1; 5626/1; 5628/19, 20, 22	B-4-OR and B-5-OR	§49-12	2005
Fair Lawn Senior Housing (KEM) Site	5834/1 Westerly part	I-2-OR (use R-5-3 Inclusionary Townhouse standards)	§49-13	2005
Landmark at Radburn	3610/1, 2; 3609/1	R-6	§49-14	2010
River Road Sites	5723/1, 3, 5	B-4 w/ Aff. Hsg.	§49-15	2010
Clariant Site	5729/2	R-5-4	§49-16	2010
Fair Lawn Promenade (contribution site)	4801/1	Mixed Use	§49-17	2010

Special Study Areas

Radburn Commercial Area

Since the time of the last Master Plan, the Radburn Building has been rebuilt and occupies a prominent position at the corner of Fair Lawn Avenue and Plaza Road. The Fair Lawn Avenue area between Abbott Road and Chandler Drive is zoned B-2 and B-3 and serves as a commercial node for Radburn, including the Radburn Station, and has the potential to become a more vibrant, pedestrian-oriented neighborhood service and shopping area to this part of town.

The 2.34-acre commercial center across Plaza Road from the Radburn Building has not been refreshed in quite some time and could potentially be redeveloped in a fashion complementary to the Radburn Building. The commercial center, (Block 3726, Lots 2, 3 and 5.01) which contains Dealz, Chase Bank, Railyard Tavern, etc., is currently zoned B-1. The site could be re-zoned B-3 to match the Radburn Building, which would allow a 3-story building where a 2-story building is currently permitted.

Block 3726, Lots 2, 3 and 5.01, Plaza Road.

The parking in front of the building should be removed, and the building positioned closer to Fair Lawn Avenue and further from Plaza Road to create a wide sidewalk / plaza area along the frontages for outdoor dining and better separation from the street. Building architecture should be designed to complement and not conflict with the Radburn Building's iconic architecture, including its pitched roof, brick façade and low-profile signage. The viewshed to the Radburn Building should be respected. If a mix of uses is proposed, parking could be shared among uses with different peak hours. The building footprint would likely be equal to or smaller than the current footprint.

The B-2 zoning of the remaining parcels is appropriate, however special design standards are recommended for building location and appearance that will better blend the buildings with the historic Radburn community and create a more pedestrian-friendly atmosphere. New buildings are recommended to be brought closer to the street frontages, and parking provided on the side and rear of buildings. 10' wide sidewalks would encourage pedestrianism, outdoor dining and sidewalk sales. Redevelopment of the Topps site could include a public pocket park or plaza.

Creating a more pedestrian-friendly place in this location is complicated by the fact that Fair Lawn Avenue serves as one of the Borough's major east-west thoroughfares and connection to Route 208, and it is traversed at-grade by the Bergen County Line, which further contributes to traffic congestion in the area. It is recommended that this section of roadway be studied to determine the feasibility of re-striping the roadway to one lane in either direction, providing more on-street parking and bicycle lanes, easing parking restrictions on Plaza Road, Howard Avenue and Warren Road (currently a 3-hour limit), providing sidewalks along Fair Lawn Avenue from Abbott Road to Elmary Drive and improving the safety of all pedestrian crossings in the area.

As discussed in the Circulation Plan Element, it is recommended that Radburn Train Station parking be reviewed to determine whether additional spaces are possible through re-striping or minor reconfiguration of the parking area, and whether additional parking can be realized at the NJ Transit parking lot on Fair Lawn Avenue or other nearby locations.

In this area, and in all of the commercial areas in the Borough, it is recommended that the Borough create strategies to encourage improvement of the built environment through façade, building and signage improvement programs funded by Community Development Block Grants or revolving loan programs, or by offering short-term property tax abatements or exemptions for qualified improvements. The Business Improvement Districts in the Borough would be key partners in this undertaking.

Route 208 Corridor North of Fair Lawn Avenue

In 2007, a land use and zoning study was prepared for this area for the Fair Lawn Economic Development Corporation, Boroughs of Fair Lawn and Glen Rock and the New Jersey Department of Community Affairs, Office of Smart Growth. The study area in Fair Lawn was comprised of land in the I-1 Zone along Route 208, as well as the B-1 and CA Zones at the intersection of Route 208 and Maple Avenue/Harristown Road. The area contains uses such as Nabisco, PSE&G substation, Sandvik, Columbia Bank and Retro Fitness. The goal of the study was to create a vibrant Business Park that provides a mix of high-quality commercial

and light industrial uses in a safe, functional, pedestrian-friendly and visually attractive environment. Specific objectives were:

1. Encourage high-quality commercial buildings along the frontage of Route 208 and Harristown Road.
2. Encourage new investment opportunities and improve the visual quality throughout the Business Park.
3. Minimize potential conflicts with residential uses that adjoin the Business Park and improve overall circulation.
4. Permit residential uses in appropriate locations in order to address the affordable housing obligation created by new investment in the business park.
5. Encourage "green" building techniques and practices to the extent feasible to improve environmental sustainability of development and quality of life.

The recommendations of the Route 208 Study were based on a market analysis, as well as an analysis by the project's planning consultant. The findings of the market analysis indicated that the highest and best land use for much of the area is transitioning from industrial to office use. The study also found there was demand for support retail and commercial services to the businesses and residences in the area. Since the time of the study, the Kodak site (Block 4801, Lot 1) was rezoned to Mixed Use, consistent with the study, and approved for a mixed-use development with 150 multi-family dwellings.

The study proposed re-zoning the Route 208 frontage to Commercial Office, which would permit retail, office, recreation, entertainment, health services and clubs. I-1 land without Route 208 frontage was recommended to be rezoned Commercial Industrial to permit similar uses and wholesaling. Multi-family Affordable Housing was recommended on the northeastern portion of the Nabisco site as well as the warehouse site south of Chadwick Place (Block 4702, Lot 2) in order to satisfy the housing obligation created by the redevelopment of the area. This concept refers to COAH's Round III 'growth share' rules which were invalidated by the NJ Supreme Court in 2013.

Many of the recommendations in the study remain valid and should be implemented, particularly those regarding permitting additional uses in the zones. Overlay zones are recommended to accomplish this so that the underlying zones can remain intact. Additionally, because the character of the Route 208 frontage lots is different on the east and west sides, it is recommended that they be differentiated as Commercial Office (1) on the west side and Commercial Office (2) on the east side, where the lots are larger and do not abut residential uses (see Land Use Plan Map).

In order to encourage office uses, which the market study found a need for, office uses should be targeted as principal uses, while retail sales and service and similar uses be permitted as accessory to larger principal uses, the intention which is to serve the office tenants. The accessory uses do not have be internal to the principal buildings, they can be designed to be accessed externally and should have their own facade signage. Outdoor storage and display of products should be prohibited for all uses. Accessory uses should be limited to approximately 20 percent of the overall square-footage in a project.

Hotel/conference center is recommended as a conditional use in the Commercial Industrial and Commercial Office (2) overlay zones, with specific standards such as a minimum 100 rooms, at least 3,000 SF of conference space, restaurant, and a minimum height of 4 stories (maximum 8). Building setbacks for hotel should be related as a ratio to proposed building height. The bulk standards for the Commercial Office overlay zone would be the same as those for the I-1 Zone, except that minimum lot width could be reduced from 500' to 400'. Increased height and/or impervious coverage bonuses could be considered for projects that utilize green building techniques, and for projects that utilize structured, rather than surface parking. The front yard building setback for a 4- to 5-story building should be increased to 75'. Lots in the CO-1 overlay should not be eligible for height bonuses due to their adjacency to single-family residential neighborhoods.

Recommended principal, conditional and accessory uses for the overlay zones are as follows:

Table LU-8: Commercial Office & Commercial Industrial Overlay Uses

Permitted in CO and CI Zones:
Executive, professional and administrative activities; financial institutions. Computer and data processing and storage centers. Business service establishments, not including personal services. Theaters for the performing arts; art galleries and libraries. Commercial schools. Funeral homes. Restaurants (excluding fast food restaurants) and catering facilities Physical and mental health rehab centers; nursing homes. Medical office and animal hospital. Public parks and recreation facilities; government uses. Labs for research, design and experimentation but not involving biological research, development or testing of organic, chemical or potentially hazardous products, materials or substances. Maintenance and warranty servicing of finished products. Shipping and delivery services.
Permitted Conditional Use in CO-2 and CI Zones:
Hotel / conference center
Permitted in CI Zone:
Building and construction contractor equipment storage buildings. Tradesman product sales, such as plumbing, HVAC, etc.
Permitted Accessory Use in CO Zones; Permitted Principal Use in CI Zone:
Personal services. Printing and duplicating. Health and fitness centers. Professional studios for dance, music, art, photography.
Permitted Accessory Use in CO and CI Zones:
Retail establishments.

Broadway Special Improvement District

Fair Lawn has two special improvement districts, consisting of the Broadway District and the River Road District. The boundaries of the districts are established by ordinance. In Fair Lawn, the Broadway District includes the businesses in the B-2 Zone along Broadway (State Route 4) as well as the commercial uses in the Industrial zones on either side of the Broadway train station. Property owners in the District are charged a special assessment which goes toward activities in the District including professional management (Broadway Improvement Corporation), advertising, studies and the like.

The District contains the Broadway Fair Lawn NJ Transit train station as well as a mix of commercial and light industrial uses. Efforts have been made over the years to improve access to the train station, update signage and improve pedestrian and vehicular safety in the corridor and create a more downtown atmosphere through the proposed use of additional cross walks, traffic calming, a planted median and enhanced lighting and landscaping throughout the District. The Borough and BIC received authorization from the NJ Department of Transportation to create sidewalk bump-outs at Midland Avenue, Plaza Road, 26th Street and 30th Street. Bump-outs decrease the distance pedestrians have to cross before reaching safe refuge and therefore promote pedestrian safety. Also, the flashing pedestrian warning at the train station will be replaced with a pedestrian-controlled full red stop light. Safety and beautification projects are generally supported by the Borough Planning Board if they do not impair the function of Broadway as a State highway. Broadway is a major east-west thoroughfare in the area.

Recently BIC has worked with the Borough Council and Planning Board to amend parking and signage requirements in the District, as well as to

re-zone the OBS-2 Zone to B-2 to permit a wider variety of businesses. While permitting more uses, the B-2 Zone also permits smaller lot sizes than the OBS-2 Zone, as well as second floor apartments. The intention of the re-zoning on the part of the Board, however, was not to create additional lots or access points on Broadway. Further subdivisions and curb cuts on Broadway are strongly discouraged.

From 'Broadway Vision Plan.'

Current BIC proposals include the following:

1. *Re-zone the B-2 district along Broadway to a new "B-6" zone which would permit second and third floor residential and/or office uses as well as reduced setbacks and greater building coverage as follows:*

Table LU-9: B-2 vs. B-6 Zone Comparison

Standard	B-2 Zone	B-6 Zone
Min. Lot Area	5,000 SF	5,000 SF
Min. Lot Width	50'	50'
Min. Lot Depth	100'	100'
Max. Building Height	26'	35'
Min. Front Setback	20' (or prevailing)	0'
Min. Rear Setback	25'	10'
Max. Building Coverage	35%	50%
Max. Impervious Coverage	90%	90%

a) In terms of building height, several of the lots on the south side of Broadway may be large enough to accommodate 3-story buildings and sufficient parking and setbacks from adjacent residential lots, however the entire Broadway District cannot accommodate 3-story buildings. Therefore, three-story buildings with first floor retail and 2nd and 3rd floor office or apartments could be added as a conditional use in this area, if parking requirements are satisfied and wider, densely vegetated, effective buffers that effectively screen the parking lot and building are installed.

b) BIC proposes that front yard setback requirements be structured so that minimum 8'-10' wide sidewalks can be created between the building and the street pavement, and the Board concurs with this concept. The ordinance should continue to discourage the location of parking areas between the building and sidewalk or street. The rear yard setback should not be decreased to less than 20', which is the standard in the B-4 and B-5 Zones. Building coverage could also be increased to 40% to match the B-4 and B-5 Zones.

2. *Reduce residential parking requirements for mixed uses.* Although the Borough cannot eliminate residential parking standards because they are governed by the NJ Residential Site Improvement Standards, ordinance modifications for combined uses could allow a mix of uses with opposite peak hours, such as office and residential, to potentially share parking spaces. Non-residential standards could also be reduced by up to 20 percent if sites are located within ¼ mile of the train station.

3. *Remove parking requirements for non-residential basement storage space.* The parking requirements for retail and office space are recommended herein to be based on Gross Floor Area. Gross Floor Area measurement excludes non-habitable floor area such as basements. A definition of Gross Floor Area can be added to the Land Use Code to clarify that non-habitable basements and attics are not to be included in the calculation of Gross Floor Area. Additionally, a habitable basement if restricted to storage or similar

use could be exempt from the parking requirement. This would have to be enforced by the Borough.

4. *Permit parking lots as a conditional use in the R-1-3 Zone behind the Broadway commercial uses.* We note that §125-48.C(6), in the parking design section of the ordinance, already permits 50 feet of parking for nonresidential uses in the R-1-3 Zone immediately adjoining the B-2 Districts on the north side of Broadway as a conditional use. (This section should be moved to the Zoning standards section for the B-2 District at §125-24 because it is related to property usage.) This section could be amended to permit extensions further than 50 feet into the residential district so that greater parking efficiencies can be achieved, with the caveat that wider, densely vegetated, effective buffer strips must be created. Significant vegetative screening and fencing should be required along the residential property line and along the street line, parking lot lighting should be minimized in the R-1-3 Zone, and solid waste containers should be located in the B-2 section of the site.

Additional recommendations for the Broadway area include:

1. Continued aesthetic improvements through upgrades in building facades and signage, and removal or reduction in the visual impact of billboards. Two billboards on the south side of Broadway are very tall and large and oriented not only toward Broadway, but toward the commuter rail line. Reduction in the scale and number of billboards is recommended. The cooperation of NJ Transit and private property owners will be required.

2. Exploration of a possible Transit Oriented Development Overlay Zone on either side of the Broadway Fair Lawn train station. This area is currently zoned Industrial, however could be re-imagined to permit mixed-use development. Transit Oriented Developments capitalize on transit-adjacent locations and provide uses that thrive in that environment, typically resulting in a reduced number of vehicular trips. Any residential project should have an affordable housing component.

3. Re-zone Block 2321, Lots 2 and 3, the IHOP restaurant, to B-2; the site is currently zoned Multi-family residential (R-3-1). No other re-zonings in the corridor are recommended other than permitting existing one- and two-family residential uses in the B-2 Zone.

River Rd. Special Improvement District & Maple Ave.

This district is geographically larger than the Broadway district and extends along River Road from the Borough of Hawthorne border to a point just north of Park Avenue. It is also located along the south side of Fair Lawn Avenue in this area, and Maple Avenue in the I-2 Zone. The SID is managed by the River Road Improvement Corporation. At least two plans have been prepared for the area, including a 1982 River Road Business District Concept Plan and a March 4, 1996 River Road Master Plan. The 1982 Plan laid the foundation for the 1996 Plan which recommended a number of improvements to enhance the visual appearance of the district. The 1996 Plan also recommended the creation of shared parking areas, from which the current Cooperative Parking Plan originated.

There is a Cooperative Parking Plan (§125-56.1 *et seq.*) in place for the district which permits a reduction in required off-street parking if an agreement is reached between two or more different property owners in the area or with the Borough. Borough-owned parking spaces currently available as part of an agreement are located on Fair Lawn Avenue next to Chase Bank. A number of spaces located at the Art Center were lost when the property was sold. The Cooperative Parking Ordinance should be updated to reflect current conditions.

Since the time of the 1996 Plan, streetscape improvements including light poles, decorative sidewalk and street trees have been made in the area. A number of design recommendations have taken longer to implement and still remain relevant today including:

1. *Remove chain link and barbed wire fencing along Maple Avenue and the northern reaches of River Road.* This fencing continues to deteriorate and appears to be unnecessary particularly along Maple Avenue. The fencing significantly adversely affects aesthetics in the area, and should either be removed or replaced with more attractive black tubular aluminum fencing. Fencing in front yard areas along Wagaraw Road should also be removed or replaced with more decorative black tubular aluminum fence.
2. *Raise curb heights along roadways to increase pedestrian safety.* Curb heights remain low particularly north of Range Road.
3. *Crop vegetative overgrowth to create sight lines to the Passaic River.* This may no longer be possible given current environmental laws, however cropping and trimming of vegetation would improve aesthetics along the river front north of Maple Avenue.
4. *Install a greater number of shade trees in parking lot tree islands to break up expanses of pavement and reduce heat island effect.* Although tree islands are now considered less than ideal environments for trees, this goal can be accomplished by installing parking row end islands and larger tree planting areas. Vegetated swales can also be created in parking lots to help ameliorate stormwater quantity and quality.
5. *Group street signs to reduce visual clutter and upgrade commercial signage.* This will happen over time as signs are replaced.
6. *Encourage landscaping along fronts and sides of buildings. Require a 10' front yard building setback.* Minimum front yard setback in the B-4 and B-5 Zones is 5'. See the Community Design Standards section herein for additional design recommendations.
7. *Create primary building entrances at the side of buildings.* This recommendation is appropriate north of Bergen Avenue.
8. *In what is now the B-4 Zone, create shared parking areas behind buildings.* Shared parking areas, meaning continuous, contiguous parking areas, are still possible on River Road between Berdan and Fair Lawn Avenues, particularly on the eastern side of River Road. Shared parking initiatives are frequently undertaken by local government which in this case would secure the land behind the stores as a right-of-way easement. The area would be re-paved, curbed, striped and landscaped to create effective circulation, improved unloading, greater emergency access, an overall increased number of parking spaces including handicap spaces, opportunities for new rear building entrances and shared or larger trash enclosures, stormwater management, and lighting upgrades including full-cut off fixtures with house-side shields to reduce impacts on adjacent residential neighborhoods.

   Individual driveways to the street would be evaluated and some would be closed, which would increase pedestrian and vehicular safety and could allow for greater building area on sites, or outdoor activity space. The parking lot would be maintained and insured by the governmental entity or RRIC. Because the expansion of the available parking is a benefit to the property owners, it is common for property owners to donate their parking areas for this purpose. The portion of their land in the right-of-way easement would typically not be subject to the property tax levy, which is an added benefit to property owners.

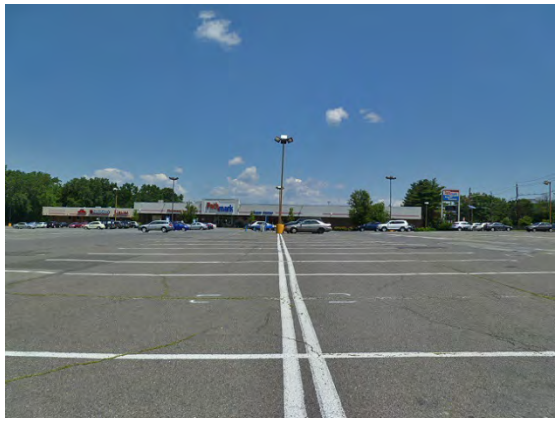
Additional recommendations for the River Road SID and Maple Avenue areas include:

1. Complete sidewalk connections. There is a particular need to complete the sidewalk on Maple Avenue between Pathmark and River Road and Rivara's and River Road to connect the industrial complex with nearby retail uses and to provide enhanced access to the bus stop on Maple Avenue near River Road. The County's intersection improvement plans for this area should include consideration of these necessary pedestrian connections.

   The sidewalks north of Maple Avenue along Wagaraw Road are in poor condition and are missing in some locations on the river side of the street. Curb heights in this area need to be higher and the

sidewalks repaired with concrete in order to improve pedestrian safety and enhance the visual environment. Sidewalk repairs in the past in places have been made with asphalt which further diminishes the appearance of the area. Curb cuts should be reduced in width in this area to improve circulation safety. A sidewalk connection is also required south of Maple Avenue on River Road between Lucky's restaurant and the Tanis property.

2. Infill development should be encouraged on the Pathmark site to increase utilization. Unneeded areas of asphalt should be removed and tree medians and islands added to the parking lot. The landscaped strip along Maple Avenue should be widened to provide street trees.



Pathmark shopping center on Maple Avenue.

3. As a long-term goal, overhead utility lines should be either buried or moved behind the buildings to create a more attractive corridor which will allow street trees to grow more fully.

4. A significant portion of the commercial area west of River and Wagaraw Roads along the Passaic River is located in a FEMA 100 or 500 Year Floodplain (see Environmentally Sensitive Areas Map in Conservation Plan Element), which today means it floods during significant storm events. Because the area contains major roadway arterials critical to the circulation network, long term planning for the area should include incorporation of greater flood storage.

The 2006 Open Space and Recreation Plan recommends that conservation easements or fee title be acquired along rivers and brooks in order to preserve and possibly enhance their floodplain and wetland functions. The Borough already owns land in easement or fee along many of the brooks in the Borough, however in the area along the Passaic River a negligible amount of the floodplain is held for conservation purposes. Given the flooding events of the past several years, this recommendation has become more significant.

Non-residential property owners in floodplains should be encouraged to reduce impervious coverage on their sites and to use porous asphalt or pervious pavers that can help store stormwater on-site. As non-residential real estate in the floodplain area becomes available, there may also be an opportunity to acquire properties and enhance stormwater storage on the sites as well as create a riverfront walkway or passive open spaces. Such a linear open space was also contemplated in the 1992 Master Plan.

The Borough has already acquired the Passaic Riverfront Dube house and property (Block 5407, Lot 44), and plans to raze the structure. The walkway could potentially extend from Lincoln Avenue in the north to Memorial Park in the south.

The Memorial Park and Memorial Middle School sites should be studied for ways to remove unnecessary asphalt and impervious coverage, and replace necessary asphalt with porous asphalt or pervious pavers to enhance flood storage. A parking utilization could be performed at peak times to determine how much of the parking areas are needed.

Community Design Guidelines & Land Development Code Recommendations

The Land Development Code at Chapter 125 was reviewed with respect to the goals outlined herein for the Land Use Plan, which has resulted in a number of recommendations. They are presented in order of appearance in Chapter 125.

1. §125-8. Definitions.
   a) 'Fast-food establishment' should be updated to ensure that establishments that will enhance the culture and character of the Borough are not excluded.
   b) A definition of Gross Floor Area should be provided which specifically excludes non-habitable basements and attics.
   c) Zoning standards are contained in the definition of a home occupation; they should be re-codified under Article III Zoning Regulations at new Section §125-16.E.
   d) The definition of patio should be amended to remove characterization as an impervious area.
2. §125-12. Permitted FAR for single- and two-family residential zones should be amended and building area caps added to reflect the recommendations made in Table LU-4, above.

   §125-15. Uses Prohibited in All Zones. Included in this list are farmers markets and hotels, which could potentially be permitted as accessory and conditional uses, respectively, in commercial zones if appropriate standards are created. There have been farmers markets in the Borough in various locations, which operated as a type of special event. Hotels could be conditioned upon a minimum number of rooms and operation by a national franchise. Billboards and food trucks should be added to the list. The remaining uses have been reviewed and should remain.

Potential Passaic River Walkway.

3. §125-16. Child care centers are currently permitted in all zones. Due to the impacts that could occur in residential neighborhoods, it is recommended that the ordinance further distinguish between child care centers, which are required by the Municipal Land Use Law to be permitted in all non-residential zones, and family day care homes, which are required to be permitted in all residential zones. The section should be further amended to require a parking space needs analysis to demonstrate the provision of adequate and safe circulation, drop off areas and off-street parking supply.
4. §125-16.B. It is recommended that additional standards be established for houses of worship and assembly uses in residential zones. Standards could include no parking lots in front yards, and a larger than 10,000 SF lot so that there is space to provide at least some off-street parking. The vast majority of houses of worship currently in the Borough are on sites at least 0.5 acres (21,780 SF) in size.
5. §125-16.D. Standards should be created in this section for ground-mounted renewable energy facilities, including setbacks and height. Solar parking lot canopies and Electric Vehicle charging stations

Parking lot solar canopy.

should be permitted in all non-residential and multi-family zones as an accessory use.

6. §125-17. In the R-1-1, R-1-2 and R-1-3 Zones, it is recommended that the permitted uses be clarified as detached single-family residences, and that parking or storage of boats, etc., be classified as accessory and not principal uses.

7. §125-19.B. Hospital should be removed as a permitted Conditional Use in the R-3-1 and R-3-2 zones. Modern hospitals are large and need to be located in areas with enhanced regional access, which is not present in the residential areas in the center of Fair Lawn. The Conditional Use standards for hospital should be relocated to §125-24 in the B Zone regulations, and the minimum lot size increased from 4 acres to 8 acres.

8. §125-20. This section pertaining to the R-4 Zone should be repealed because there are no R-4 Zones in the Borough, and none are recommended, which makes these standards unnecessary.

9. §125-22. This section pertaining to the R-5-3 Inclusionary Townhouse Zone should be deleted if project-applicable standards are adopted for the approved Fair Lawn Senior Housing Site as part of the I-2-OR Zone at §49-13.

10. §125-24. B-1, B-2 and B-3 Zones.

    a) There is currently no residential density cap in the B-1, B-2 and B-3 Zones. A cap is recommended for this zone of 20 units per acre. Sites located within ¼ mile of a train station could be permitted a density of 35 units per acre.

    b) The list of permitted uses should be expanded to include existing single- and two-family detached residential uses, coffee shop, tea house, and garden center/nursery.

    c) Additional standards should be added to the automotive-related Conditional Use standards to decrease the visual impact of stored vehicles on the neighborhood. Motor vehicle sales should be clarified as new motor vehicle sales, with the sale of used vehicles permitted as an accessory use.

    d) Check cashing should be considered as a Conditional Use in these zones, with locational standards that incorporate the State's standards at N.J.S.A. 17:15.A-41(e) including a 2,500' distance between check cashing businesses, etc.

    e) As discussed in the Broadway Special Improvement District discussion, 3-story (35') buildings could be permitted as a Conditional Use along Broadway in locations where lot size makes such an expansion feasible. Parking requirements must be satisfied and minimum 10' wide thoroughly vegetated, effective buffers must be provided adjacent to residential uses.

11. §125-25. B-4 River Road Business zone (including B-4-OR and B-4 with Affordable Housing).

    a) A residential density cap should be considered at 20 units per acre. The Riverhouse Condos project was approved at 33 units per acre, which was widely perceived as very dense. This cap would not apply to projects that provide an affordable housing set-aside per ordinance, and density could be increased to 35 units per acre for sites located within ¼ mile of a train station.

b) The list of permitted uses should be expanded to include existing single- and two-family detached residential uses.

c) Maximum building height should be increased from 33' to at least 35' (3 stories) to accommodate higher modern ceiling heights and pitched roofs.

d) C(1). The required buffer strip should be increased from 5' to 10' in width to better accommodate larger evergreen trees. The "Design Manual and criteria of the RRIC" for fencing should be provided as an attachment to the ordinance.

e) 5' minimum and 10' maximum front yard setbacks are required in the B-4 Zone, despite the difference in character between the building lots north of Bergen Avenue versus south of Bergen Avenue. North of Bergen Avenue, a 25' building setback to the curb is recommended in order to provide a landscaped area between the building and the street. A setback of not more than 30' should be required.

Landscaping and sidewalk between building and curb; grass 'tree lawn.' River Road B-4 Zone north of Bergen Avenue.

South of Bergen Avenue the 5' minimum and 10' maximum should remain. Both sections of the B-4 zone look best when landscaping is designed between the building and sidewalk. Alternatively, on sites where outdoor dining is planned or multiple entry ways make landscaping infeasible, sidewalks should be extended to the buildings.

Sidewalk between building and curb with paver 'tree lawn.' River Road B-4 Zone south of Bergen Avenue.

Landscaping and sidewalk between building and curb; paver 'tree lawn.' River Road B-4 Zone south of Bergen Avenue.

Parking should continue to be prohibited between buildings and sidewalks. The sidewalk should be 6' wide, however may be designed as a 4' sidewalk with an 18" to 2' grassed or pavered 'tree lawn' between the sidewalk and curb, depending on the prevalent pattern in the area.

12. §125-26. B-5 River Road Business Zone.

    a) The list of permitted uses should be expanded to include existing single- and two-family detached residential uses.

    b) Permitted building height should be increased from 26' to 30' (2 stories) to accommodate higher modern ceiling heights and pitched roofs.

    c) As in the B-4 Zone north of Bergen Avenue, the 5' minimum, 10' maximum front yard setback in the B-5 Zone should be increased to a minimum and maximum 25' building setback to the curb in order to provide a landscaped area between the building and the sidewalk and street. The sidewalk recommendations for the B-4 zone should be followed.

13. §125-27. OBS-1 and OBS-2 Zones.

    a) The OBS-2 Zone was effectively removed by Ordinance in 2012 when its sole location on Broadway was re-zoned B-2, and therefore should be removed from the zoning schedule. The re-zoning of Broadway to B-2 may result in future subdivisions because the minimum lot size in the B-2 Zone is 5,000 SF less than that in the OBS-2 Zone. Subdivisions may result in additional curb cuts on Broadway, which is not desired and was not the intent of the ordinance. The rezoning occurred due to dissatisfaction with the permitted uses within the OBS Zones.

    b) The residential bulk standards in the OBS Zones should be deleted from the Schedule of Area, Yard and Building Requirements because residential uses are not permitted in those zones.

    c) The front yard setback for the OBS-1 Zone is currently 20', or alternatively the prevailing setback for the block may be used. It is recommended that a setback of 25' to the curb be used to provide space for sidewalk and a landscaping strip in front of buildings. The width of the sidewalk and landscaping strip are well established in this zone.

14. §125-28. I-1 and I-2 Zones.

    a) Research uses should be added to the list of permitted uses in the zones.

    b) Minimum lot size in the I-1 Zone should be increased to 20,000 SF to better reflect existing sites.

15. §125-41. Signs. A number of revisions to the sign ordinance are recommended to further promote the public health, safety and general welfare through reasonable, consistent and nondiscriminatory standards. Sign regulations should promote desired community aesthetic standards and vehicular and pedestrian safety as well as the efficiency and functionality of signs, so the size and number of signs may be reduced to further reduce sign clutter and confusion. Sign policy should:

    - Encourage the effective and efficient use of signs as a means of communication in the Borough to enhance site aesthetics and improve pedestrian and vehicular safety;
    - Provide the opportunity for effective communication in a safe manner which is not contrary to community aesthetic standards or detrimental to community property values;
    - Minimize adverse effects of signs on adjacent properties;
    - Foster the coordination and integration of signage with architectural and site designs so that overall appearance is harmonious in color, form and proportion; and
    - Except to the extent expressly preempted by state or federal law, ensure that signs are constructed, installed and maintained in a safe and satisfactory manner and protect the public from unsafe signs.

16. §125-41. A general sign design standard should be created requiring freestanding signs to be located within a landscaped area at least 175 SF in area. Currently there are many locations in the Borough

where signs are located within asphalt parking areas, which is prohibited by ordinance (§125-48).

It is also recommended that box-type signs be discouraged. These signs consist of a lexan panel in a sign box typically lit by fluorescent bulbs. The lexan can easily be exchanged for new tenants, however the signs are not as visually pleasing as signs with channel lettering which can be set on rails so signs can be easily changed out.

Box sign (top) vs. channel set letters sign (bottom).

a) §125-41.A(5). Additional standards should be created for signs associated with permitted non-residential uses in residential districts such as houses of worship, club houses, etc., including a 10' setback from the property line. Holiday displays should also be set back at least 10' from the property line for circulation safety purposes.

b) §125-41.B(4)(a). Perpendicular building-mounted signs are currently prohibited except under a structural arcade. Parallel building signs, however, are difficult to read in business corridors such as Broadway and River Road where buildings are set close to the street and where there are no freestanding signs. If stringently regulated in terms of area, height, width, distance between signs, mounting hardware and location on the facade, perpendicular signs can be very attractive, effectively communicate business locations, and provide an alternative to freestanding signs.

Perpendicular building sign.

c) §125-41.B(4)(b). In the Broadway corridor, the Governing Body adopted an ordinance in 2012 which increased permitted façade sign height to 36". 36" tall signs would also be appropriate on non-residential buildings throughout the Borough if they are limited in size to 2 SF per linear foot of store frontage or 50 SF maximum. Signs should be located above the primary entrance for the tenant. This language does not specifically recommend replacement of the recently amended standards for the B-2 Zone along Broadway.

d) §125-41.B(5)(a&b). The standards recently adopted for Broadway regarding window (20% coverage) and door glass (10% coverage) coverage by signs should apply Borough-wide.

e) §125-41.B(7). Freestanding signs are currently permitted only on sites where buildings are set back at least 20'. They should be located in landscaped areas at least 175 SF in area and should be

monument style rather than pylon (pole) style. Special provisions could be made for larger signs along Route 208 where travel speeds are significantly higher than elsewhere in the Borough. There, freestanding signs should be set back at least 10' from the property line and could increase to 50 SF and 10' tall for a single tenant site and up to 100 SF and 12' tall for multiple tenant sites. 6" minimum letter heights should be required.

f) §125-41.B(8). Signs on awnings are currently permitted a maximum 8" letter height on the flap of the awning. Given today's more common shed-style, non-illuminated, opaque awnings, there is less of a reason to prohibit locating a sign on an awning in lieu of a façade sign.

Awning sign (non-illuminated and opaque).

g) §125-41.B(12). This section should be clarified to include digital changeable copy price signs at gasoline service stations.

h) §125-41.C(4). Freestanding sign controls in the I-2 Zone limit signs to 4' tall and 28 SF in size. Permitted height should be increased to 8' tall to promote sign readability and to provide opportunities for landscaping around the base of the signs.

i) §125-41.E. Billboards are currently prohibited by ordinance, which controls the number of new billboards added in the Borough, however does not encourage upgrading or modernization of the signs. There are a number of billboards in the Borough, particularly along Broadway, which are very tall and large and which negatively impact the aesthetics of the corridor. If the existing billboards are properly maintained, there is no reason to expect that they will be removed in the foreseeable future. They will either remain in their current configurations, or if an ordinance were adopted, they could be modernized with the caveat that they be reduced in size and height. Standards could be created for digital billboards that would permit a maximum size, such as 380 SF, a maximum height, such as 25', as well as limits on lighting levels such as 7,500 nits in daylight and 500 nits from dusk to dawn, and timing restrictions on message changes, such as a minimum 8-second static image.

j) §125-41.F(5). Opportunities should be provided for portable sidewalk chalk board, dry erase or hand painted daily special boards not to exceed 6 SF in size. Signs should be displayed only during business hours.

Portable sidewalk sign.

k) §125-41.F(17). The list of historic resources should be updated per the Historic Preservation Plan Element.

l) §125-41.G(4). The sign standards for gasoline service stations should be updated to permit building and canopy signs.

m) §125-41.G. On-site directional and free expression signs with non-commercial messages should be permitted with a maximum 4 SF size and 4' height.

17. §125-42. Transition area requirements. Throughout this section all buffer transitions should be at least 10' wide to accommodate mature evergreen trees. Paragraph H should be amended to require a minimum 6-8' planting height, spaced appropriate for the species in order to achieve an effective screen in 1 or 2 growing seasons. Enhancements to the buffer including solid privacy fencing should also be encouraged where appropriate. Buffer planting areas should designed to contain sufficient soil volume to support mature vegetation, and buffers adjacent to head-in parking should be protected with curb stops.

18. §125-45.C(1-2). Tree and shrub planting on public land by private citizens. This section requires approval of the Supervisor, after consultation with the Shade Tree Advisory Committee, for planting a tree or shrub in a public right-of-way. The Supervisor is required to create a list of approved trees and planting specifications. The list and planting specifications should be created and should be adopted as part of the ordinance. Recommendations for street trees on private land are already contained in the Commercial Design Standards section, (§125-47.1.I(1)(h)), with further recommendations herein for use of October Glory Red Maple in the River Road SID (planted in continuous trench tree pits in instances where 40 SF (horizontal) tree pits cannot be provided) and other commercial areas in the Borough.

19. §125-47.A. This section references design standards for the Radburn Historic District. Because this district is not subject to a Borough historic preservation ordinance, this section should be removed or should refer to the review process required by the Radburn Association.

October Glory Red Maple.

20. §125-47.1. General design standards for commercial, mixed-use and multifamily residential development. This section was adopted in 2010 and contains design standards for buildings, parking and loading areas, sidewalks and landscaping.

a) §125-47.1.I(1)(e-h). Standards for sidewalk width and plantings should be revised to incorporate recommendations made herein for the B Zones.

b) §125-47.1.I(1)(h). Red Sunset red maple should be replaced with 'Crimson King' in the suitable street tree list. Sweetgum (*Liquidambar styraciflua 'Rotundiloba'*) fruitless form should be added. Trees planted in front of commercial buildings may use columnar species to provide for visibility of storefronts and signs.

c) Porous pavers or gravel should be used when constructing a parking area around existing trees. This will help to preserve the root system and soil structure, and will ensure greater water and

air supply to roots. Soil grade should not be lowered or raised more than 3'.

d) Root barriers should be used to deflect roots away from hardscapes. Structural soil can be used to increase subsurface volumes for root growth, however should be utilized in conjunction with top soil.

e) A section regarding general plant species selection should be added which provides further information regarding plants to avoid using because they are invasive or disease- or pest-prone. References include The Native Plant Society of New Jersey and the NJ Invasive Species Strike Team.

f) The section should be further strengthened to require consistency with architecture of the existing community.

21. §125-48.A. Off-street parking should be specifically prohibited between the front of the building and the street. Parking should be located on the side and rear of buildings so that a proper sidewalk and landscape strip may be installed in front of buildings as well as to increase aesthetics.

22. §125-48.A(2). Minimum number of parking spaces. In 2012 Borough Council amended this section pursuant to recommendations made by the Broadway Improvement Corporation and the Planning Board for the Broadway area. Council asked the Planning Board to review the Borough-wide parking standards as part of the Master Plan review. Recommendation for modifications are as follows:

a) Amend the standard for auditorium and other places of assembly including houses of worship to 1 space for each 3 seats provided for its patrons, or if no seats are provided, 1 space for each 3 persons of rated capacity as determined under the current International Building Code. The current standard is 1 space per 3 seats or 1 space per 15 SF of net building floor area.

b) Decrease the standard for bowling alleys from 5 spaces per lane to 4 spaces per lane to reflect existing conditions at the bowling alley.

c) Amend the standard for child care centers to 1 space per 300 square feet of gross floor area, and no fewer than 5 spaces.

d) For mixed uses, add a standard permitting uses which have demonstrated different peak hours of usage to provide up to 20 percent fewer spaces than required, upon approval of the Board.

e) Delete the standards for residential uses because they are superseded by the NJ Residential Site Improvement Standards.

f) Clarify the motor vehicles sales rooms and lots standard to require 1 space for every 1,000 square feet of indoor sales area.

g) Amend the standard for offices to 1 space per 250 square feet of gross floor area for buildings up to 30,000 square feet in size; and 1 space per 300 square feet of GFA for buildings larger than 30,000 square feet. This change will slightly decrease and update the parking requirement for smaller offices, consistent with the change made for Broadway.

h) Decrease and update the standard for dental and medical offices from 1 space per 100 square feet of net building area to 1 space per 225 square feet gross floor area, consistent with the change made for Broadway.

i) Decrease and update the standard for restaurants and eating or drinking places from 1 space per 2 seats to 1 space per 3 seats, plus 1 space per employee on the maximum shift.

j) Decrease and update the standard for retail sales from 1 space per 200 square feet of gross floor area to 1 space per 250 square feet of gross floor area, consistent with the change made for Broadway.

k) Slightly decrease and update the standard for service establishments from 1 space per 200 square feet of net building area to 1 space per 250 square feet of gross floor area.

l) Create a standard for stand-alone salons and spas at 1 space per 200 square feet of gross floor area.

m) Decrease and update the standard for storage and warehouse from 1 space per 900 square feet of gross floor area to 1 space per 1,000 square feet of gross floor area.

n) Remove the standard for private garages, as the use does not appear to be permitted in any of the Borough's zoning districts.

o) Slightly decrease the standard for Commercial Schools (adult) from 1 space per teacher plus 1 space for each adult at capacity to 1 space per teacher and 0.75 spaces per adult at capacity.

p) Create a standard for health club / gymnasium at 1 space per 100 square feet of gross floor area (excluding the floor area of swimming pools).

q) Create a standard for automobile service and repair at 2.5 spaces per bay or work area.

23. §125-48.C(2). This paragraph requires that "where a particular plan has been incorporated into the Master Plan for the block that part thereof in which the lot is located, the parking for that lot shall conform to such parking plan." This refers to the River Road Master Plan adopted in 1996 which proposes shared parking between adjacent properties as well as reconfiguration of some parking areas. These proposals have generally not been followed. The requirement should either be removed or the designs incorporated into the ordinance so they are more readily available.

24. §125-48.C(2). Porous concrete and asphalt should be allowed as-of-right in parking areas. Borough Engineer approval is currently required for anything other than standard asphalt. Compacted gravel and porous pavers should be a permitted parking lot surface around existing trees proposed for preservation.

25. §125-48.C(3) should more clearly prohibit directly accessing parking spaces from the street. Street frontages should be fully curbed and parking spaces accessed from an on-site drive aisle to promote vehicular and pedestrian safety. The number of ingress and egress points on a site should be limited to two to improve vehicular and pedestrian safety.

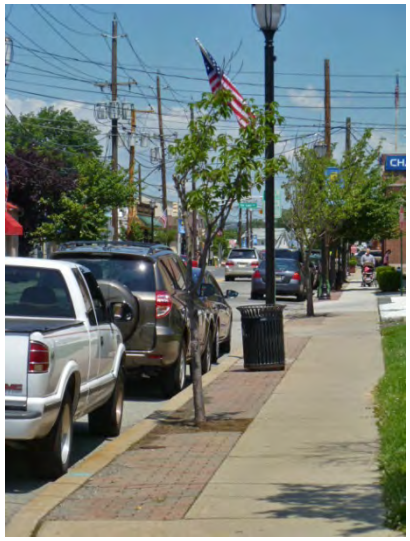
26. §125-48.C(6). As discussed previously under the Broadway SID, this section regarding parking in the R-1-3 Zone should be moved to the zoning standards for the B-2 District at §125-24.

27. §125-48.C(7). "Hammerhead" turning provisions are allowed in driveways of one- and two-family dwellings to facilitate heading out of driveways. Due to the significant aesthetic issues that are created by allowing extra cars to park in these areas, it is recommended that hammerheads be allowed only on lots that front on arterial roadways such as River Road, Lincoln Avenue, Berdan Avenue, Morlot Avenue, Fair Lawn Avenue, and Plaza Road, as well as on lots where sight distance is of material concern.

28. §226 Trees and §125-49.B(14) Street design standards, should be reconciled to require street trees with a minimum 2.5" diameter at breast height, planted 40' on-center. Permitted species should be per §125-47.1.I(h), Design Standards.

    Street trees in the River Road District have not performed well from a visual and physical perspective. Ideally, street trees in downtown districts should grow tall enough so that they can be limbed up to provide visibility to storefronts while still providing shade and aesthetic value. The trees along River Road have not achieved this due to species and tree pits that are too small.

    A taller tree with an upright branching habit, such as October Glory Red Maple, should be specified to be planted in continuous trench tree pits. To be successful, tree pits should generally be at least 40 SF (horizontal) in size, and where that is not possible, trenches under the sidewalk can be installed to create the necessary soil volume. If adequate soil volume is not provided, tree growth will be stunted and branches will obscure storefronts. Structural soil can be used as a base in the trench, however should not be used as the main component of soil. These standards can be used within all of the business zones.



Underperforming street trees in River Road business district.

29. §125-53. Stormwater Management. Currently the standards apply only to Major Developments, which are defined as those disturbing one or more acres of land. Because many of the projects in town are on previously developed sites, the standards are often not required as part of many site improvements. It is recommended that non-structural stormwater control (rain gardens, bio-swales, etc.) be incorporated into all major site plans where feasible, and that stormwater control such as dry wells be required for new residential dwellings and new additions.

Porous asphalt vs. Standard asphalt.

Porous pavers allow tree preservation.

Parking lot bio-swale.

30. §125-53. Provisions applicable to both the Planning Board and Zoning Board of Adjustment. It is recommend that this section be amended to permit the convening of a Technical Review Committee comprised of the Boards' professionals, the purpose of which is to discuss technical aspects of development applications so that technical planning and engineering questions may be answered and issues resolved after applications have been deemed complete and prior to Board meetings.

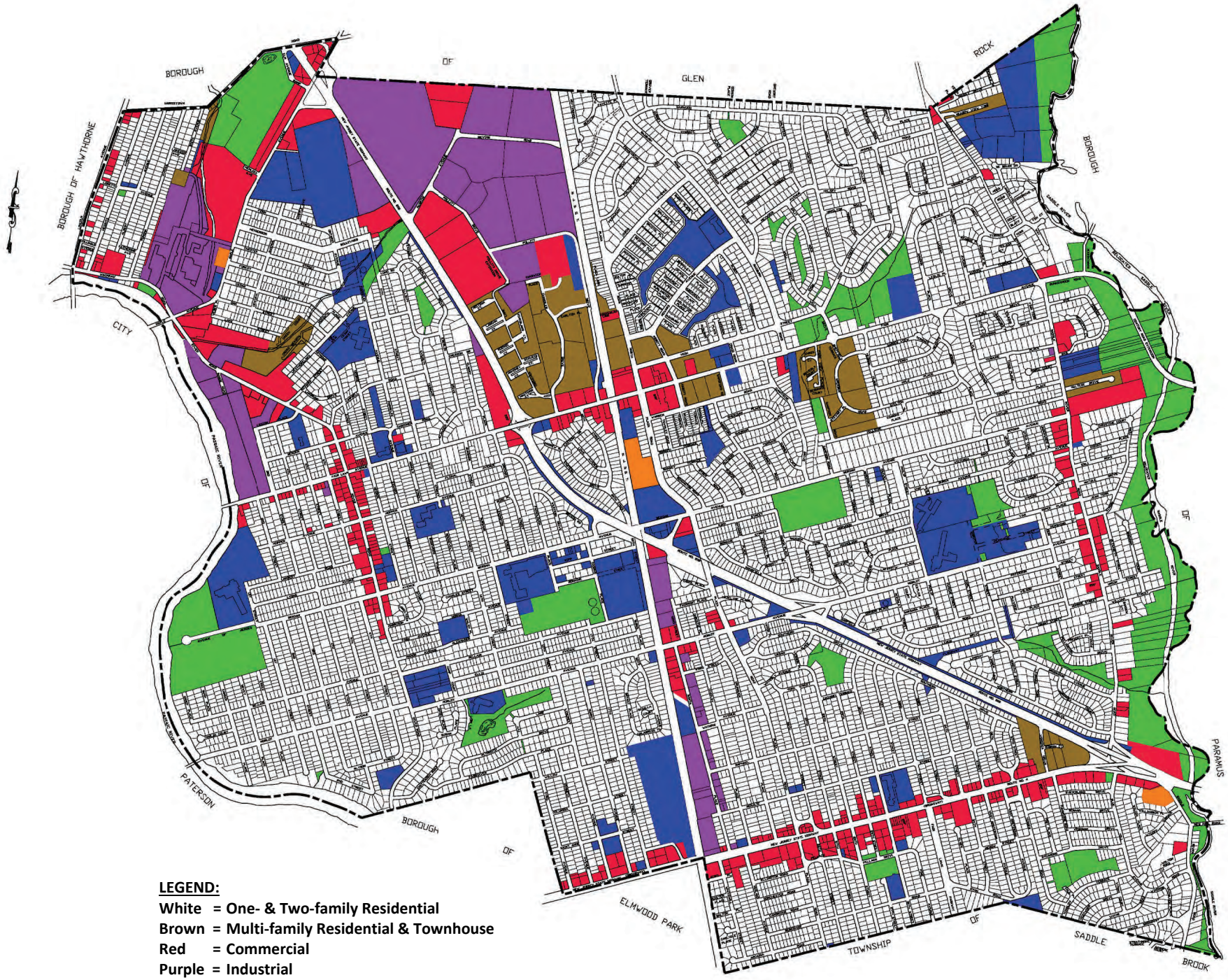
31. Chapter 204 requires that all residential uses provide a location for garbage containers to be maintained within the premises or in a structure, and that businesses and commercial establishments provide a covered metal container(s) for the storage of all garbage and have constructed either within the building or as a separate building on the premises a fireproof compartment for the purpose of storing the garbage receptacles and all other rubbish and waste materials which accumulate on the premises between collections.

    All compartments required to be provided for the business and commercial establishments are further required to be built large enough to contain the required number of refuse receptacles, constructed of such material as will avoid absorption of moisture and be arranged as to be easily cleansed and ventilated.

This ordinance section should be explicitly referred to the Land Development Chapter (125) for higher visibility, and should require masonry structures if roll off containers are used. Enclosures can be constructed of PVC fence if only cans are used.

A way to require the trash areas retroactively on already developed sites where trash disposal is a problem should be explored.

PVC fence trash enclosure.



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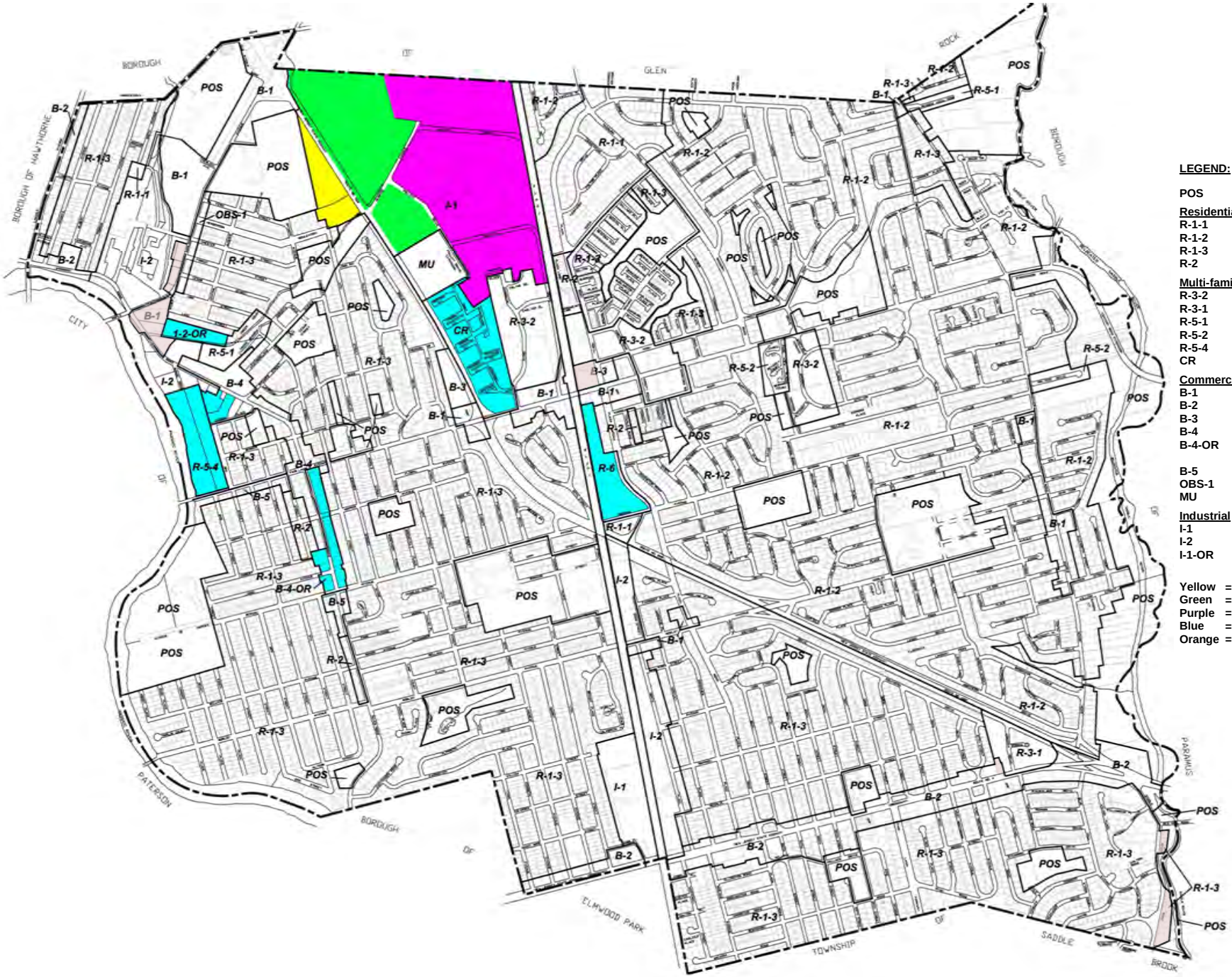
Existing Land Use

Fair Lawn Master Plan

LEGEND:

White = One- & Two-family Residential
Brown = Multi-family Residential & Townhouse
Red = Commercial
Purple = Industrial
Blue = Public & Quasi-Public
Green = Parkland & Conservation
Orange = Vacant



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LEGEND:

POS	Public & Open Space

Residential One- & Two-family

R-1-1	(10,000 Sq. Ft.)
R-1-2	(7,500 Sq. Ft.)
R-1-3	(6,500 Sq. Ft.)
R-2	Two-family

Multi-family Residential & Townhouse

R-3-2	Multi-family
R-3-1	Multi-family
R-5-1	Townhouse
R-5-2	Townhouse
R-5-4	Townhouse
CR	Combined Residential

Commercial

B-1	Restricted Business
B-2	General Business
B-3	Business
B-4	River Road Business
B-4-OR	River Road Business w/ Aff. Hsg. Overlay
B-5	River Road Business
OBS-1	Office & Business Services
MU	Mixed-Use

Industrial

I-1	Restricted Industry
I-2	Industrial
I-1-OR	Industrial w/ Aff. Hsg. Overlay

Yellow = Commercial Office-1 Overlay
Green = Commercial Office-2 Overlay
Purple = Commercial Industrial Overlay
Blue = Affordable Housing Plan
Orange = Scattered site re-zoning recommendations

Land Use Plan

Fair Lawn Master Plan

Green Building & Environmental Sustainability Element

The Municipal Land Use Law describes the contents of the Green Building and Environmental Sustainability Plan Element at N.J.S.A. 40:55D-28b(16), as a plan "which shall provide for, encourage, and promote the efficient use of natural resources and the installation and usage of renewable energy systems; 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." The purpose of this Element is to promote sustainable land use planning in the Borough and recommend ways which sustainability can be increased.

According to the U.S. Environmental Protection Agency, ***'sustainability'*** "is based on a simple principle: Everything that we need for our survival and well-being depends, either directly or indirectly, on our natural environment. Sustainability creates and maintains the conditions under which humans and nature can exist in productive harmony, which permits fulfilling the social, economic and other requirements of present and future generations." In this Element we will focus on environmental sustainability.

The concept of sustainability is important in land use policy and community development because it considers the interaction of a number of systems and their impact upon one another over the long term. For example, zoning land for uses that consume large quantities of potable water will have an impact on the Borough's water system. If the Borough's wells are depleted, water must be purchased from outside sources, which has a higher cost. Zoning land for very low density residential uses creates more vehicular traffic as people will be more apt to use their cars to access jobs and services. More vehicular traffic negatively impacts air and water quality as well as health, and contributes to the accumulation of greenhouse gases in the atmosphere which contributes to global climate change and severe weather events. Severe weather events worldwide affect the price of food and other supplies, and contribute to personal hardships when electricity is lost, and streets and properties flood, or extreme heat or cold require additional home heating and cooling which is costly and contributes to the accumulation of greenhouse gases. So it is even small land use and building decisions which together can have global ramifications.

Fair Lawn has undertaken a number of sustainability actions in the recent past which earned the Borough Bronze level certification on February 22, 2012 by Sustainable Jersey, a voluntary sustainability program.

The Borough created a Green Team, which serves to promote sustainability throughout the Borough. The Borough has put together several events and documents which have also earned the Borough Sustainable Jersey credit including the following:

- Annual Community Paper Shredding Day
- Green Fair
- Clean & Green Guide
- Energy audit of Senior Center
- Tree Protection Ordinance
- Garden Committee's community garden at Sampson Park
- Garden Committee's Farmer's Market
- Mayors' Wellness Campaign participation
- Establishment of Environmental Commission
- Preparation of an Open Space Plan
- Preparation of an Environmental Resoures Inventory
- Funding of Recycling Depot
- Support of buy local programs

Vision

In the Goals & Objectives section of the overall Master Plan, there is a vision statement which at its core is a sustainability statement:

> *The **vision** for Fair Lawn is to preserve and enhance its assets including its well-maintained, close-knit, quiet and historic neighborhoods, the walkability of those neighborhoods and access to local, high quality, diverse community services and resources, parkland, open space and the Borough's historic heritage.*
>
> *Clean air, water and land are assets that will improve over time with innovations in technology and changes to land use policies and human behavior. There will be less vehicle traffic and the streets will be safer because more people will walk or bicycle to and from transit, services, shopping, school and work, or they will work from home. People will be freer from and more resilient to the threats of extreme weather events. Waste will be decreased and health will increase. Cost reductions will be a natural by-product of the innovative process.*
>
> *The Borough's business and industry are also assets, as are its regional access, location and local workforce which serve those industries. In the vision of Fair Lawn its infrastructure will be maintained and improved so its businesses can stay competitive and its people can be safe. Continuing to minimize traffic and other impacts that non-residential uses may bring is an ever-present goal.*

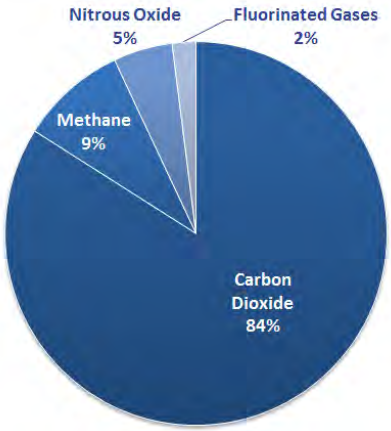
Core Issues

Core issues pertaining to environmental sustainability include greenhouse gas emissions, water quality and quantity, and air and soil quality. These elements affect all life on earth.

Greenhouse Gas Emissions

There is a consensus in the scientific community that increasing concentrations of greenhouse gases in the atmosphere contribute to global climate change, which includes extreme weather events and overall warming of the earth's atmosphere which contributes to drought, flooding, species die-off and sea level rise. A higher level of carbon dioxide in the atmosphere also contributes to ocean acidification, which is expected to adversely affect marine life.[3] The U.S. EPA considers **carbon dioxide**, **methane**, **nitrous oxide** and **fluorinated gases** as the main **Greenhouse Gases**.

The State of New Jersey has set targets for greenhouse gas emission reductions, as codified in the Global Warming Response Act of 2007. This Act calls for a reduction to 1990 levels by 2020, approximately a 20% reduction, followed by a further reduction of emissions to 80% below 2006 levels by 2050.



The Greenhouse Gases.

- According to U.S. EPA[4], carbon dioxide enters the atmosphere through combustion of fossil fuels (coal, natural gas and oil), solid waste, trees and wood products, and also as a result of certain chemical reactions

[3] From 'Climate Change in New Jersey: Trends in Temperature and Sea Level,' NJDEP Office of Science.
[4] See U.S. EPA's Climate Change webpage.

(e.g., manufacture of cement). Carbon dioxide comprises approximately 84% of the greenhouse gas emissions from human activity in the U.S. The largest single source of carbon dioxide emissions is the combustion of fossil fuels to generate electricity (38% of total), followed by gasoline and diesel engine combustion related to transportation (31% of total), and industrial processes (14% of total).

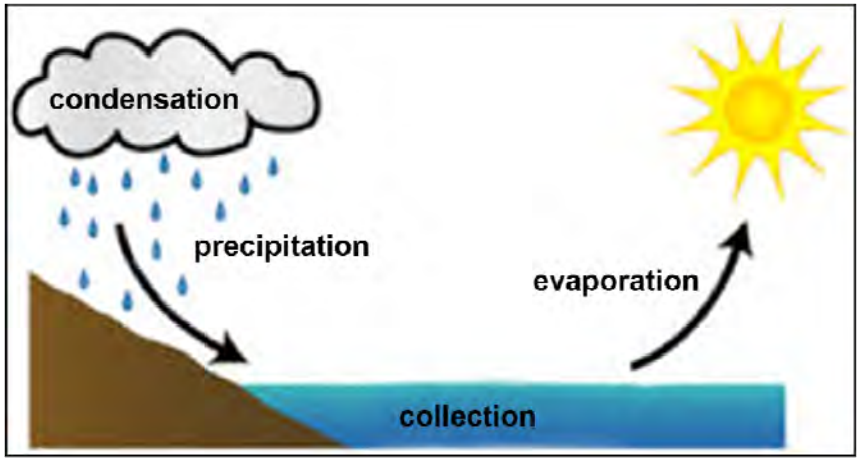
Carbon dioxide is removed from the atmosphere (or "sequestered") when it is absorbed by plants as part of the biological carbon cycle. The U.S. EPA estimates that this process off-sets approximately 14% of human-created emissions.

- Methane represents approximately 9% of human-attributable greenhouse gas emissions in the U.S., and is emitted during the production and transport of the fossil fuels coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and by the decay of organic waste in solid waste landfills.
- Nitrous oxide comprises an estimated 5% of U.S. greenhouse gas emissions and is emitted during agricultural and industrial activities, as well as during combustion of fossil fuels and solid waste. Nitrous oxide is removed from the atmosphere when it is absorbed by certain types of bacteria or destroyed by ultraviolet radiation or chemical reactions.
- Fluorinated gases represent about 2% of the nation's greenhouse gas emissions and include hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride, which are synthetic gases that are emitted from the transmission of electricity through the power grid, a variety of industrial processes and through the operation of air conditioning systems and chillers.

Water

Water is vital to the survival of life, and we rely on the Water Cycle to supply us with a source of potable water to be used for drinking, bathing, agriculture and industry. Having a water supply that is plentiful and clean is critical to the sustainability of the ecosystem. According to U.S. EPA's Climate Change data, a majority of the nation's freshwater withdrawals are used in the production of electricity (41.5%), followed by irrigation (37%), domestic use (8.5%), industrial use (5%), other publicly supplied users (5.4%) and aquaculture (2.6%).

Conserving the potable water supply, and reducing pollutants to water sources such as groundwater and rivers, will reduce costs to extract, treat and convey the water, as well as support the health of the ecosystem which relies on the water.



The Water Cycle.

Air & Soil

Like water, clean air and soil are necessary for the sustained health of life on this planet. In addition to the greenhouse gases, there are particulates and compounds in the air that threaten the health of the ecosystem. Soil contamination affects our groundwater and food supplies. The more toxic our air and soil become, primarily through human actions, the more precarious life becomes. There is a tipping point at which pollution will become too costly to abate, however behavioral and technological changes may be able to prolong that time indefinitely.

Extreme Weather

Data from the Office of the New Jersey State Climatologist at Rutgers University indicates that the State's climate is getting warmer and wetter. Mean annual temperature and precipitation have risen in the State since 1895:

Years	Mean Annual Temperature	Mean Annual Precipitation
1895-1970	51.8° F	43.86"
1971-2000	52.7° F	47.20"
2001-2011	54.1° F	50.08"

Areas where total precipitation is expected to increase the most will also experience the largest increases in heavy precipitation events which lead to flooding or paralyzing ice and snow events. Aging utility networks, roadways, bridges and buildings were not designed to handle the volume of precipitation generated in extreme storm events, particularly if the ground is already saturated or snow-covered. In addition to the devastation of Hurricanes Floyd (1999) and Irene (2011) and Super Storm Sandy (2012), there were also major State floods in 2004, 2005, 2006 and 2010. February 2010, January 2011 and October 2011 were the snowiest on record.[5] Although spring and fall months are tending to become wetter, and there is generally a longer, drier summer growing season, there is no obvious trend in the distribution of extreme wettest and driest months.

[5] Office of the New Jersey State Climatologist at Rutgers University.

Road collapse in Northern New Jersey.

Policy Actions

Given this information, the necessary over-arching Sustainability Actions become obvious, and there are a number of ways incremental improvements to the *status quo* can be made at the local level by local government and individual citizens.

Policy Goals & Objectives

The following policy actions have been established at a municipal level to address the core issues and work toward the vision of Fair Lawn, however may also be implemented on an individual level as well. Many of the objectives and strategies are can satisfy more than one Goal, and a number of the recommendations are cross-located in the other Plan Elements within this Master Plan.

GOAL #1: Reduce Carbon Dioxide & Nitrous Oxide Emissions

Objectives & Strategies:

1. Reduce direct emissions from stationary combustion of fuels like natural gas, heating oil and coal.

a) Upgrade to more efficient machinery and processes when feasible;

b) Reduce consumption;

c) Switch to renewable, sustainably-sourced energy.

2. Reduce emissions from mobile (gasoline and diesel engine) combustion.

a) Reduce Vehicle Miles Traveled throughout the Borough by increasing transit ridership, ride sharing, telecommuting, walking and bicycling.

- Fair Lawn already has a compact layout with excellent accessibility to transit with two rail stations on the Bergen County Line as well as bus lines, and also has schools, parks and shopping that are within walking distance of most homes. The Borough should continue to promote compact development and access to local services, as well as areas of mixed-use which further promote access to services and jobs.

- The Borough should continue to support the convenience of transit, bicycling and pedestrianism by continuing to require sidewalks along road frontages, increasing pedestrian safety through traffic calming, reducing the number of curb-cuts on sites, relegating parking spaces to the sides and rear of buildings, working with NJ Transit to provide more bus shelters and orienting buildings to accommodate solar gain. Air pollution will also be decreased as the number of pedestrian and bicycle trips increases.

b) Use low-emitting vehicles. The Borough can incorporate alternative fuel vehicles into its vehicle fleet and set up Electric Vehicle charging stations to promote their use in the community. EV charging stations and solar canopies can be constructed on public and private sites and sponsored by corporations or individuals in order to defray their costs.

Electric Vehicle charging station and low-emitting vehicle.

c) Offer driver classroom training courses for staff and residents. Driving behavior significantly impacts vehicle fuel efficiency. Such training programs help improve driving habits and maximize fuel efficiency. U.S. EPA estimates that driver training programs can generate fuel savings of at least 5%.

3. Reduce indirect emissions from consumption of energy produced from non-renewable sources.

a) Increase energy efficiency and reduce consumption;

- Conduct a new Energy Audit on all municipal buildings and schools;

- Increase energy conservation in building construction and site improvements by reducing consumption and reusing materials, buying locally harvested and manufactured products, using products created from renewable or recycled material, using more durable, energy efficient products, using daylighting to reduce usage of artificial lighting, using passive ventilation to heat and cool buildings where possible.

- Use energy efficient, high efficiency light fixtures both indoors and outdoors, including in traffic lights. Metered light pole fixtures will

allow the Borough to report the exact amount of energy used to the utility company, which should decrease cost.

- Adopt behavioral policies that will encourage conservation of energy such as requiring lights, computers, copiers, and printers to be turned off when not in use; double-sided printing and copying, and thermostat adjustments to reduce energy usage. Increase percentage of sustainably sourced and produced building materials and supplies purchased. Adopt a Green Purchasing Policy.
- Reduce solid waste. U.S. EPA estimates that approximately 42% of U.S. greenhouse gas emissions are associated with the energy used to produce, process, transport and dispose of the food we eat and the goods we use. Recycling just 1 ton of aluminum cans conserves the equivalent of 1,665 gallons of gasoline and every ton of paper recycled conserves 165 gallons of gasoline.[6] Waste management strategies are discussed in detail in the Recycling Plan Element.

b) Switch to renewable sources of electricity production. Reduction in the production of electricity from coal, natural gas and oil will also reduce the environmental destruction created by extraction of the resources. The Borough and its residents and business owners are encouraged to seek through their energy providers, renewable sources of energy production including solar, wind, hydroelectric, sustainably-sourced bio-mass energy and bio-gas recovery.

4. Create energy on-site from renewable sources.

a) Rooftop or parking lot canopy solar installations are becoming commonplace in New Jersey, and if created with battery back-up, could provide electricity when the general electrical grid is not functioning. At a minimum the installations pump energy into the grid during peak usage times, and shade the ground surface and vehicles, creating less heating of the earth and less required cooling. The zoning ordinance should be amended to expressly permit solar installations on sites and in parking areas.

Solar parking lot canopy and EV charging station.

b) Ground source heat pumps for heating and cooling may be an option on larger sites where systems can be installed under lawn areas and where the appropriate geology exists.

c) The Passaic and Saddle Rivers are generally too shallow to host water turbines. Large-scale wind turbines are not considered appropriate in the Borough.[7] Small wind energy systems may be appropriate when mounted to buildings.

[6] Municipal Solid Waste Generation, Recycling, and Disposal in the United States: Facts and Figures for 2011.

[7] In 2009 the NJ Legislature amended the Municipal Land Use Law at C.40:55D-66.11 to permit in all municipalities wind and solar facilities in all industrial zones on parcels of land containing 20 or more contiguous acres that are owned by the same person or entity.

Small wind energy systems.

d) Individual solar panels are currently permitted on residential and non-residential building rooftops, and should continue to be encouraged.

5. Encourage the creation of carbon off-sets in the form of trees and native, drought tolerant landscaping plants that do not require a lot of fertilizer.
6. Determine the Community Carbon Footprint as a baseline.

GOAL #2: Reduce Methane & Fluorocarbon Emissions.

Objectives & Strategies:

1. Reduce consumption of coal, oil and natural gas (see Goal #1).
2. Reduce food waste. Educate the public regarding the negative impacts of food waste and what can be done to reduce it. (See also Recycling Plan Element.)
3. Minimize use of chlorine-containing refrigerants at the municipal level.
4. Encourage reductions in consumption by residents and businesses, and replacement of CFC systems.
5. Support alternative sources for cooling, including natural means of ventilation and ground source pumps.

GOAL #3: Reduce Potable Water Consumption.

Objectives & Strategies:

1. Further reduce potable water consumption in municipal buildings.

   a) Maintain existing metered faucets and replace when necessary;

   b) Use grey water systems for toilet flushing and dry systems for urinals. Grey water is wastewater from non-toilet sources including washing machines, dishwashers and sinks.

2. Encourage residents and businesses to conserve potable water.

   a) Promote drip irrigation over spray irrigation;

   b) Encourage native, drought and pest tolerant landscaping plants;

   c) Reduce Urban Heat Island Effect by reducing pavement expanses and creating shading through vegetation or structural techniques;

   d) Promote the use of rain barrels that collect water from roof drains for flower bed and garden watering, as well as the use of mulch and compost landscape beds to retain water;

   e) Encourage the use of landscaped planting beds instead of using water-thirsty turf grass;

   f) Adopt a Water Conservation Ordinance to limit lawn watering with potable water, restricting lawn watering to two days per week in the morning and late afternoon/early evening to capitalize on low evapotranspiration rates. The duration of watering would also be limited to 30 minutes per area to reduce over-watering. This stipulation would vary for those that have automatic irrigation systems with rotary irrigation heads, SMART irrigation systems, or a qualified irrigation manager;

   g) Encourage low-flow kitchen and bath fixtures and metered fixtures in commercial buildings;

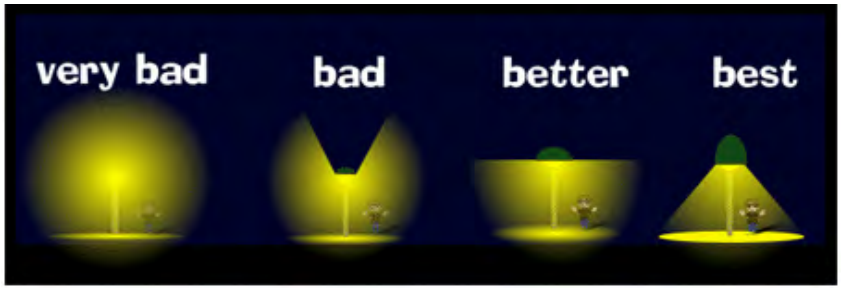
h) Support systems that use rainwater or grey water for irrigation and toilet flushing;

i) Encourage reduction in food waste and the consumption of manufactured goods.

GOAL #4. Improve Air & Soil Quality.

Objectives & Strategies:

1. Reduce particulates created by the burning of fossil fuels and dust from windblown soil erosion.
2. Reduce the emission of fluorinated gases, methane, Volatile Organic Compounds and other toxins.
3. Create an anti-idling education and enforcement program.
4. Reduce light pollution by requiring full cut-off light fixtures, which decrease light spillage upward where it is not needed and where it negatively impacts wildlife and star gazing. Lights should also be set on timers and/or reduced to security levels when areas are not in use.



Full cut-off light fixture demonstration.

5. Encourage the planting of trees and native, drought tolerant landscaping plants that do not require a lot of fertilizer.
6. Track clean-up of sites on New Jersey's Known Contaminated Sites List;
7. Monitor adherence to soil erosion and sediment control plans during construction projects.

GOAL #5. Increase Surface Water Quality and Ground Water Quality and Quantity.

Objectives & Strategies:

1. Reduce non-point source pollution run-off into water bodies from vehicles, fertilizers, pesticides and industry.

   a) Decrease usage of road salts and increase usage of lower-impact brine and mixtures;

   b) Enforce the local Fertilizer Ordinance and report violations of State regulations;

   c) Monitor adherence to soil erosion and sediment control plans during construction projects;

   d) Encourage native, drought tolerant landscaping plants that do not require a lot of fertilizer or pesticides and that will stabilize soil and provide wildlife habitat;

   e) Keep track of permitted outfalls by local business and industry;

   f) Enforce no dumping in storm sewers and educate the public about the negative impacts of dumping;

   g) Enforce maximum impervious coverage allowances;

   h) Control Canada Geese populations in a humane fashion;

   i) Encourage proper disposal of pet waste;

   j) Encourage vegetated roofs, rain gardens, infiltration islands, disconnection of impervious areas, bioswales or dry wells and rain barrels to slow the volume of stormwater off-site. Storage and treatment of stormwater runoff on-site will increase capacity of the Borough's stormwater management systems and reduce flooding.

k) Require concrete-base solid waste and recycling enclosures to prevent absorption of chemicals and waste into surface and groundwater, which will improve water quality;

l) Encourage multi-modalism to decrease usage of automobiles and decrease automotive fluid drips;

m) Adopt Integrated Pest Management (IPM) practices on municipal and publicly-owned properties when pesticides are used.

2. Increase groundwater infiltration.

a) Seek grant funding for rain garden and/or dry well demonstration projects in areas that are subject to frequent flooding;

b) Install pervious pavers, porous asphalt, dry wells, and rain gardens. Porous asphalt has a significantly higher infiltration rate than standard asphalt, and increases opportunities for groundwater recharge.

GOAL #6. Reduce Waste, Decrease Costs & Monitor Progress

Objectives & Strategies:

1. Implement recommendations in this Master Plan's Recycling Plan Element for continuing education in backyard composting and grass cut-it-and-leave-it, and concepts such as pay-as-you-throw, food waste reduction, a Construction and Demolition Waste Recycling Ordinance, and collection of additional recyclable materials;
2. Conduct a Waste Audit of municipal buildings and schools;
3. Adopt a Green Purchasing Policy to purchase sustainably sourced and produced materials and supplies when feasible;
4. Increase efficiency and reduce consumption;
5. As part of a Climate Action Plan or other document, establish baseline data points to keep track of progress toward reductions in waste:

a) Gallons of fuel purchased or consumed;

b) Cost of utility bills or units of energy consumed;

c) Gallons of water withdrawn from community wells;

d) Increases in water quality;

e) Cost or volumes of supplies utilized (office products, etc.);

f) Cost or volume of solid waste removed.

GOAL #7. Improve Resilience to Extreme Weather Events

Objectives & Strategies:

1. Decrease stormwater runoff through implementation of the strategies in the preceding Goals;
2. Continue to work with the County to improve drainage in the Passaic River region south of Broadway, and encourage Garfield, Saddle Brook and Elmwood Park to the do the same;
3. Continue to work with the County and property owners to improve drainage and decrease flooding in all other flood prone areas in the Borough;
4. Encourage the reduction of impervious surfaces in Flood Hazard Areas, particularly on municipal properties such as Memorial Park;
5. Encourage acquisition of conservation easements in Flood Hazard Areas and/or acquire sites in fee title if they become available;
6. Relocate key municipal facilities out of the Flood Hazard Area and/or seek grants to protect resources from flooding;
7. Promote the installation of off-grid energy systems;
8. Continue to encourage Community Gardening, and promote the concept of edible landscaping on sites with clean soil.
9. Continue to promote the concept of emergency preparedness and citizen training such as FEMA's Community Emergency Response Team (CERT) training.

Memorial School flooding post-Hurricane Irene. ***Photo by: Zak Koeske.***

Sustainable Development

In order to foster the implementation of many of the foregoing policy goals at the individual level, it is recommended that sustainable development practices be required to a certain extent for residential and commercial new construction and major additions.

When **The Sandvik Group** designed its U.S. Headquarters building at 1702 Nevins Road in Fair Lawn, green building and sustainability were primary considerations, and numerous concepts were used from the U.S. Green Building Council's LEED (Leadership in Energy & Environmental Design) building rating system across a number of different categories including energy and water efficiency, indoor air quality and environment and material use including the following:

1. The building will be heated and cooled using high efficiency water-source heat pumps. This type of system captures heat from the interior zones and re-uses the energy to heat the perimeter zones. In doing so, the building will self-balance its energy use and the boiler and the cooling tower will remain off for much of the year. This approach will save approximately 30% of the total energy costs over its comparable baseline building and a comparable reduction in carbon emissions.
2. All new mechanical systems have been selected to eliminate CFC-based refrigerants.
3. A new thermoplastic polyolefin (TPO) roof has a high Solar Reflectance Index to minimize heat gain and reduce cooling loads.
4. Insulated and solar-reflecting window glass and window shades, a highly insulated exterior skin and all new energy efficient equipment are used to optimize the energy performance of the building and improve HVAC efficiency.
5. Occupancy sensors will be installed in all rooms to reduce lighting loads when rooms are not occupied.
6. Low flow sink faucets and toilet fixtures will reduce the amount of potable water used by approximately 30%.

The Incredible-Edible Town of Todmorden, UK.

7. All new landscaping incorporates native and adaptive plant species to reduce the amount of potable water used for irrigation.
8. Construction will preserve 43% of the site area as vegetated open space which reduces storm water run-off and helps mitigate urban heat island effect.
9. Approximately 20% of materials used in construction have a high recycled content reducing impacts resulting from extraction and processing of virgin materials.
10. Approximately 20% of materials used in construction have been extracted and manufactured within a 500 mile radius reducing the environmental impacts resulting from transportation.
11. Approximately 50% of wood products used are certified by the Forestry Stewardship Council for sustainably forested wood.
12. A minimum of 75% of all waste generated from demolition and construction has been diverted from landfills.
13. Existing concrete slabs, foundations, structural steel, roofing and some exterior wall sections were retained where practical for use with the new construction reducing the need for new construction and materials.
14. A Construction Indoor Air Quality Management plan was instituted during construction to protect the health of both construction workers and final building occupants.
15. On-going ventilation system monitoring ensures proper ventilation at all times to help sustain occupant comfort and well-being.
16. All materials used in the building comply with the South Coast Air Quality Management District (SCAQMD), emitting virtually no indoor air contaminants.
17. Heavy duty entrance mats at the front and rear entrances minimize the introduction of chemicals and pollutants from the outdoors.
18. Occupied spaces are provided with individual space controls on lighting and HVAC systems to allow for greater occupant comfort.
19. Through the use of baffles and skylights, natural daylight will be directed further into the interior work areas. Clerestory windows on the north side of the building bring light into the high bay areas, and the first floor pedestrian avenue.

The Sandvik Group's U.S. Headquarters in Fair Lawn.

The Sandvik Group chose sustainability strategies across a range of possible options that made sense for the site and the owner. Every sustainability strategy will not work for every site, because each site, project and owner will be different.

In order to promote other green building projects in the Borough, a Sustainable Development Practices Rating System can be established, presenting developers with a menu of possible sustainable building strategies. Permit and Board applicants could then be required to achieve a minimum number of points in order to be rated as Sustainable and granted an approval. A sample menu is included in the Appendix of this Element and includes broad topics such as Water Resources, Energy Efficiency & Renewable Energy Sources, Reduction of Urban Heat Island

and Increase Multi-Modal Transportation, Materials Use, Wildlife Habitat and Air Quality & Quality of Life.

As sustainable design becomes more commonplace, a higher minimum point threshold could be required, and more items added to the menu of options. Developments which achieve an extraordinary number of points could also be considered for property tax incentives.

Sustainable Jersey

The preparation of this Master Plan Element could earn the Green Team 10 points toward its Silver Certification. Throughout the Plan there are numerous recommendations for the pursuit and completion of other Sustainable Jersey Actions that can earn additional points including the following:

- Water Conservation and Small Wind Energy System Ordinances
- Community Carbon Footprint Assessment, Energy Audits for Municipal Facilities & High Efficiency Municipal Buildings
- Energy Star Certification
- Construction and Demolition Waste Recycling Ordinance
- Upgrade/Retrofit Lighting & Water Consumption
- Green Development Checklist & Site Plan Green Design Standards
- Climate Action Plan / Sustainable Community Plan
- Anti-Idling Education & Enforcement Program
- Safe Routes to School & Complete Streets Program
- Driver Training & Purchase of Alternative Fuel Vehicles
- Adopt a Green Purchasing Policy & Behavioral Policies
- Efficient Landscape Design & Integrated Pest Management
- Recycling of bulk rigid plastics, carpet and foam padding, shrink wrap, food waste
- Waste reduction, backyard composting program, EPA WasteWise Partner, grass cut-it-and-leave-it program, materials reuse program, pay-as-you-throw program, waste audits

GREEN BUILDING APPENDIX

Points Available	Green Development Practices Rating System Non-residential & multi-family sites must achieve a total of at least 30 points. Single- & two-family residential sites must achieve a total of at least 20 points.	# Points Achieved
30	1. Building or site is U.S. Green Building Council LEED Certified.	
	WATER RESOURCES	
1	2. Conservation landscaping to improve heating and cooling efficiency of buildings, i.e., windbreaks, shade trees.	
2	3. Landscape and stormwater maintenance specifications that employ integrated pest management post-bond to ensure implementation for 5 years after occupancy.	
2	4. Outdoor water use reduction through drip irrigation or soil water sensors, or no use of potable water outdoors.	
4	5. Stormwater or graywater used for on-site irrigation.	
2-4	6. Indoor water use reduction of 30%, 35% or 40% below baseline through high efficiency plumbing fixtures, metered faucets, etc. (Baseline toilet = 1.6 gpf; faucet = 2.2 gpm at 60 psi; showerhead = 2.5 gpm at 80 psi.)	
2 or 4	7. Construct 10% or 30% of site hardscape with porous asphalt or pervious pavers.	
1	8. Size parking to meet but not exceed minimum local zoning requirements.	
1	9. Zero increase in on-site impervious coverage.	
2	10. Decrease on-site impervious coverage.	
4	11. Stormwater or grey water used for on-site heating, cooling or water closet flushing.	
2	12. Stormwater control through low-impact design including bio-swales or rain gardens. Sand bottom basins are not considered sustainable because they are not eco-system based.	
1	13. Stormwater control through stormwater chambers, dry wells or similar.	
2	14. Stormwater management plan designed to achieve a 5% decrease in pre-project rate and quantity.	

2	15. Stormwater management plan designed to capture and treat stormwater runoff from 90% of the average annual rainfall using BMPs that are capable of removing 80% of average annual post-development total suspended solids.	
	ENERGY EFFICIENCY & RENEWABLE ENERGY SOURCES	
2-8	16. On-site renewable energy source used for 1%, 3%, 5%, 7%, 9%, 11%, 13% of energy need.	
4	17. Engage in at least a 2-year renewable energy contract to provide at least 35% of the building's electricity from renewable sources, as defined by the Center for Resource Solutions' Green-e Energy project certification requirements or an equivalent. Green power is derived from solar, wind, geothermal, biomass or low-impact hydro sources.	
1-2	18. Energy efficient lighting, including LED, solar lighting or similar for 50% or 100% of outdoor lighting, including signs.	
1-2	19. Energy efficient lighting, such as LED lighting and/or occupancy sensors, for 50% or 100% of indoor lighting.	
3	20. Energy Star Certification.	
3	21. Use high-efficiency water-source heat pumps for heating and cooling.	
1	22. Building and site layout designed to maximize energy conservation, i.e., maximize southern building exposure for use of solar energy, consider proper wind orientation to reduce negative effects of cold winter winds and to take advantage of cooling summer breezes, use operational windows, use awnings to block sun.	
1	23. Provide preferred parking for low-emitting and fuel-efficient vehicles for 5% of total vehicle capacity of site.	
3	24. Provide an alternative fuel refueling station.	
	REDUCE URBAN HEAT ISLAND & INCREASE MULTI-MODAL TRANSPORTATION:	
3	25. Vegetated roof installation over at least 50% of roof.	
2	26. High albedo (reflectivity) roof color or material (minimum solar reflectance index of 29).	
2	27. 50% of the parking and hardscape area shaded from tree canopy within 5 years of landscape installation or shaded with solar canopies.	
2	28. Exceed minimum open space requirement by 25%. A vegetated roof can contribute to credit compliance.	
2-3	29. Tuck under or covered parking for 20% or 50% of on-site parking.	
1	30. Primary (non-residential) building entrance located within 25' of street.	
1	31. Continuous sidewalks with minimum 4' width along all street frontages.	

1	32. Street trees planted 40’ apart.	
1	33. Pedestrian amenities on-site including benches and litter receptacles.	
1	34. Bike rack or bike shelter for at least 6 bicycles.	
2	35. Covered storage facilities for securing at least 12 bicycles.	
5	36. Protective shelter at a transit stop.	
1	37. Location (measured from a main building entrance) within ½ mile of a commuter rail station and/or within ¼ mile of a transit system bus stop.	
	MATERIALS USE	
3-4	38. Materials with recycled content constitute at least 10% or 20%, based on cost, of the total value of the materials in the project.	
3	39. A minimum of 50% (based on cost) of wood-based materials and products are certified in accordance with the Forest Stewardship Council’s Principles and criteria for wood building components.	
3-4	40. Recycle, salvage or donate 50% or 75%, by weight, nonhazardous construction and demolition debris.	
3	41. Use rapidly renewable building materials and products for 2.5% of the total value of all building materials and products used in the project, based on cost. Rapidly renewable building materials and products are made from agricultural products that are typically harvested with a 10-year or shorter cycle.	
2-3	42. Use salvaged, refurbished or reused materials, the sum of which constitutes at least 5% or 10%, based on cost, of the total value of materials on the project.	
2	43. Use existing interior nonstructural elements (e.g., interior walls, doors, floor coverings and ceiling systems) in at least 50% (by area) of the completed building, including additions.	
2-4	44. Maintain minimum 55%, 75% or 95% of the existing building structure (including structural floor and roof decking) and envelope (the exterior skin and framing, excluding window assemblies and non-structural roofing material).	
3-4	45. Use building materials or products that have been extracted, harvested or recovered, as well as manufactured, within 500 miles of the site for a minimum of 10% or 20%, based on costs, of the total materials value of the project.	
1	46. Occupants have convenient access to recycling bins.	

	WILDLIFE HABITAT	
1	47. No exotic invasive plant species from the New Jersey Invasive Species Strike Team List (www.njisst.org).	
2-3	48. At least 20% or 50% of landscaping is listed as Native by the Native Plant Society of New Jersey (www.npsnj.org).	
2	49. Restore or protect a minimum 20% of the total site area with native or adapted vegetation.	
1	50. Night-sky friendly outdoor site and building-mounted lighting, i.e., full-cut off fixtures.	
1	51. On-site conservation easement provided for wetlands, wetlands buffer, flood plain or forest.	
	AIR QUALITY & QUALITY OF LIFE	
1	52. A combination of sidelighting and/or toplighting to achieve a total daylighting zone that is at least 75% of all regularly occupied areas.	
2	53. Decommission of a CFC-based refrigerant system or use of natural ventilation.	
2	54. At least 25% of indoor adhesives, sealants, paints, composite wood products and carpet systems are low-emitters of Volatile Organic Compounds.	
4	55. Remediate a site that has been documented by NJDEP as a contaminated site.	
6	56. Remediate a contaminated site at a cost greater than $1 million.	
6	57. Rehabilitate an historic building listed in the Borough's Historic Preservation Plan Element of the Master Plan.	
1	58. Prohibit smoking in the building and on-property within 25' of entries, outdoor air intakes and operable windows.	
TBD	59. Other innovative techniques may be used and credited by the Board.	
172	**TOTAL**	

Utilities Plan Element

Prepared by Boswell Engineering

Water

The Borough's water supply is obtained from three sources: Borough wells, the Passaic Valley Water Commission (P.V.W.C.) and United Water Resources (U.W.R.). Wells that were previously lost due to contamination have been reclaimed with the addition of contaminant removal systems.

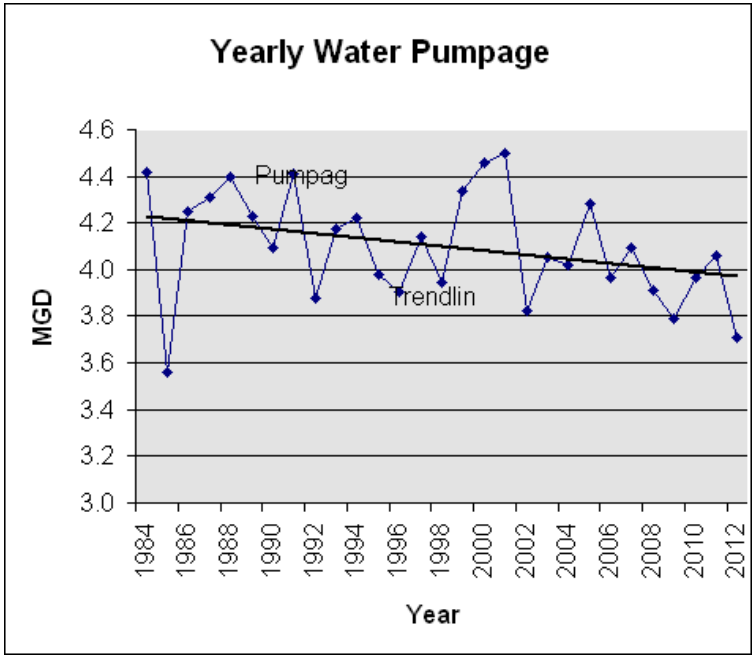
The Borough currently obtains approximately 35 percent of its water from P.V.W.C. and 12 percent from U.W.R. The water usage is presented in Table U-1. The reliance on outside sources increases during the summer months when the demand is highest. The Yearly Water Pumpage graph shows a reduction of water demand over recent years, which is due to the departures of several high volume industrial users.

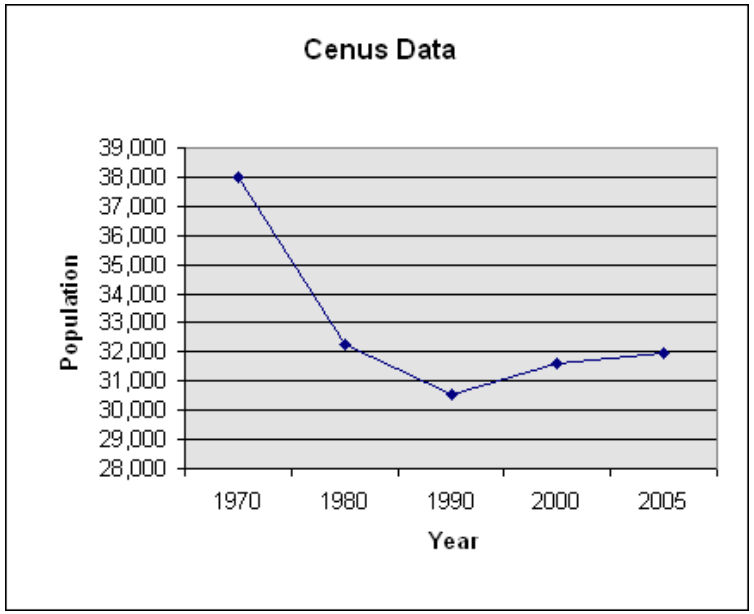
Fair Lawn's water supply system was begun in the late 1920's. The system was expanded as population increased. (See Water System Map.) The current water supply system consists of 15 production wells and four observation wells. Water is stored in three ground level storage tanks and one elevated storage tank with a total capacity of 4.5 million gallons, which meets the NJDEP requirement of one day's storage. The water distribution system consists of 100 miles of distribution mains ranging in diameter from 6 inches to 20 inches. The water pressure throughout the Borough averages 60-70 pounds per square inch (PSI), which is adequate.

The Borough has entered into a demonstration project with the cooperation of the NJDEP to determine the effectiveness of granular activated carbon (G.A.C.) filters on residual contamination in the Borough's wells. Maximum contaminant levels (M.C.L.'s) are continually being lowered due to new studies and regulations and the G.A.C. demonstration project with the NJDEP's guidance is a method to insure that new M.C.L.'s can be met in the future. In 1987, a water supply system Master Plan was prepared for the Borough. NJDEP recently released new rules and are amending existing ones, requiring water systems to evaluate system criticality/priority risks, identify assets and develop and implement an Asset Management Plan. The first step in establishing this plan is to perform a water supply master plan. It is strongly recommended that an in depth Water Supply Master Plan be undertaken.

Table U-1: Water Usage

YEAR	F.L.	P.V.W.C.	H.W.C.	TOTAL	P E R C E N T A G E		
	AVG.	AVG.	AVG.	AVG.	F.L.	P.V.W.C.	U.W.C.
	MGD	MGD	MGD	MGD	-------	-------	-------
1987	2.306	1.163	0.843	4.312	53.47%	26.98%	19.55%
1988	2.277	1.253	0.87	4.4	51.75%	28.48%	19.77%
1989	2.22	1.62	0.386	4.226	52.53%	38.33%	9.13%
1990	2.233	1.451	0.41	4.094	54.54%	35.44%	10.01%
1991	1.949	1.971	0.493	4.413	44.16%	44.66%	11.17%
1992	2.48	1.006	0.391	3.877	63.97%	25.95%	10.09%
1993	2.371	1.425	0.377	4.173	56.82%	34.15%	9.03%
1994	2.384	1.437	0.402	4.224	56.44%	34.02%	9.52%
1995	2.234	1.389	0.357	3.982	56.10%	34.88%	8.97%
1996	2.365	1.102	0.435	3.902	60.61%	28.24%	11.15%
1997	2.28	1.499	0.362	4.14	55.07%	36.21%	8.74%
1998	2.046	1.605	0.295	3.946	51.85%	40.67%	7.48%
1999	2.003	1.887	0.447	4.336	46.19%	43.52%	10.31%
2000	1.996	2.045	0.415	4.456	44.79%	45.89%	9.31%
2001	2.021	2.003	0.472	4.496	44.95%	44.55%	10.50%
2002	1.875	1.483	0.469	3.827	48.99%	38.75%	12.26%
2003	2.093	1.46	0.498	4.051	51.66%	36.04%	12.30%
2004	2.058	1.387	0.572	4.017	51.24%	34.52%	14.24%
2005	1.972	1.784	0.527	4.283	46.05%	41.65%	12.30%
2006	2.02	1.495	0.451	3.967	50.92%	37.70%	11.38%
2007	2.133	1.022	0.942	4.097	52.06%	24.94%	23.00%
2008	2.179	1.255	0.475	3.909	55.74%	32.10%	12.16%
2009	2.094	1.313	0.387	3.793	55.19%	34.61%	10.19%
2010	1.991	1.434	0.542	3.967	50.19%	36.15%	13.66%
2011	2.121	1.408	0.531	4.06	52.24%	34.68%	13.08%
2012	2.023	1.291	0.398	3.712	54.50%	34.78%	10.72%





Well Head Protection

The prior Master Plan recommends the participation in the Well Head Protection Program as outlined by the NJDEP. The Borough has complied with the requirements of the NJDEP Well Head Protection Program.

Wastewater Treatment

Fair Lawn's wastewater treatment is provided by the Passaic Valley Sewerage Commission (PVSC). The PVSC serves a number of communities in Bergen, Passaic, Hudson and Essex Counties. The population served by the PVSC is estimated to be approximately 1.2 million people. In addition, there are over 3,000 commercial and industrial system users. Approximately 63 percent of sewerage generated in the system is from residential uses, and 37 percent from the commercial/industrial uses.

Table U-2: Municipalities Served by PVSC

Bergen County	Passaic County	Hudson County	Essex County
East Rutherford	Clifton	Bayonne	Belleville
Elmwood Park	Haledon	East Newark	Bloomfield
Fair Lawn	Hawthorne	Harrison	East Orange
Garfield	Little Falls	Jersey City	Glen Ridge
Glen Rock	North Haledon	Kearny	Montclair
Lodi	Passaic	Union City	Newark
Lyndhurst	Paterson	North Bergen	Nutley
North Arlington	Prospect Park		Orange
Rutherford	Totowa		
Saddle Brook	Woodland Park		
Wallington			

The PVSC was formed in 1902 due to the increasing discharge of domestic sewage and industrial wastes along the Passaic River Basin. The first plant was built in 1917 originally as a primary treatment facility. The plant was later upgraded to full secondary treatment and expanded from 225 million gallons per day (MGD) to 330 MGD. In 2010,

the average flow into the plant was 330 MGD. No plant capacity expansion is planned for the near future.

In Fair Lawn, sewage is collected by a 21.2 mile main interceptor plus twelve branch interceptors. The Borough owns all lines within the municipal boundaries. The main interceptor extends along the western bank of the Passaic River from the Newark Bay Pumping Station in Newark to Prospect Street in Paterson. (See Sanitary Sewer System Map.) In 2010, the Borough produced an average of 4.064 MGD of which 0.539 MGD or 13.3 percent was from industrial sources.

Storm Drain System

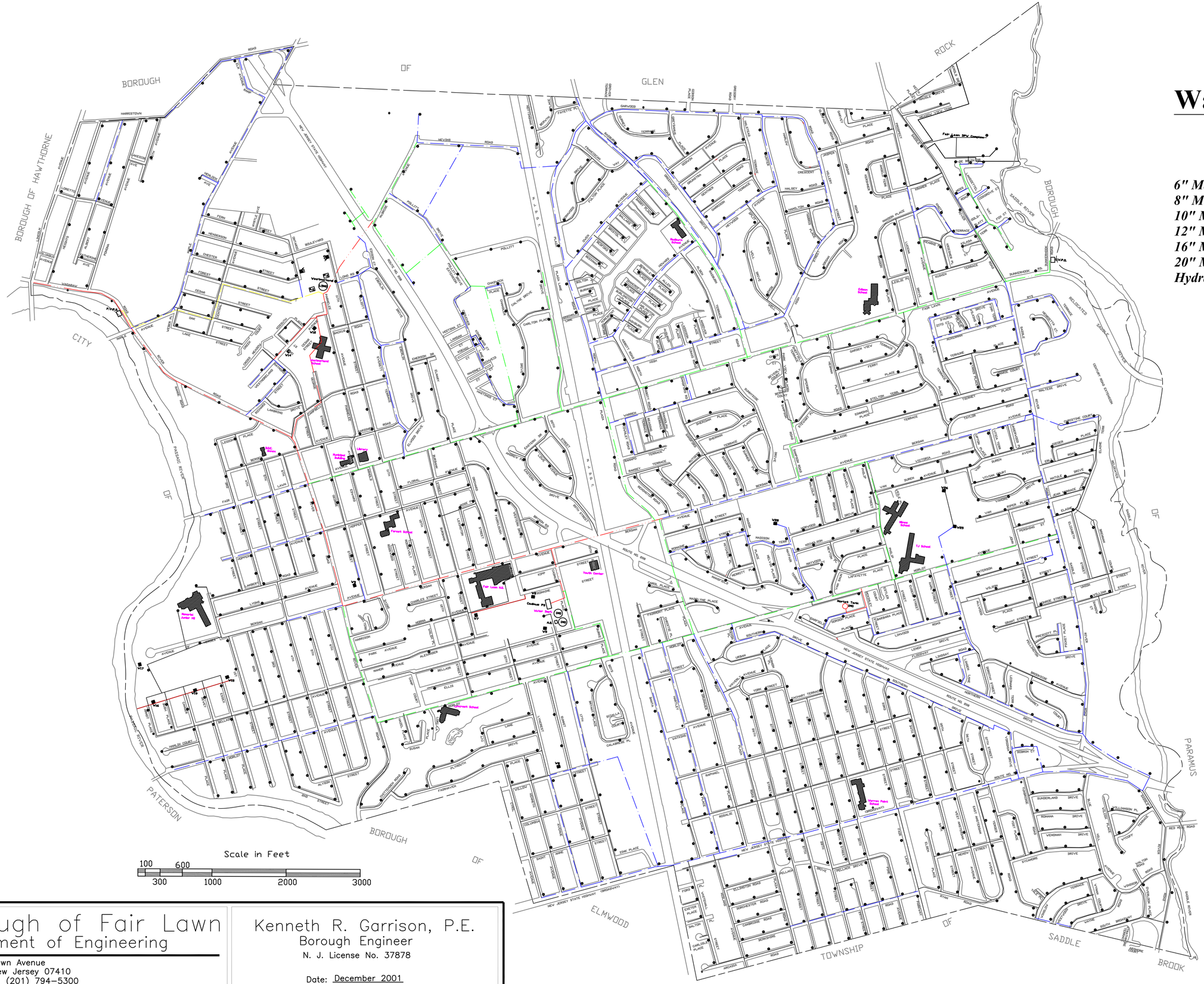
The Borough has an extensive storm drainage system (see Storm Sewer System Map). Most problem areas are mentioned in the 1990 Master Plan with a few exceptions.

The Arcadia Road and Berkshire Road area drainage was improved within the limits of the Borough. Additional downstream improvements in the Township of Saddle Brook and with County and transit facilities are required to alleviate the flooding in this area.

Berdan Avenue between Remington Road and Sunnyside Drive experiences some flooding during intense storms. The flat terrain and backwater at the drainage system discharge area near Sampson Park make additional improvements impractical at this time.

Broadway, under the New Jersey Transit overpass, exhibits flooding during intense storms. The drainage system in Broadway is under the jurisdiction of the NJDOT.

Water System Map



Legend

- 6" Main
- 8" Main
- 10" Main
- 12" Main
- 16" Main
- 20" Main
- Hydrant

Borough of Fair Lawn
Department of Engineering

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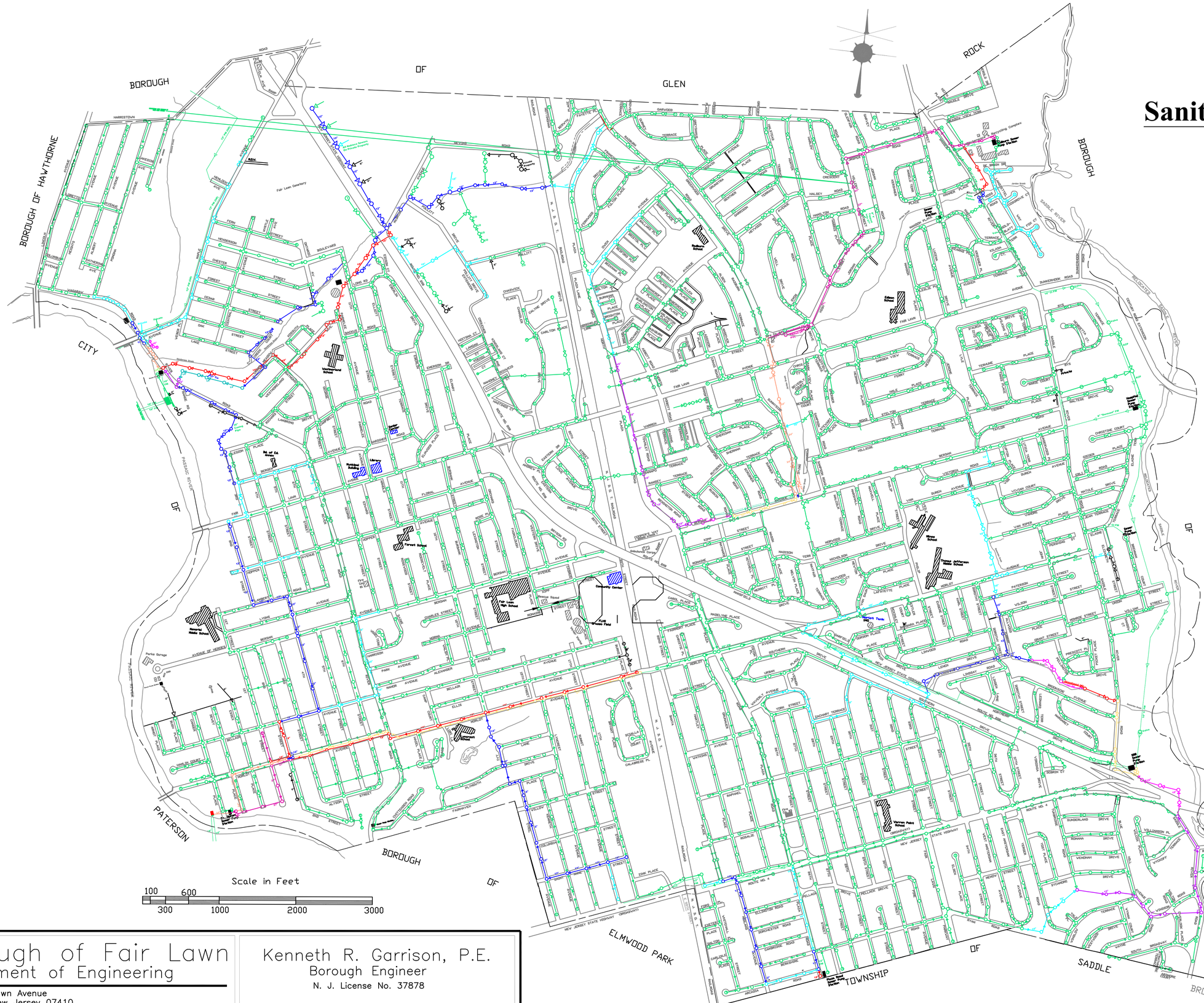
Kenneth R. Garrison, P.E.
Borough Engineer
N. J. License No. 37878

Date: December 2001

Revision Dates

February 25, 2003

Sanitary Sewer System Map



Legend

- 8" Main
- 10" Main
- 12" Main
- 14" Main
- 15" Main
- 16" Main
- 18" Main
- 20" Main
- 21" Main
- 24" Main
- 27" Main
- 30" Main

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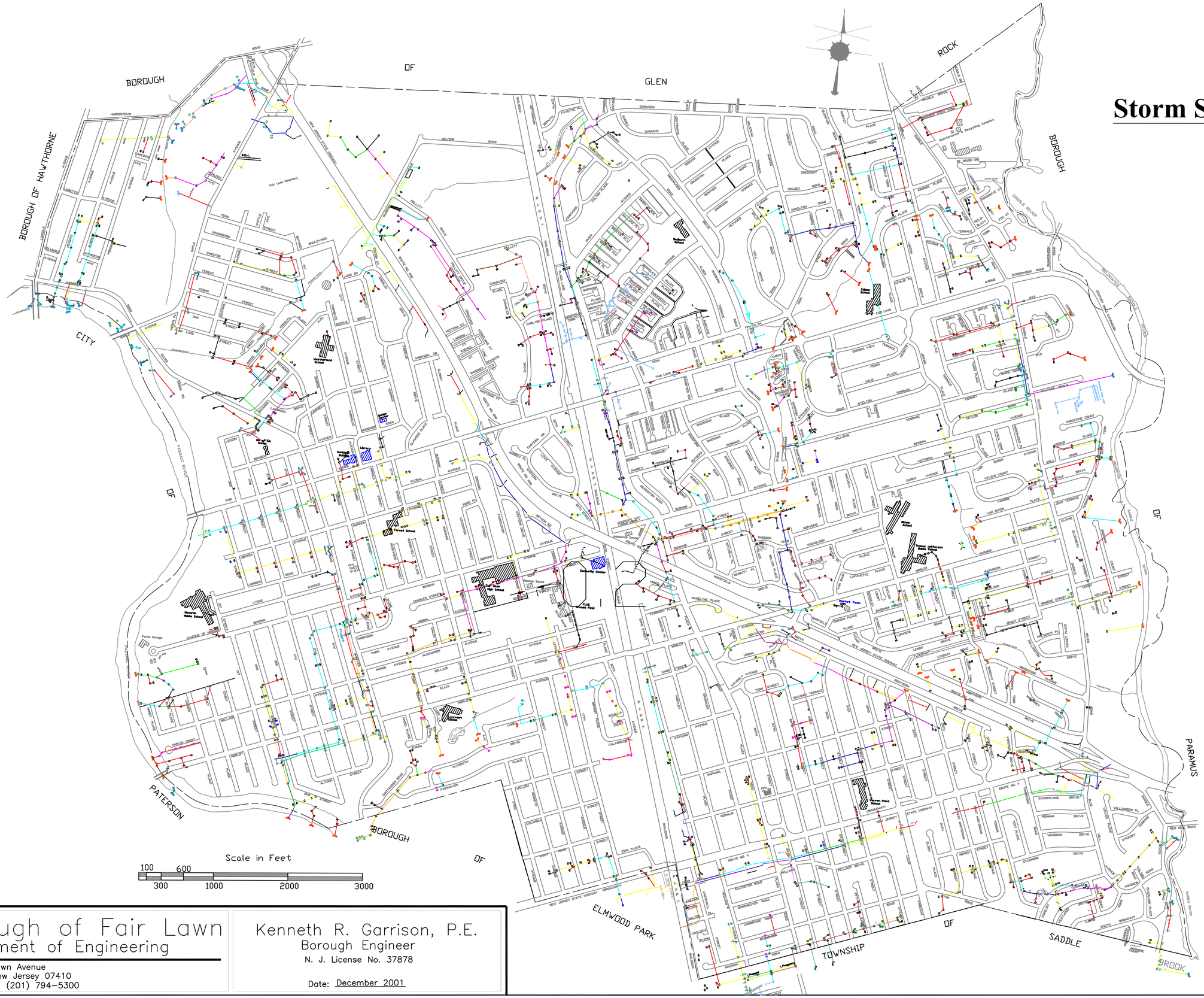
Storm Sewer System Map



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Date: December 2001

Circulation Plan Element

Prepared by Boswell Engineering

The purpose of the Circulation Plan is to identify the strengths and weaknesses of the pedestrian, bicycle, vehicular and transit facilities within the Borough of Fair Lawn.

Street Network

The Street Network in the Borough was developed using two fairly distinct philosophies. The pattern of the development is separated by New Jersey Highway Route 208 which runs from southeast to northwest. The area to the southwest of Route 208 was generally developed in a tradition grid pattern, which allows for vehicles to utilize local streets as well as connectors. The area surrounding the Westmoreland School is an exception to the general grid system.

The area to the northeast of Route 208, which includes Radburn, was developed in a cul-de-sac or "sparse" network style which directs traffic to connector and arterial roadways by either discouraging or preventing connectivity through isolated residential areas.

Although current recommendations for development encourage a hybrid of the two (2) approaches, the development pattern for the Borough is established and unlikely to change.

Transit Facilities

The Borough of Fair Lawn has two (2) railroad stations along the New Jersey Transit Bergen County Line. The Radburn station is located within walking distance of the Radburn community as well as the developing multi-family community in the Pollitt Drive and Chandler Drive Area. Radburn Station provides for vehicle parking and bicycle storage. The addition of a covered bicycle storage and/or bicycle lockers should be considered. The striping pattern for the vehicular parking should be analyzed for efficiency.

The Broadway station is at the southern end of the Borough. Parking for the station is south of Broadway, in the Borough of Elmwood Park. Commuters must cross Broadway to access the station from the parking area. A "HAWK" high intensity pedestrian signal has been proposed for the crossing. The status of the installation of the signal is not known.

The Borough is serviced by New Jersey Transit Bus Routes 144, 145, 148 and 164. The Bus Routes provide service to Broadway, Plaza Road (south of Fair Lawn Avenue), Fair Lawn Avenue (east of River Road and west of Plaza Road), Morlot Avenue, River Road (north of Morlot Avenue and south of Fair Lawn Avenue), Saddle River Road (north of Morlot Avenue, Maple Avenue, Midland Avenue) and Route 208. Bus service from these routes is primarily to the New York Port Authority, but transfer points exist to access routes to Hackensack and Paterson. Additionally, Bus Routes 171 and 770 provide service to the George Washington Bridge Terminal. (See Bus Routes Map.)

Bicycle Routes

There is a designated bicycle route along Berdan Avenue to Saddle River Road to a designated bicycle path within the Saddle River County Park. The route includes a gated pedestrian railroad crossing at grade across the New Jersey Transit Bergen County Line tracks.

The development of additional bicycle routes should be studied, particularly along Plaza Road and Saddle River Road. Fair Lawn Avenue and River Road currently have limited roadway width and right-of-way width to provide for designated bicycle lanes. The section of Fair Lawn Avenue between Orchard Street and Abbott Road should be studied for a possible reduction in lanes to provide for bicycle lanes and improved pedestrian access. A portion of this section is within NJDOT jurisdiction and will require cooperation with the state. (See Bicycle Routes Map.)

The Borough should continue the program of replacing older inlet grates with bicycle safe grates.

Pedestrian Circulation

Sidewalks are provided along most roadways within the Borough. Additionally, individual pedestrian paths exist throughout the Radburn community. The previously mentioned pedestrian grade crossing of the Bergen County Line under Route 208 provides a segregated crossing of the railroad tracks and Route 208. The Borough should continue to encourage sidewalk development and maintenance. The sidewalks on Maple Avenue should be connected for full pedestrian access in the area.

Consideration should be given to the enhancing of pedestrian roadway crossings. “Ladder” type crosswalks should be standard throughout the Borough. The pedestrian crossings of the Route 208 ramps at Fair Lawn Avenue should be improved with additional lighting provided. Additional signage should also be considered at pedestrian crossings within Business Districts along with periodic enforcement of pedestrian crossing regulations.

Borough Council has approved a Traffic Calming Plan for Broadway in cooperation with BIC which includes the addition of bump-outs at key intersections (see Land Use Plan).

Complete Streets

The County of Bergen has begun a study of complete streets in the Central Bergen Region. The Borough should cooperate with the County regarding the possible inclusion of some Borough roads into the Complete Streets Program and establishment of recommendations.

Roadway Improvements

The most notable required roadway improvement is the Fair Lawn Avenue Bridge across the Passaic River. Since the bridge connects two municipalities and two counties, coordination and cooperation will be required to complete improvements which will satisfy all the agencies. The historic nature of the bridge further complicates the design and approval process.

The intersections which require improvements are on County roads and therefore require the cooperation of the County Engineering Department. The only intersection which is known to be in the queue for major improvements is the intersection of River Road and Maple Avenue. Although this intersection improvement has had delays, construction is anticipated within the next year.

The intersection of River Road and Morlot Avenue is problematic because of the offset of Morlot Avenue. Plans to improve this intersection, to eliminate the offset, involve a major land acquisition from the Van Riper-Ellis Baptist Church.

The intersection of Maple Avenue and Harristown Road experiences major delays during rush hour. Limited land as well as difficult geometry makes significant improvements unlikely in the near future.

The intersection of Berdan Avenue and Plaza Road experiences rush hour delays for left turns from Plaza Road onto the Route 208 ramp. A revision to the signal timing is proposed as part of the Landmark at Radburn Development proposal.

The intersection of Fair Lawn Avenue and Saddle River Road has recently been revised to prohibit right turns on red due to safety concerns. Additional improvements to allow opposing protected left turns from Saddle River Road have been requested of the County.

Additional intersections which experience delays but lack the property for significant improvements include Fair Lawn Avenue at Plaza Road, Fair Lawn Avenue at River Road and Berdan Avenue at River Road.

Additional improvements to streets within the Borough should include the installation of curbs along the north side of Wagaraw Road and additional traffic calming on major roadways.

As discussed in the Historic Preservation Plan Element, over the years, various modifications to Fair Lawn Avenue have impacted the Radburn historic district, often adversely. It is recommended that impacts to historic resources be reviewed as part of any transportation or infrastructure improvement project in the Borough.

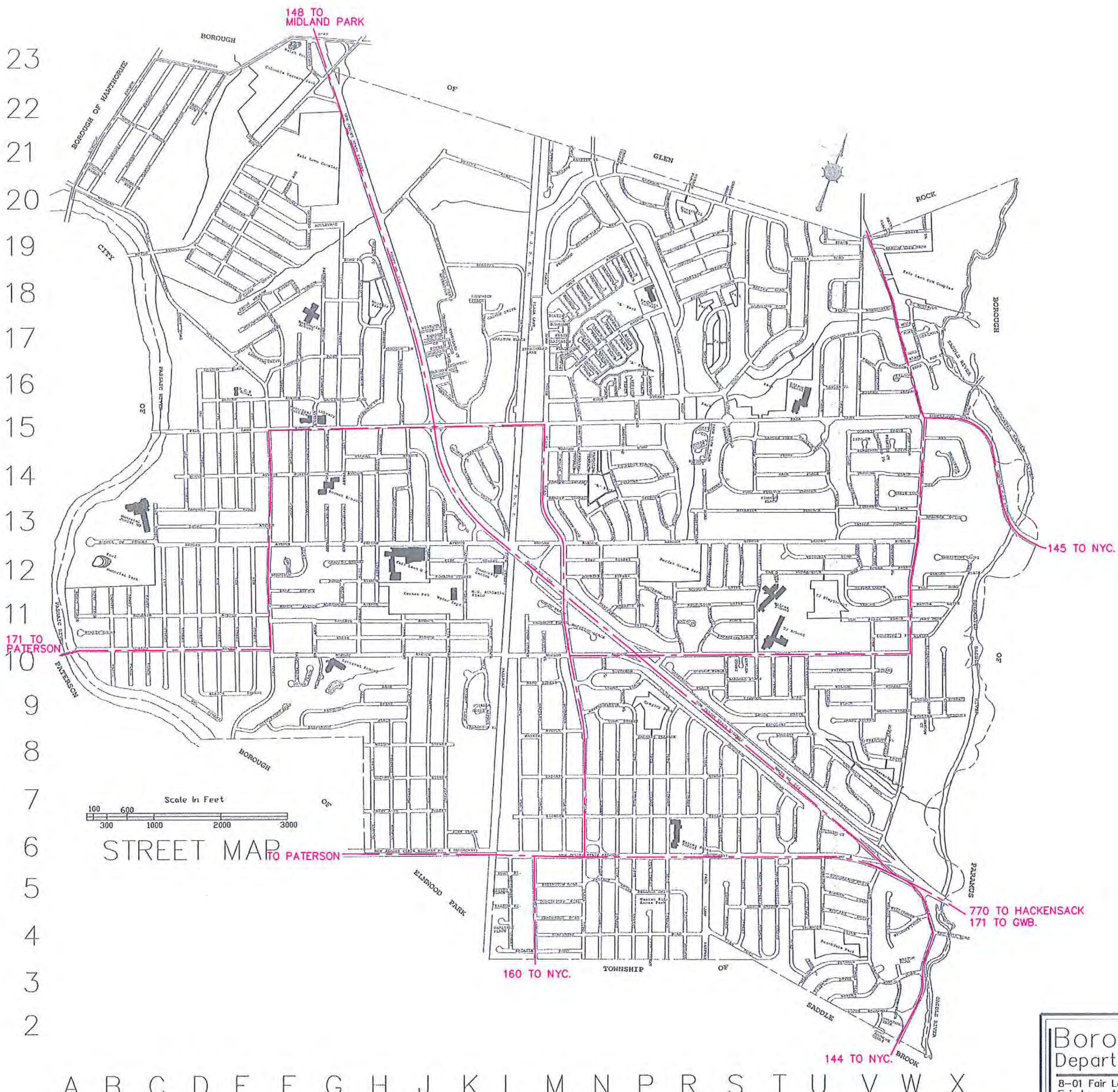
1st Street		C-10	C-13	East Amsterdam Avenue		T-4	Lafayette Place		S-10	Saddle River Road	W-2 V-20
2nd Street		C-9	C-14	Eastern Drive		K-13	Lake Street		E-19	Saint Anne Street	J-6
3rd Street		D-9	D-14	Ebenfin Drive		H-17	Lakeside Avenue		D-22	Sampson Road	R-13
4th Street		D-9	D-14	Edison Court		H-19	Lambert Road		D-13	Sandford Road	N-13 N-15
5th Street		E-9	E-14	Edward Street		F-13	Lansing Drive		F-12	Sandow Court	W-9
6th Street		E-9	E-14	Elaine Terrace		W-10	Landzettel Way		W-17	Schweld Court	K-16
11th Street			G-15	Elden Place		R-4	Langan Court		J-17	Scialfa Court	K-9
12th Street			G-10	Elizabeth Street		W-9	Legion Place		D-16	Scribner Road	N-13
16th Street			H-10	Ellington Road		M-5	Lenox Drive		T-8	Sheffield Terrace	S-15
17th Street			J-9	Elliott Terrace		G-18	Leonard Terrace		U-7	Sheridan Place	N-14
20th Street		K-11	K-13	Ellis Avenue		J-19	Leslie Place		U-16	Sherman Place	P-14
22nd Street			L-10	Elm Avenue Ramp		F-23	Lexington Street		H-13	Simmons Place	S-13
26th Street		N-4	N-6	Elmary Place		H-16	Lincoln Avenue		A-21	Smith Avenue	D-22
27th Street		N-4	N-6	Elmwood Place		H-16	Linden Lane		T-7	South Broadway	V-2
28th Street		N-4	N-6	Emerson Drive		H-17	Lindsay Road		T-8	Southern Drive	N-9 T-7
29th Street		P-4	P-6	Erb Road		W-11	Linwood Road		S-9	Spinner Road	R-14
30th Street		P-4	P-6	Essex Place		B-10	Long Road		G-10	Split Rock Road	S-17
31st Street			R-7	Estler Court		S-10	Loretto Avenue		D-22	Station Terrace	T-13
32nd Street			R-6	Eugene Street		T-9	Lori Lane		F-9	Stewart Place	R-13
33rd Street			R-6	Everett Terrace		G-16	Lowe Avenue		K-14	Strathmore Terrace	V-2
34th Street		S-4	S-6	Exeter Place		K-5	Lucena Drive		U-16	Summit Avenue	J-6
35th Street			S-6				Lyla Terrace		V-13	Sumner Place	P-13
36th Street			T-6	Fair Lawn Avenue		C-15 W-15	Lynnrett Avenue		H-8	Sunderland Drive	U-5
37th Street			T-6	Fair Lawn Parkway		R-4	Lyons Avenue		D-13	Sunnyside Drive	P-14
				Fairclough Place		J-12				Susan Place	F-9
Abbott Road			M-15	Fairhaven Place		G-6	Macelyne Place		M-10	Sycamore Drive	U-4
Abbott Road North			M-16	Fairmount Place		L-11	Madison Terrace		P-11		
Aberdeen Place			M-17	Fayette Place		M-21	Mahoney Court		J-16	Tanis Place	V-14
Ackerman Drive			V-15	Fern Street		F-20	Malcolm Terrace		R-12	Taylor Road	V-13
Addison Place			N-16	Fernwood Drive		M-19	Mallone Drive		X-13	Terhune Place	V-14
Albert Avenue			B-21	Ferry Heights		T-14	Mandon Place		T-16	Tierney Place	V-13
Alden Terrace			P-17	Finn Terrace		V-15	Manor Avenue		F-11	Townley Road	M-14
Alexander Avenue			G-11	Flicker Avenue		H-14	Mansfield Drive		P-10	Tryon Place	N-10
Allen Place			H-17	Ford Place		K-5	Maple Avenue	G-19	G-23	Tumbridge Road	U-4
Allwood Place			V-9	Forest Street		E-19	Margaret Court		V-6		
Alyson Street			E-9	Fox Court		X-16	Marie Court		V-13	Underwood Place	V-12
Andover Place			P-16	Franciscan Way		N-20	Marshall Road		R-12	Urdon Street	X-9
Andrew Place			J-11	Fulton Place		M-19	Marson Place		N-11	Upton Place	U-12
Angelo Terrace			U-18				Mabula Drive		W-11	Urban Place	N-9
Arcadia Road			M-3	Garden View Terrace		T-15	Maxwell Place		S-12	Utica Terrace	V-12
Ardmore Court			V-2	Gardner Road		G-16	Mayfair Terrace		P-11		
Arlington Place			N-17	Garfield Place		R-9	Maynard Place		M-11	Van Daten Avenue	V-12
Arnold Street			G-14	Garrison Terrace		R-18	Maywood Court		R-11	Van Riper Place	V-11
Arnot Place			A-11	Garvey Place		U-19	Mcclide Avenue		J-20	Van Saun Place	S-10
Ashburn Place			M-16	Garwood Road		T-20	McKinley Street		R-9	Varone Drive	V-11
Audubon Place			N-16	Geelmar Road	F-13	R-19	Meadowview Terrace		W-19	Velle Place	T-11
Avenue Of Heroes			B-13	Geldge Street		F-16	Melvin Place		P-11	Vernon Place	N-9
				Gibson Place		R-20	Mercer Street		T-4	Victoria Road	U-12
Backus Road			G-18	Gieger Place		X-12	Merritt Place		N-11	Virginia Drive	U-6
Ballard Place			N-18	Glenfair Road		T-19	Midland Avenue		L-4	Vivian Court	V-11
Bancroft Place			N-17	Godwin Avenue		P-19	Mitchell Place		N-11	Vogel Terrace	F-12
Banta Place			L-7	Goldblatt Terrace		W-16	Monroe Street		V-9		
Barbara Place			S-9	Gordon Place		R-9	Moriet Avenue	A-10	W-10	Wagataw Road	C-19
Barry Place			N-19	Grant Street		V-8	Moss Road		W-17	Walsh Place	G-11
Bedford Place			M-18	Greenwood Drive		P-19	Myrtle Avenue		F-20	Walton Road	V-3
Beekman Place			M-18	Gregory Road		S-20				Ward Street	L-9
Belair Avenue		A-11	K-11	Greydanus Place		P-19	N.J.Highway Rt. 4	V-5	W-5	Warren Road	N-14
Benton Avenue		A-12	V-12	Grover Terrace		N-21	N.J.Highway Rt. 208	V-6	G-23	Watkins Avenue	M-8
Bergen Avenue			F-16	Grunauer Place		M-7	Naugle Drive		W-19	Waverly Avenue	N-9
Berkeley Place			N-17	Grunstra Place		R-19	Nevins Road		K-20	Wayne Road	U-2
Berkshire Road			N-4	Gurney Terrace		P-20	Newton Place		R-11	Weber Place	D-18
Bernard Court			R-15				Nicholson Drive		S-11	Weil Drive	R-16
Berwyn Place			M-21	Hale Place		T-14	Norma Avenue		G-12	Wenonah Drive	U-4
Beverly Court			R-15	Halsey Road		S-18	Northern Drive		V-7	West Amsterdam Avenue	S-4
Blue Hill Avenue			V-4	Halstead Terrace		S-18	Norwood Drive		R-11	Western Drive	J-13
Bolton Place			M-17	Hamilton Road		S-18	Nottingham Road		M-20	Westmoreland Avenue	F-18
Boyd Avenue			K-9	Hamlin Court		A-11				Westwood Drive	U-3
Brearly Crescent			M-16	Harlow Crescent		T-19	Oak Street		E-18	Whitehall Street	L-4
Brennan Court			W-9	Harris Place		T-17	Ontario Avenue		F-19	Wilcox Place	V-4
Brighton Place			M-17	Harrison Drive		F-12	Orchard Street		H-13	Wilkins Court	V-15
Bristol Place			N-18	Hartstown Road		F-23	Overlook Place		V-2	Williams Street	X-8
Broadway		H-5	V-5	Hartley Place		L-6	Owen Avenue		M-18	Williamson Place	V-4
Brookside Avenue			V-7	Hastings Court		J-16				Willow Street	J-6
Bryant Place			K-9	Hazel Place		F-10	Park Avenue		F-11	Wilson Street	V-9
Bryson Road			J-13	Hedman Place		S-14	Park View Place		R-15	Windsor Road	V-3
Burbank Street		H-12	H-15	Heights Avenue		B-22	Parmelee Avenue		F-16	Window Terrace	U-3
Burke Place			K-10	Hemlock Avenue		E-21	Paterson Street	V-9	U-9	Wyckoff Terrace	W-4
Burlington Place			M-17	Henderson Boulevard		F-20	Patrick Drive		P-4	Wymen Court	U-3
Burnham Place			M-17	Henrietta Court	N-18	W-14	Pattington Drive		V-8		
Butch Place			A-11	Herold Drive		W-19	Pershing Street		V-10	Yale Place	T-3
				Heywood Avenue		R-18	Philip Street	S-9	S-12	Yerger Road	T-4
Cadmus Place			K-11	High Street		U-17	Pickett Place		V-8	York Street	N-8
Calabrese Place			K-9	Hilary Street		T-18	Pine Avenue		R-4	Yost Place	T-4
Calyra Drive			K-18	Hillside Terrace		T-13	Plaza Lane		L-17		
Cambridge Road			M-4	Hirschblau Lane		L-17	Plaza Road	M-4	M-15	Zachary Terrace	P-8
Camp Court			F-10	Holbrook Court		J-18	Plaza Road North	M-15	N-20	Zirk Place	K-6
Campbell Road			F-17	Hopper Avenue		F-14	Plymouth Drive		G-9	Zito Court	V-15
Canger Place			B-10	Howard Avenue		N-17	Pollit Drive		K-16		
Carlisle Place			K-4	Hunter Place		S-17	Pomona Avenue		C-21		
Carlton Place			K-17				Prescott Place		V-8		
Carol Place			L-11	Ivy Lane		H-9	Prospect Avenue		V-16		
Cedar Street		E-18	E-19								
Central Avenue			D-18	Jasper Road		U-19	Radburn Road	N-21	P-16		
Century Rd. Ext.			X-14	Joan Terrace		W-10	Ramapo Terrace		M-14		
Chadwick Place			K-18	Jerome Place		U-14	Ramsey Terrace		M-13		
Chandler Drive			K-16	John Street		V-9	Randolph Terrace		M-14		
Charles Street			G-12	Jordan Road		T-17	Range Road		C-17		
Chester Street			F-19				Raphael Street	L-7	S-7		
Chittenden Road			E-8	Karl Street		T-9	Raymond Street		E-16		
Chris Court			R-15	Katherine Avenue		B-19	Reading Terrace		M-14		
Christie Place			L-10	Kearns Place		V-16	Red Mill Road		V-4		
Christine Court			X-12	Keith Place		W-19	Remington Road		M-13		
Columbia Street			J-7	Kenneth Avenue	K-12	H-6	Richard Street		F-17		
Columbus Avenue			A-21	Kershner Place		U-18	River Road	E-18	D-19		
Cornerford Place			V-15	Kilada Court		V-16	Riverview Street	K-12	P-12		
Cosgrove Court			W-17	Kingsford Court		K-17	Romana Drive		U-4		
Craig Road			N-15	Kipp Street		M-12	Roosevelt Place		G-13		
Creek Court			D-18	Knott Terrace		V-16	Rosalie Street		P-8		
Cross Meadow			E-17	Koenig Court		J-17	Rose Place		H-13		
Cyril Avenue			G-6	Kossuth Place		F-18	Rosewood Street		F-13		
				Kramer Place		V-17	Roskin Road		N-13		
Dalton Place			K-5	Krissmer Place		V-16	Rutgers Terrace		N-13		
D'Auria Drive			V-15	Kulkan Terrace		V-16	Ryan Road		S-3		
De Bruin Drive			W-18				Ryder Road		M-13		
Dewey Place			B-10				Rys Terrace		W-14		
Dobrin Court			U-6								
Dorchester Road			M-4								
Dunolly Street			T-8								
Dunkerhook Road			X-15								

BICYCLE ROUTE MAP

Borough of Fair Lawn
Department of Engineering
8-01 Fair Lawn Avenue
Fair Lawn, New Jersey 07410
Telephone No. (201) 794-5300

Kenneth R. Garrison, P.E.
Borough Engineer
N. J. License No. 37878

Date: June 27, 2013



1st Street	C-10	C-13
2nd Street	C-9	C-14
3rd Street	D-9	D-14
4th Street	D-9	D-14
5th Street	E-9	E-14
6th Street	E-9	E-14
11th Street		G-15
12th Street		G-10
15th Street		H-10
17th Street		J-6
20th Street	K-11	K-13
22nd Street		L-10
26th Street	N-4	N-6
27th Street	N-4	N-6
28th Street	N-4	N-6
29th Street	P-4	P-6
30th Street	P-4	P-6
31st Street		R-7
32nd Street		R-6
33rd Street		R-6
34th Street	S-4	S-6
35th Street		S-6
36th Street		T-6
37th Street		T-6
Abbott Road		M-15
Abbott Road North		M-16
Aberdeen Place		M-17
Ackerman Drive		V-15
Addison Place		N-16
Albert Avenue		B-21
Alden Terrace		P-17
Alexander Avenue		G-11
Allen Place		N-17
Alwood Place		V-8
Alyson Street		E-9
Andover Place		P-16
Andrew Place		J-14
Angelo Terrace		U-18
Arcadia Road		M-3
Ardmore Court		V-2
Arlington Place		N-17
Arnold Street		G-14
Arnot Place		A-11
Ashburn Place		M-16
Audubon Place		N-16
Avenue Of Heroes		B-13
Backus Road		G-18
Ballard Place		N-18
Bancroft Place		N-17
Banta Place		L-7
Barbara Place		S-9
Barry Place		N-19
Bedford Place		M-18
Beekman Place		M-18
Bellair Avenue	A-11	K-11
Berdan Avenue	A-12	V-12
Bergen Avenue		F-16
Berkeley Place		N-17
Berkshire Road		N-4
Bernard Court		R-15
Berwyn Place		M-21
Beverly Court		R-15
Blue Hill Avenue		V-4
Bolton Place		M-17
Boyd Avenue		K-9
Bready Crescent		M-16
Brennan Court		W-9
Brighton Place		M-17
Bristol Place		N-18
Broadway	H-5	V-5
Brookside Avenue		V-7
Bryant Place		K-9
Bryson Road		J-13
Burbank Street	H-12	H-15
Burke Place		K-10
Burlington Place		M-17
Burnham Place		M-17
Bush Place		A-11
Cadmus Place		K-11
Calabrese Place		K-9
Calyne Drive		K-18
Cambridge Road		M-4
Camp Court		F-10
Campbell Road		F-17
Canger Place		B-10
Carlisle Place		K-4
Carlton Place		K-17
Carol Place		L-11
Cedar Street	E-18	E-19
Central Avenue		D-18
Century Rd. Ext.		X-14
Chadwick Place		K-18
Chandler Drive		K-16
Charles Street		G-12
Chester Street		F-19
Chittenden Road		E-8
Chris Court		R-15
Christie Place		L-10
Christine Court		X-12
Columbia Street		J-7
Columbus Avenue		A-21
Comerford Place		V-15
Cosgrove Court		W-17
Craig Road		N-15
Creek Court		D-18
Cross Meadow		E-17
Cyril Avenue		G-6
Dalton Place		K-5
D'Auria Drive		V-15
De Bruin Drive		W-18
Dewey Place		B-10
Dobrin Court		U-6
Dorchester Road		M-4
Dorothy Street		T-8
Dunkerhook Road		X-15
East Amsterdam Avenue		T-4
Eastern Drive		K-13
Eberlin Drive		H-17
Edison Court		H-19
Edward Street		F-13
Elaine Terrace		W-10
Elden Place		R-4
Elizabeth Street		W-9
Elkington Road		M-5
Elliott Terrace		G-18
Ellis Avenue		J-10
Elm Avenue Ramp		F-23
Elmary Place		H-16
Elmwood Place		H-16
Emerson Drive		H-17
Erli Road		W-11
Essex Place		B-10
Ester Court		S-10
Eugene Street		T-9
Everett Terrace		G-16
Exeter Place		K-5
Fair Lawn Avenue	C-15	W-15
Fair Lawn Parkway		R-4
Fairclough Place		J-12
Fairhaven Place		G-8
Fairmount Place		L-11
Fayette Place		M-21
Fern Street		F-20
Fernwood Drive		M-19
Ferry Heights		T-14
Finn Terrace		V-15
Floral Avenue		H-14
Ford Place		K-5
Forest Street		E-19
Fox Court		X-16
Franciscan Way		N-20
Fulton Place		M-19
Garden View Terrace		T-15
Gardiner Road		G-16
Garfield Place		R-9
Garrison Terrace		R-18
Garvey Place		U-19
Garwood Road		T-20
Gentner Road	F-13	R-19
George Street		F-16
Gibson Place		R-20
Gieger Place		X-12
Glenfair Road		T-19
Godwin Avenue		P-18
Goldblatt Terrace		W-16
Gordon Place		R-9
Grant Street		V-8
Greenwood Drive		P-19
Gregory Road		S-20
Greydanus Place		P-19
Grover Terrace		N-21
Grunauer Place		M-7
Grunstra Place		R-10
Gurney Terrace		P-20
Hale Place		T-14
Halsey Road		S-18
Halstead Terrace		S-18
Hamilton Road		S-18
Hamlin Court		A-11
Harlow Crescent		T-19
Harris Place		T-17
Harrison Drive		F-12
Harristown Road		F-23
Hartley Place		L-6
Hastings Court		J-16
Hazel Place		F-10
Hedman Place		S-11
Heights Avenue		B-22
Hemlock Avenue		E-21
Henderson Boulevard		F-20
Henrietta Court	N-16	W-14
Herold Drive		W-19
Heywood Avenue		R-18
High Street		U-17
Hillery Street		T-18
Hillside Terrace		T-13
Hirschklau Lane		L-17
Holtsma Court		J-18
Hopper Avenue		F-14
Howard Avenue		N-17
Hunter Place		S-17
Ivy Lane		H-9
Jasper Road		U-19
Jean Terrace		W-10
Jerome Place		U-14
John Street		V-9
Jordan Road		T-17
Karl Street		T-9
Katherine Avenue		B-19
Kearns Place		V-18
Keith Place		W-19
Kenneth Avenue	K-12	H-8
Kershner Place		U-18
Kilada Court		V-16
Kingsland Court		K-17
Kipp Street		M-12
Knott Terrace		V-16
Koenig Court		J-17
Kossuth Place		F-18
Kramer Place		V-17
Kriesmer Place		V-16
Kulken Terrace		V-16
Lafayette Place		S-10
Lake Street		E-19
Lakeside Avenue		D-22
Lambert Road		D-13
Lanning Drive		F-17
Landzettel Way		W-17
Langan Court		J-17
Legion Place		D-16
Lenox Drive		T-8
Leonard Terrace		U-7
Leslie Place		U-16
Lexington Street		H-13
Lincoln Avenue		A-21
Linden Lane		T-7
Lindsay Road		T-8
Linwood Road		S-9
Long Road		G-19
Loretto Avenue		B-22
Lori Lane		F-9
Lowe Avenue		K-14
Lucena Drive		U-16
Lyle Terrace		V-13
Lyncrest Avenue		H-6
Lyons Avenue		D-13
Madelyne Place		M-10
Madison Terrace		P-11
Mahoney Court		J-16
Malcolm Terrace		R-12
Maltese Drive		X-13
Mandon Place		T-16
Manor Avenue		F-11
Mansfield Drive		P-10
Maple Avenue	G-19	G-23
Margaret Court		V-6
Marie Court		V-13
Marshall Road		R-12
Mason Place		N-11
Matule Drive		W-11
Maxwell Place		S-12
Mayfair Terrace		P-11
Maynard Place		M-11
Maywood Court		R-11
Mcbride Avenue		J-20
McKinley Street		R-9
Meadowview Terrace		W-19
Melvin Place		P-11
Merrow Street		T-4
Merritt Place		N-11
Midland Avenue		L-4
Mitchell Place		N-11
Monroe Street		V-9
Morlot Avenue	A-10	W-10
Moss Road		W-17
Myrtle Avenue		F-20
N.J.Highway Rt. 4	V-5	W-5
N.J.Highway Rt. 208	V-6	G-23
Naugle Drive		W-19
Nevins Road		K-20
Newton Place		R-11
Nicholson Drive		S-11
Norma Avenue		G-12
Northern Drive		V-7
Norwood Drive		R-11
Nottingham Road		M-20
Oak Street		E-18
Ontario Avenue		F-19
Orchard Street		H-13
Overlook Place		V-2
Owen Avenue		M-18
Park Avenue		F-11
Park View Place		R-15
Parmelee Avenue		F-16
Paterson Street	V-9	U-9
Pollack Drive		P-4
Pellington Drive		V-8
Pershing Street		V-10
Philip Street	S-9	S-12
Pickett Place		V-8
Pine Avenue		R-4
Plaza Lane		L-17
Plaza Road	M-4	M-15
Plaza Road North	M-15	N-20
Plymouth Drive		G-9
Pollitt Drive		K-16
Pomona Avenue		C-21
Prescott Place		V-8
Prospect Avenue		V-16
Radburn Road	N-21	P-16
Ramapo Terrace		M-14
Ramsey Terrace		M-13
Randolph Terrace		M-14
Range Road		C-17
Raphael Street	L-7	S-7
Raymond Street		E-16
Reading Terrace		M-14
Red Mill Road		W-4
Remington Road		M-13
Richard Street		F-17
River Road	E-18	D-19
Romaine Street	K-12	P-12
Romana Drive		U-4
Roosevelt Place		G-13
Rosalie Street		P-8
Rose Place		H-13
Rosewood Street		F-13
Ruskin Road		N-13
Rutgers Terrace		N-13
Ryan Road		S-3
Ryder Road		M-13
Rys Terrace		W-14
Saddle River Road	W-2	V-20
Saint Anne Street		J-6
Sampson Road		R-13
Sandford Road	N-13	N-15
Sandow Court		W-6
Schweid Court		K-16
Sciallo Court		K-9
Scribner Road		N-13
Sheffield Terrace		S-15
Sheridan Place		N-14
Sherman Place		P-14
Simmons Place		S-13
Smith Avenue		D-22
South Broadway		V-2
Southern Drive	N-9	T-7
Sperber Road		R-14
Split Rock Road		S-17
Stelton Terrace		T-13
Stewart Place		R-13
Strathmore Terrace		V-2
Summit Avenue		J-6
Sumner Place		P-13
Sunderland Drive		U-5
Sunnyside Drive		P-14
Susan Place		F-9
Sycamore Drive		U-4
Tanis Place		V-14
Taylor Road		V-13
Terhune Place		V-14
Tierney Place		V-13
Townley Road		M-14
Tryon Place		N-10
Tunbridge Road		U-4
Underwood Place		V-12
Union Street		X-9
Upton Place		U-12
Urban Place		N-9
Utica Terrace		V-12
Van Duren Avenue		V-12
Van Riper Place		V-11
Van Saun Place		S-10
Vanore Drive		V-11
Velle Place		T-11
Vernon Place		N-9
Victoria Road		U-12
Virginia Drive		U-6
Vivian Court		V-11
Vogel Terrace		F-12
Wagaraw Road		C-19
Walsh Place		G-11
Walton Road		V-3
Ward Street		L-9
Warren Road		N-14
Watkins Avenue		M-8
Waverly Avenue		N-9
Wayne Road		U-2
Weber Place		D-18
Well Drive		R-16
Wenonah Drive		U-4
West Amsterdam Avenue		S-4
Western Drive		J-13
Westmoreland Avenue		F-18
Westwood Drive		U-3
Whitehall Street		L-4
Wilcox Place		V-4
Wilkens Court		V-15
Williams Street		X-8
Williamson Place		V-4
Willow Street		J-8
Wilson Street		V-9
Windsor Road		V-3
Winslow Terrace		U-3
Wyckoff Terrace		W-4
Wyman Court		U-3
Yale Place		T-3
Yerger Road		T-4
York Street		N-8
Yost Place		T-4
Zachary Terrace		P-8
Zink Place		K-6
Zito Court		V-15

BUS ROUTES

Borough of Fair Lawn
Department of Engineering

8-01 Fair Lawn Avenue
Fair Lawn, New Jersey 07410
Telephone No. (201) 794-5300

Kenneth R. Garrison, P.E.
Borough Engineer
N. J. License No. 37878

Date: June 27, 2013

Relationship to Other Plans

The Municipal Land Use Law requires that the Master Plan include a specific policy statement indicating the relationship of the proposed development of the municipality, as developed in the master plan to (1) the master plans of contiguous municipalities, (2) the master plan of the county in which the municipality is located, (3) the State Development and Redevelopment Plan (SDRP) adopted pursuant to the "State Planning Act," sections 1 through 12 of P.L.1985, c.398 (C.52:18A-196 *et seq*.) and (4) the district solid waste management plan required pursuant to the provisions of the "Solid Waste Management Act," P.L.1970, c.39 (C.13:1E-1 *et seq*.) of the county in which the municipality is located. Consistency with the Solid Waste Management Act was discussed in the Recycling Plan Element, so this Element will focus upon the relationship of the Master Plan to the plans of contiguous municipalities, Bergen County and the SDRP.

Contiguous Municipalities

The Borough is surrounded by 6 municipalities including Paterson to the west, Saddle Brook and Elmwood Park to the south, Glen Rock and Hawthorne to the north and Paramus to the east (see Land Use Plan Map). Because the Borough is bordered to the east and west by rivers, it is somewhat disconnected from Paterson and Paramus. It is more significantly affected by land use planning in Elmwood Park, Saddle Brook, Hawthorne and Glen Rock.

1. **Hawthorne** shares a small portion of its northern border with Fair Lawn, along Lincoln Avenue between the Passaic Rover and Harristown Road. In Fair Lawn, Lincoln Avenue is zoned B-2, which is mirrored on the Hawthorne side.

   Per the 2011 Master Plan Reexamination Report and Land Use Plan Update, no zoning changes are proposed along the Fair Lawn border. The Lincoln Avenue corridor is proposed to remain Neighborhood Commercial (B-1), which is consistent with the B-2 zoning in Fair Lawn. Existing uses in the corridor on both sides of Lincoln Avenue are a mix of commercial and residential. Hawthorne's B-1 Zone permits local retail, personal services and residential uses limited to above the first floor.

2. **Glen Rock** shares a majority of Fair Lawn's northern border, along Harristown Road, across Route 208 and then north of the McBride Industrial Park, then across the Bergen County Line to north of Garwood Road, across Saddle River Road to the Saddle River.

   Glen Rock's 2002 Master Plan and 2008 Reexamination call for medium density residential use along most of the Fair Lawn border, which is consistent with the planning in Fair Lawn. Commercial uses are planned along Saddle River Road and Harristown Road, also consistent with Fair Lawn. There is a residential neighborhood in Glen Rock which abuts a portion of the McBride Industrial Park east of Nabisco. Zoning modifications on the Fair Lawn side are not recommended, however increases in required transition areas (buffers) are recommended.

3. **Saddle Brook** shares the eastern half of Fair Lawn's southern border. The 2004 Saddle Brook Master Plan designates most of the border for residential use (RA Zone), except for the existing Quick Check on North Midland Avenue and the Saddle River Park area which is designated Park. The standards of the RA Zone are consistent with Fair Lawn's abutting R-1-3 Zone.

4. **Elmwood Park** shares the western half of Fair Lawn's southern border along Broadway and the Bergen County Line. The Broadway section of Elmwood Park is also part of the Broadway Special Improvement District. Elmwood Park's 1977 Master Plan was reexamined in 1998 and 2004.

   The 1977 Land Use Plan designates the area along Willow Street and also along the Bergen County Line abutting Fair Lawn as single-family residential, which is compatible with the single-family residential land use in Fair Lawn. Along Broadway, Commercial land uses are planned, which, again, is compatible with the B-2 and I-2 Zones in Fair Lawn.

5. Although Fair Lawn is separated from **Paterson** by the Passaic River, there are four roadway crossings between the two municipalities including Maple, Fair Lawn and Morlot Avenues and Broadway.

   Paterson is in the process of updating its Master Plan; the current plan was adopted in 2006. A Transit Oriented Development was adopted for Ward Street, on the east side of Paterson. Zones abutting Fair Lawn include the 1-2 Heavy Industrial Zone, which abuts the I-2 Zone in Fair Lawn. Paterson's R-4 High Density Residential Zone abuts the planned Public and Open Space Zone (Memorial Middle School and Park) in Fair Lawn. The southern border is zoned B-3 in Paterson, which permits general retail and limited residential uses. The area across the River in Fair Lawn is zoned R-1-1, single-family residential. These two zones are spaced far enough apart so that there is little to no conflict other than traffic which uses the Morlot Avenue bridge.

6. Although **Paramus** shares the entirety of Fair Lawn's eastern border, the two are effectively cut off from one another by the Saddle River and Saddle River County Park. The only roadway access between the two is via Route 208.

   The 2006 Paramus Master Plan designates the Fair Lawn border land for Conservation / Recreation (Saddle River County Park), as well as low density residential and several small office and business parcels. This planning is consistent with that of Fair Lawn, which proposes Public and Open Space (Saddle River County Park) and low density residential.

Bergen County Master Plan

The Land Use Element of the Bergen County Comprehensive Plan has not been substantially revised since 1971. The goals of the 1971 plan were to direct future land use development toward the achievement of a system of related centers of development that would optimized development of the remaining open lands In the County. New development is to be directed to regional centers (e.g., Hackensack) and sub-regional centers (e.g., Ridgewood, Bergenfield). The plan discourages the continuation of "spread patterns" of development on vacant lands and along highways.

The Bergen County Areawide Development Guide, developed from the Land Use Plan, categorizes Fair Lawn into two residential densities. East of Saddle River Road the Borough is classified as "low density residential" (0-4 housing units per acre), while the remainder of the Borough Is classified as "medium density residential" (5-20 housing units per acre). The Industrial area adjacent to Route 208 is classified as a ''major employment center." The Borough has developed generally in line with those densities.

The County did prepare a 2011 Vision Plan, which is primarily a transportation planning study. There are no specific recommendations relative to Fair Lawn in the document.

State Planning Act

Under the State Planning Act of 1985 (N.J.S.A. 52:18A-196 *et seq*.), the State Planning Commission (SPC) is required to prepare and adopt a State Development and Redevelopment Plan (SDRP), which it did in 1992. The SDRP is required to be reexamined every three years; the last amendment occurred in 2001. The reexamination process began in 2004, including the release of a series of Preliminary Plan Policy Maps depicting areas of proposed changes to State Planning Areas and a draft final SDRP, however the "cross-acceptance" process languished due to significant disagreements that remained unresolved.

The Office of Planning Advocacy (OPA) staff under the current Administration conducted a series of stakeholder meetings with negotiating entities, municipalities, interested persons as well as members of the regulated community in an attempt to finish the reexamination process and gain more consensus. The OPA found that much of the conflict that arose from the SDRP was State Agency (i.e., NJDEP) use of the State Plan Policy Map as a land use regulation tool, which was often in conflict with the goals of municipalities and other

State Agencies (i.e., COAH). Consequent to the stakeholder meetings, the draft final SDRP was replaced with the "Final Draft State Strategic Plan: New Jersey's State Development and Redevelopment Plan" (State Strategic Plan). The new plan is only 41 pages long (compared to the adopted 2001 SDRP which is 350+ pages long). The Plan was the subject of a number of public hearings in 2012; however adoption was postponed after Super Storm Sandy in October 2012 so planning issues related to storm vulnerability could be examined. The Plan still has not been adopted.

The Plan has a marketing tone to help promote economic development in New Jersey by highlighting positive attributes. It is intended to correct a "broken State planning framework" and "unintended consequences."(Page 18). Goals include:

- Enhance opportunities for attraction and growth of industries of statewide and regional importance.
- Guide and inform regional planning so that each region of the State can experience appropriate growth according to the desires and assets of that region.
- Ensure that strategies for growth include preservation of the State's critical natural, agricultural, scenic, recreation, and historic resources, recognizing the role they play in sustaining and improving the quality of life for New Jersey residents and attracting economic growth.
- Tactical Alignment of Government: Enable effective resource allocation, coordination, cooperation and communication among those who play a role in meeting the mission of this plan.

To address the statutory requirement of the State Planning Act to "identify areas for growth," a criteria-based identification of areas for growth investment was created. The plan calls for "Priority Growth Investment Areas" to be supported at all levels of government and that, where appropriate, government should consider ways to remove barriers for suitable private and public investment.(Page 26)

Areas for limited growth and open space conservation will also be identified based on local plans, as well as potential "Regional Innovation Clusters," meaning areas designated by the SPC that include an interrelated assemblage of firms of statewide and regional significance along with suppliers, trade associations, and education institutions. The State will categorize all lands into one of the categories. It appears that municipalities may be given the opportunity to object to classifications. According to OPA, a new map will not be created.

The SPC will repeal the State Plan Policy Map. State agencies with land use or investment decision authority will adapt their rules to the new Priority Areas. Plan Endorsement, Centers Designation for new centers, Planning Areas and Critical Environmental Sites are to be eliminated.

The Borough is currently located in Planning Area 1, which means it will be in the Priority Growth Investment Area of the State Strategic Plan. This should make the Borough eligible for State priority investments. Population and employment densities are not specified, so there should not be any requirement to zone for higher density or to plan for a different mix of uses in order to receive State funding for projects.

Under the current adopted 2001 SDRP, Planning Area 1 is planned for development and revitalization on environmentally suitable lands, which is consistent with the Borough's Master Plan.

Historic Preservation Plan Element

The Historic Preservation Plan, as outlined by the Municipal Land Use Law, indicates the location and significance of historic sites and districts in Fair Lawn Borough. The Plan also identifies the standards used to assess worthiness for historic sites or district designations, and analyzes the impact of each Element of the Master Plan on the preservation of historic sites and districts.

Historically Significant Sites & Districts

Historically Significant Sites and Districts generally meet one or more of the following criteria:

1. Character, interest or value as part of the development, heritage or cultural characteristics of the municipality, State or Nation.
2. Identification with a person or persons who significantly enriched the municipality, State or Nation.
3. Site of an historic event which had significant effect on the development of the municipality, State or Nation.
4. Embodiment of distinguishing characteristics of a type, period or method of construction, architecture or engineering.
5. Identification with the work of a builder, designer, artist, architect or landscape architect whose work has influenced the development of the municipality, State or Nation.
6. Embodiment of elements of design, detail, material or craftsmanship that render an improvement architecturally significant or structurally innovative.
7. Unique location or singular physical characteristics that make a district or site an established or familiar visual feature.
8. Likely to yield information important in prehistory or history.

Historically Significant Sites and Districts in the Borough of Fair Lawn are listed in Table HP-1 in the Appendix of this Element, and the sites are mapped on the Historic Preservation Plan. The list includes The Radburn Historic District, which is listed on the National Register of Historic Places (NR) as well as the State Register of Historic Places (SR). The Radburn community is also a designated National Historic Landmark (NHL). Also on the list are sites individually listed on the State and National Registers of Historic Places, sites which have received State Historic Preservation Officer Opinions and Certifications of Eligibility (COE), important sites from the Bergen County Stone Houses Survey (BCSHS) and Bergen County Historic Sites Survey, as well as a resource included in the US Department of the Interior Thematic Nomination of Operating Passenger Railroad Stations in New Jersey.

In addition to the sites listed in Table HP-1, there are several additional sites in the Borough that are potentially historically significant. These sites are listed in Table HP-2: Potentially Historically Significant Sites Recommended for Further Study. Upon further study of the sites, they should be added to Table HP- 1 as appropriate.

A third table has been provided in the Appendix, Table HP-3: Previously Historically Significant Site – Now Demolished, which serves to commemorate former structures that were once historically significant, however are now gone.

Historical Properties Ordinance

The most common technique used by municipalities to protect historically significant structures is to nominate them to the State and/or National Registers, however the protection offered by these programs is limited to government sponsored projects, and protection does not extend to private individuals. A more effective and comprehensive tool for historic preservation is a municipal historic preservation ordinance.

Fair Lawn's historic landmark preservation ordinance was passed in 1974, and is codified in its current form in Chapter 120, Historical Properties. This ordinance establishes the Historic Preservation Commission. The Borough also created the separate position of Local

Historian in Chapter 16 when Council adopted Ordinance 1508-92 on July 28, 1992. Outside of these two entities is the Historic Sites Preservation Corporation which established and maintains the Cadmus House as the Borough Museum.

Within the ordinance is a 'declaration of public policy and responsibility,' which reads as follows:

1. The spirit and direction of the borough, state and nation are reflected in its historic past;
2. The historical and cultural foundations of the borough should be preserved as a living part of our community life and development in order to give a sense of orientation to its people;
3. In the face of ever-increasing urban development, the present governmental and nongovernmental historic preservation programs and activities are inadequate to ensure future generations of genuine opportunity to appreciate and enjoy the rich heritage of this borough; and
4. Although private agencies and individuals continue to play a vital role, it is nevertheless necessary and appropriate for the borough to begin a comprehensive preservation program.

To ensure the goal of fostering civic pride in the beautiful and noble accomplishments of the past, the Mayor and Council may:

- Designate local landmarks;
- Effect and accomplish the protection, enhancement and perpetuation of such improvements and districts which represent or reflect elements of the borough's cultural, social, economic, political and architectural history;
- Safeguard the borough's historic, aesthetic and cultural heritage, as embodied in such improvements and districts; and
- Promote the use of historic districts and landmarks for the education, pleasure and welfare of the citizens of this borough and its visitors.

Sites designated by Borough Council resolution as "Historically Significant" or by inclusion in the Historic Preservation Element of the Master Plan, are afforded a 12-month moratorium from the date of designation on the issuance of a building permit. Thus, the Planning Board and Board of Adjustment are enjoined from acting on any application affecting the site for the same 12-month period. The Borough Council resolution also triggers a recommendation to the New Jersey State Historic Preservation Officer (SHPO) that the site be included on the New Jersey State Register of Historic Sites. However, if the historic register application is denied by the State within the 12-month moratorium period, the moratorium on permit issuance and local board actions is suspended.

To more effectively promote the on-going protection of resources, they should be protected until de-designated by Borough Council, and not just for a 12-month period. In order to provide further protection, the ordinance could also be amended to permit the HPC to review any application or building permits related to historically significant structures to determine whether any adverse impacts would result. On-going protection would require the addition of:

1. Application and Review Procedures, clearly stating when the review of an application or issuance of a permit is subject to the review of the HPC, and setting forth the application procedure. The HPC should be allowed to review and make recommendations on Board applications involving historic sites as well as major building or demolition permits that do not require Board approval. In the case of demolition permits, a mechanism can be put into place to postpone demolitions for a specified time period so that all avenues of possible preservation have been explored. Postponements would also allow time for the potential preparation of Historic American Building Surveys to thoroughly document buildings before they are demolished.

2. Design Criteria and Guidelines to be used by the HPC in reviewing applications. Guidelines based on the National Trust for Historic Preservation are typically utilized.
3. Preventative maintenance standards for historic sites.
4. Enforcement procedures and fines and penalties for violations of the ordinance provisions may also be established.

The ongoing lack of (1) an ordinance more permanently designating sites and structures, (2) an effective referral and review process and (3) design criteria has resulted in significant damage to or total loss of many historic resources in Fair Lawn. All existing sites remain at risk of deterioration or demolition. All historic resources generally may benefit from effective protective mechanisms to assess and preserve their historic significance and historic fabric.

Historic Preservation Commission

The Historical Properties Ordinance created the Borough's Historic Preservation Commission (HPC), which was seated in 2006. The ordinance requires at least one member of each of the following classes:

1. Class A: a person who is knowledgeable in building design and construction or architectural history and who may reside outside the municipality; and
2. Class B: a person who is knowledgeable or with a demonstrated interest in local history and who may reside outside the municipality.

The HPC shall consist of nine regular members and may have not more than two alternate members. Of the regular members, a total of at least one less than a majority shall be of Classes A and B.

1. Those regular members who are not designated as Class A or B shall be designated as Class C. Class C members shall be citizens of the municipality who shall hold no other municipal office, position or employment except for membership on the Planning Board or Board of Adjustment.
2. Alternate members shall meet the qualifications of Class C members. The Mayor shall appoint all members of the Commission and shall designate at the time of appointment the regular members by class and the alternate members.
3. The terms of the members first appointed under this chapter shall be so determined that to the greatest practicable extent, the expiration of the terms shall be distributed, in the case of regular members, evenly over the first four years after their appointment and, in the case of alternate members, evenly over the first two years after their appointment, provided that the initial term of no regular member shall exceed four years and that the initial term of no alternate member shall exceed two years. Thereafter, the term of a regular member shall be four years; and the term of an alternate member shall be two years.
4. A vacancy occurring otherwise than by expiration of term shall be filled for the unexpired term only.

Recommendations

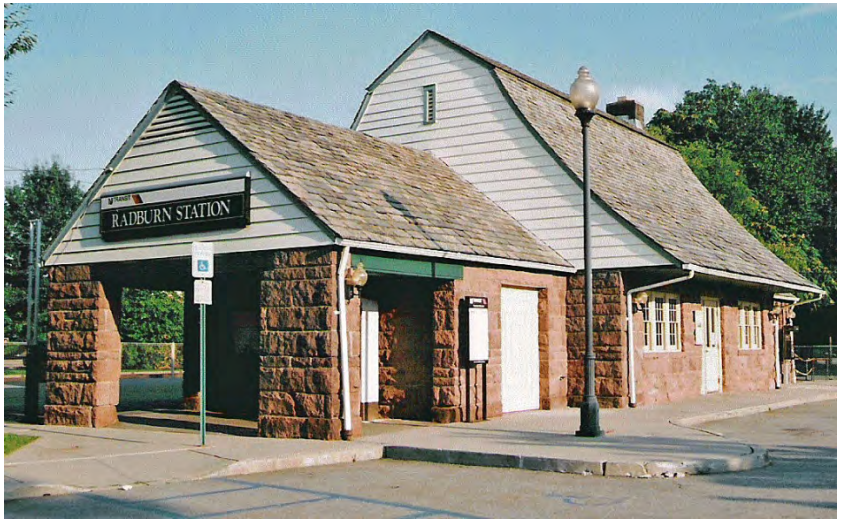
1. The historical properties ordinance should be updated to include a permanent designation process for local resources, application and review procedures, design criteria and guidelines, preventive maintenance standards for historic sites and enforcement procedures and fines and penalties for violations of the ordinance.
2. It is recommended that the Vander Plaat House (Jacob Vanderbeck, Jr. House) and 2.97-acre site be acquired (41-25 Dunkerhook Road (Block 1702, Lot 5)). This is also a short-term recommendation of the Borough's 2006 Open Space and Recreation Plan. This site is located adjacent to the Naugle House, which the Borough recently purchased, as well as Saddle River County Park.

3. Zoning in Radburn has not been modified to reflect the development patterns established at the inception of the Radburn planned community. Consequently, properties in Radburn remain non-conforming to the current zoning, resulting in a significant number of variance applications. In addition, the zoning does not serve to protect and sustain the character of Radburn. New zoning districts for the Radburn planned community should be created, with bulk standards crafted to be consistent with Radburn design concepts, such as the Radburn Plan and the Radburn Idea as implemented by Clarence Stein and Henry Wright. This should be prepared in coordination and cooperation with the Radburn Association.

4. Over the years, various modifications to Fair Lawn Avenue have impacted the Radburn historic district, often adversely. The north-south pedestrian bridge providing a safe pedestrian path across the avenue, in keeping with original Radburn pedestrian safety concepts, was demolished during a major widening and re-grading of the avenue. Further widening and other modifications have created a progressively more hostile and dangerous pedestrian environment, contrary to the historic intent of the Radburn design. It is recommended that impacts to historic resources be reviewed as part of any transportation or infrastructure improvement project in the Borough.

Impact of Other Master Plan Elements on Historic Preservation

An analysis of each plan element's impact on the preservation of historic sites and districts revealed that many of the Master Plan's overall and specific plan element goals and policies are sympathetic to historic preservation issues. There are no recommendations in the other Elements that would negatively affect historic sites in the Borough.



Radburn-Fair Lawn Railroad Station. ***Photo by: Laurence Koplik.***

Richard J. Berdan (The Dutch) House. ***Photo by: Laurence Koplik.***

Peter Garretson House. ***Photo by: Ron Lotterman.***

Naugle-Vanderbeck House. ***Source: HABS photo (1939).***

George Washington School Building. ***Photo by: Ron Lotterman.***

Jacob Vanderbeck, Jr. House. ***Photo by: Ron Lotterman.***

Indian Fishing Weir in Passaic River. ***Photo by: Tony DeCondo.***

G.V.H. Berdan House. ***Photo by: Laurence Koplik.***

Fair Lawn Avenue Bridge over Passaic River. ***Photo by: Ron Lotterman.***

Cadmus House. ***Photo by: Laurence Koplik.***

HISTORIC PRESERVATION PLAN APPENDIX

Table HP-1:

HISTORICALLY SIGNIFICANT SITES AND DISTRICTS - Borough of Fair Lawn

(KEY: SR: State Register of Historic Places; NR: National Register of Historic Places; NHL: National Historic Landmark; COE: Certification of Eligibility by the State Historic Preservation Officer [SHPO]; BCSHS: Bergen County Stone House Survey)

Privately Owned:

1. G.V.H. Berdan House
   12-19 River Road
   NR: 1/9/1983 (#83001466)
   SR: 10/3/1980 (#477)
   (#39 - Thematic Nomination of Early Stone Houses of Bergen County)
2. Richard J. Berdan House ("The Dutch House")
   24-07 Fair Lawn Avenue
   NR: 1/9/1983 (# 83001467)
   SR: 10/3/1980 (#478)
   (#41 - Thematic Nomination of Early Stone Houses of Bergen County)
3. Smokehouse
   14-03 Fair Lawn Avenue (on Berdan property)
4. Henry A. Hopper House Historic Archeological Site (28-Be-169)
   16-05 Fair Lawn Avenue
   SHPO Opinion: 2/10/1987 (#2943)
5. Radburn National Historic Landmark and Historic District
   Fair Lawn, Berdan and Prospect Avenues; Plaza and Radburn Roads
   NHL: 4/5/2005 (#482) See Appendix for Metes and Bounds description.
   NR: 4/16/1975 (#75001118)
   SR: 10/15/1974
   The Radburn Historic District is to the east of the Bergen County Rail Line and north of Route 208. The Radburn community has been long recognized world-wide as an outstanding example of community design and is one of the most significant National Historic Landmarks in the nation. Its influence reaches far beyond Fair Lawn due to its unique concepts and is widely mentioned in literature. In 1974 Radburn was designated a historic district on the New Jersey and National Registers. In 2005, Radburn was designated a National Historic Landmark District by the US Department of the Interior, National Park Service. Approximate boundaries are the Radburn Station of the Bergen County Line, Owen Avenue, Radburn Road, Fair Lawn Avenue, Sanford Road and Berdan Avenue. The Radburn Station is included in the Thematic Nomination of Operating Passenger Railroad Stations and is also listed separately on the NJ Register and the National Register and is also included in the National Historic Landmark designation. The Radburn Historic District may be characterized as an historic designed cultural landscape.
6. Jacob Vanderbeck, Jr. House (Vander Plaat House)
   41-25 Dunkerhook Road
   NR: 1/9/1983 (#83001566)
   SR: 10/3/1980 (#484)
   (#36 – Thematic Nomination of Early Stone Houses of Bergen County)
7. Peter Demarest House
   13-19 Fair Lawn Avenue
   BCSHS #218
   This site was noted as materially altered in the survey and therefore nomination to the National Register was not recommended.
8. Columbia Heights Community Church
   83 Heights Avenue

Publicly Owned:

9. Cadmus House
   19-21 Fair Lawn Avenue (14-01 Pollitt Drive)
   NR: 1/10/1983 (#83001479)
   SR: 10/3/1980 (#479)
   (#40 - Thematic Nomination of Early Stone Houses of Bergen County)
10. Erie Railroad Main Line Historic District
    Erie Railroad Right-of-Way westward from Hudson, Jersey City at Coles Street to undetermined extent
    SHPO Opinion: 2/20/2003 (#218)
    (Previous Opinion: 3/10/1999; Opinion of 3/6/2006 expands boundaries to include NJT Bergen County Line.)
    See Main Entry / Filed Location: Hudson County, Jersey City

11. Peter Garretson House (Farm and Forge)
    4-02 River Road
    NR: 11/19/1974 (#74001153)
    SR: 10/4/1974 (#480)
    (#38 – Thematic Nomination of Early Stone Houses of Bergen County)
    This is one of the oldest sites in Bergen County, and is owned by Bergen County and administered by volunteers of the Garretson Forge and Farm Restoration, Inc. The original tract of land extended from the Passaic to the Saddle River, and the house was built shortly after 1719.
12. Naugle-Vanderbeck House
    42-19 Dunkerhook Road
    NR: 1/10/1983 (# 83001536)
    SR: 10/3/1980 (#481)
    (#37 – Thematic Nomination of Early Stone Houses of Bergen County-Listed individually only, not part of Thematic listing.)
13. Radburn-Fair Lawn Railroad Station
    Pollitt Drive and Fair Lawn Avenue
    NR: 6/22/1984 (#84002580)
    SR: 3/17/1984 (#483)
    (Thematic Nomination of Operating Passenger Railroad Stations)
    NHL (Contributing Resource) 4/5/2005
14. George Washington School Building
    5-01 Bergen Avenue
    COE: 1/7/2004 (#4231)
15. Fair Lawn Avenue Bridge at Passaic River
    SHPO Opinion: 4/5/2005 (#4419)
    Example of a Pratt truss bridge
    Scheduled for replacement by County.
16. Indian Fish Weirs
    Passaic River, North and South of the Fair Lawn Avenue Bridge
    Bergen County Division of Cultural & Historic Affairs Recommendation
    Considered important as rare vestige of Indian life along the Passaic River, visible at water levels. The Fish Weir south of the Fair Lawn Avenue Bridge has more recently been identified.

Table HP-2:

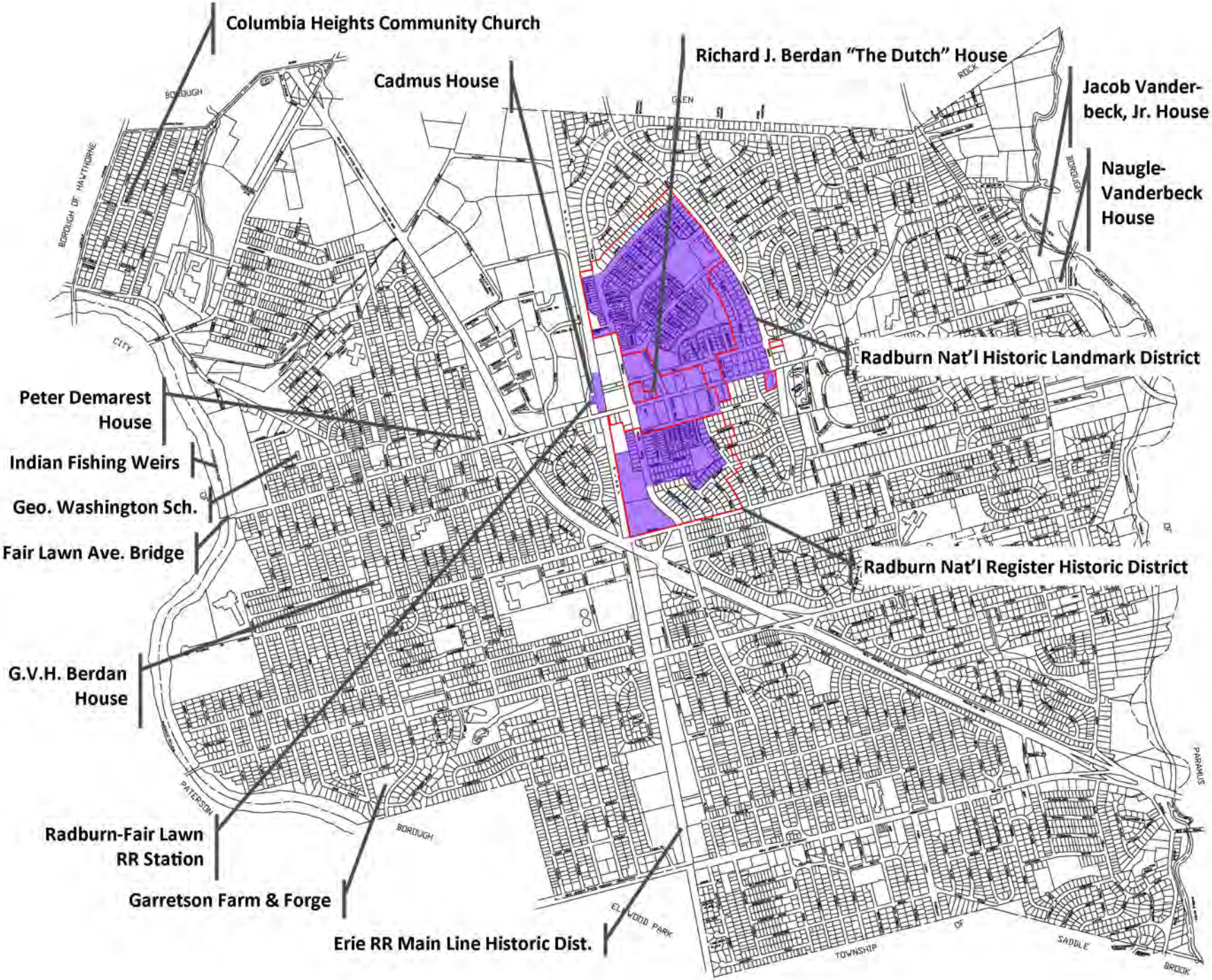
POTENTIALLY HISTORICALLY SIGNIFICANT SITES RECOMMENDED FOR FURTHER STUDY - Borough of Fair Lawn

1. Fair Lawn Land Improvement Association District. Second, Third, Fourth, Fifth and Sixth Streets between Fair Lawn Avenue and Hopper Avenue. This district includes 8 typical houses of this time period. It is considered significant as an illustration of one of the first suburban/working class developments in the community.
2. The Nabisco manufacturing plant in the McBride Industrial Park is a significant local historic resource that is illustrative of a 1950's industrial park. It is typical of a number of Nabisco bakeries across the country; however, the Fair Lawn site is unique in that it includes Nabisco's product development facilities. The McBride Industrial park is among the first industrial parks in the nation that separated commercial industrial zones from residential zones.
3. The Fair Lawn-Radburn Trust Company (now Chase Bank), on the southeast corner of River Road and Fair Lawn Avenue, is an example of a bank founded by members of the community for financing housing built in Fair Lawn since the 1920's.
4. Two Tudor style buildings featuring commercial storefronts at street level with residences above, one on Fair Lawn Avenue and one on River Road, demonstrate typical groupings of "small-town main-street" style architecture in the early 20th century.
5. Fair Lawn is comprised of numerous and distinct residential architectural styles that are closely identified with the decade in which they were built. Examples of each type of architecture should be identified and studied for possible landmark designation. These may include for example, early 1900's Colonial and Victorian houses, 1920's bungalows, World War II era Cape Cod houses, 1950's ranch style houses, 1960's split level houses and other prototypes. In the future, these architectural styles will become as scarce as today's remaining brownstone houses and examples of each need recognition to avoid demolition or renovation that eliminates the original architectural details.
6. Hopper-Milnes house on Warren Road. Originally built on Fair Lawn Avenue near the Dutch House. This is the oldest frame house in the Borough, built

around 1820 in the Greek Revival style, the prevalent style of the time in Bergen County. It was later the home of Henry "Pop" and Esther Milnes who ran the Boys Club.

Table HP-3:
PREVIOUSLY HISTORICALLY SIGNIFICANT STRUCTURES – NOW DEMOLISHED - Borough of Fair Lawn

1. Warren Bronze and Aluminum Corporation; 13-28 Second Street; SHPO Opinion: 4/5/2005 (#4417).
2. Radburn Industrial Buildings -- 12-30 to 13-00 Plaza Road.
3. Peter D. Henderson. Jr., House and Barn -- 17-15 Maple Avenue.
4. David S. Acker Estate (Lamring's Dairy) House (Dairy and Barn) -16-23 River Road. Significant in illustrating the typical building units of a common early 20th century farm industry and for the stone rubble used in the walls.
5. Terhune Houses -- 0-78 and 0-82 Saddle River Road. Both illustrated the typical middle-class housing type of the second half of the 19th century.
6. Joralemon-Brocker House -- 12-25 Saddle River Road. Although altered, this building was considered a good example of an early farmhouse.
7. McDonald's "golden arches" drive-in restaurant -- 37-01 Broadway. This has since been replaced by a McDonald's with indoor seating.
8. Columbia Hose Company -- 97 Heights Avenue.
9. Dunkin' Donuts sign – Broadway.
10. The Dirck Ryerson house on Wagaraw Road where the storage facility is now. The Historic American Buildings Survey (HABS) lists this stone house as the Major Henry Lee Headquarters (1780). The house was pre-Revolutionary. It burned to the ground in 1957.
11. The Peter H. Hopper house, also known as the Hopper-Strehl house, built 1766. Peter Hopper was the ancestor of all of the Fair Lawn Hoppers. The stone house stood on Fair Lawn Avenue east of Craig road and was demolished about 1962. Details in the HABS.
12. The Joris Doremus house, a stone house built in 1805 on Broadway. Demolished in the 1960s for the Route 4/208/Saddle River Road interchange.
13. The Van Houten house, an early stone house on Fair lawn Avenue, later part of the Acker Estate. It was demolished to make room for the library.
14. The David Depeyster Acker house where the Senior Center now stands. Called "Fair Lawn", it was the source of the borough's name and was used for Borough offices from 1927 until 1960. It was demolished in 1967. The Senior Center was built on the site in 1980.
15. The Henry A. Hopper house, also known as the Hopper-Croucher house, built in 1855 in the Italianate (Victorian) style on Fair lawn Avenue near the 208 intersection. The archeological site is listed but the house should be included in this group. Hopper held local, county and state offices and was known as the melon king for his large farm, now the site of much of the Fair Lawn Industrial Park. Demolished in 1989 for the expanded Route 208 interchange.
16. The Adam Hopper House on Fair Lawn Avenue near 11th Street. A "Victorian" style house later used for the Boy's Club. Demolished for a new house.
17. The Isaac Hopper house on Fair Lawn Avenue near Plaza Road. One of the largest Victorian homes in Fair Lawn, it was later used by the Radburn Association for a nursery school and other activities. Demolished in about 1950, replaced by a block of stores.
18. The George Morlot House, "Bellaire," on Morlot Avenue near Canger Place. Morlot's elaborate Victorian style home was located across the river from his silk dying plant in Paterson. It was later the home of the Hamlin School and was demolished to build the homes on Hamlin Court.



See Appendix for Radburn National Historic Landmark District Metes & Bounds Description.

Historic Preservation

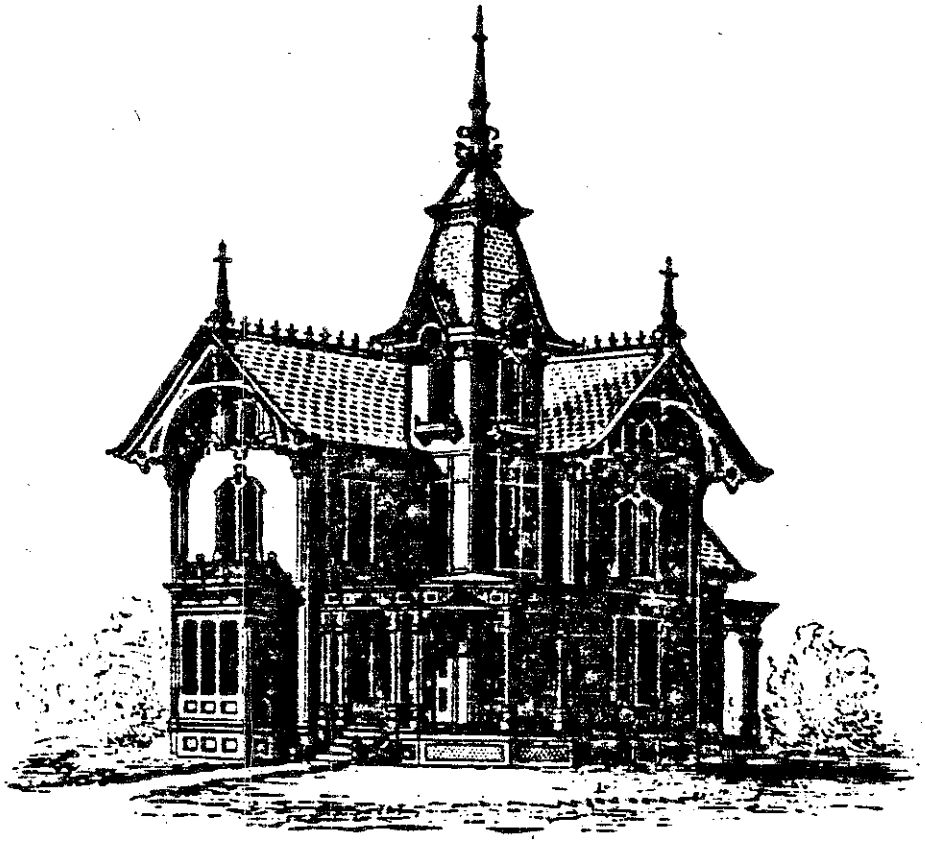
Fair Lawn Master Plan

RADBURN NATIONAL HISTORIC LANDMARK DISTRICT
Metes & Bounds Description

Acreage of Property: **Approximately 153 acres**
UTM References: **Zone Easting Northing**
A 18 574320 4533140; B 18 575140 4531840; C 18 574080 4532920; D 18 575140 4531840

Verbal Boundary Description:
The Radburn district boundary begins at the NE corner of the intersection of Radburn Ave. and Owen Ave., running west along the north side of Owen Ave. to Plaza Rd., North, crossing to the west side of said road running west along the northern boundary of 352 Plaza Rd. North to the west side of Plaza Lane, turning south along the railroad right-of-way to the SW corner of the Radburn tennis courts, then turning east to the west side of Plaza Rd., North, then turning south following said road to the NW corner of the intersection with Fair Lawn Ave., then running west along the north side of Fair Lawn Ave. to the SE corner of the outbound platform of the New Jersey Transit's Radburn-Fair Lawn Passenger Station, then proceeding north along the east side of the outbound platform, to the NE corner of the said platform, then running west and crossing the railroad tracks to the east side of the inbound platform, then running north to the NE corner of the inbound platform, then turning west and south following the perimeter of the inbound platform until it reaches a point 10 feet from the NE corner of the station building, then running west to intersect with the parking curb near the NW corner of said building, then following the curb south along the west elevation of said building to the boundary between the New Jersey Transit property and the adjoining office building, then following the New Jersey Transit property line east and south along the western edge of the landscaped area, then crossing Fair Lawn Ave. to a point opposite the SW corner of said property, then running east along the south side of Fair Lawn Ave. to the SW intersection with Plaza Rd., then turning south along the west side of Plaza Rd., South, and continuing to the NE corner of 13-26 Plaza Rd. South, then turning west along the northern boundary of said lot to the NW corner, then turning south along the western boundary lines of 13-26 through 13-16 Plaza Rd., South, to the NE corner of the vacant industrial site (formerly Radburn Brick Supply and Hayward Industries), then turning west and running to the railroad right-of-way, then turning south along said right-of-way to the SW corner of Radburn's Daly Field, then turning east along the southern boundary of said field to the west side of Plaza Rd., South, then turning north along said road to a point opposite the south side of Ramsey Terrace, then turning east crossing Plaza Rd., South, following the south side of Ramsey Terrace to the east side of the intersection with Ryder Rd., then turning south following the east side of said road to the north side of the intersection with Rutgers Terrace, then turning east following the north side of Rutgers Terrace to the intersection with Sandford Rd., then turning north following the west side of said road to the intersection with Warren Rd., then turning east following the south side of Warren Rd., then turning north to the east side of Sandford Rd. (north extension) and following said road to the SW corner of the telephone company lot (27-02 Fair Lawn Ave.), then following the southern and eastern boundaries to the NE corner of said lot on the south side of Fair Lawn Ave., then turning east along said avenue to the NW corner of the Radburn Grange Hall lot (29-20 Fair Lawn Ave.) and following the west, south, and eastern boundaries to the NE corner of said lot on the south side of Fair Lawn Ave., then crossing said avenue to the NE corner of the intersection with Radburn Rd. and continuing north along the east side of Radburn Rd. to the place of beginning.

Boundary Justification:
The Radburn NHL District boundary is defined by the roads designed and laid out by the City Housing Corporation, prior to its bankruptcy in 1934. Although the boundary includes a large number of noncontributing resources constructed after 1934, the roads designed for specific traffic uses and the blocks defined by those roads, are character-defining features of the Radburn Plan and are therefore included in the boundaries. Aerial photographs and plans (ca. 1930) have been consulted to determine the extent of the planned roads that were actually constructed and thereby define the district boundary. The boundary extends west of the district to encompass the Radburn-Fair Lawn Passenger Railroad Station, which was part of the 1930 plan for Radburn and built by the Erie Railroad in 1929-1930 to provide commuter service for Radburn residents. The station is integral to the RPAA's vision for Radburn as a satellite garden community. It also signifies the advent of commuter service in suburban New Jersey in conjunction with regional planning efforts for the greater New York metropolitan area. The boundary around the station has been drawn to include the two train platforms, intervening tracks, station building, and a landscaped area to the south of the station which has historically connected the station to Fair Lawn Avenue and provided access to the Radburn community. Although parking was integral to the station's design and purpose, the parking lot is excluded from the boundary because reconfigured and expanded since the period of significance, it no longer possesses historic integrity.



BERGEN COUNTY

HISTORIC SITES SURVEY

BOROUGH OF FAIR LAWN

BERGEN COUNTY BOARD OF CHOSEN FREEHOLDERS

BERGEN COUNTY OFFICE OF CULTURAL AND HISTORIC AFFAIRS

BERGEN COUNTY HISTORIC SITES ADVISORY BOARD

1981-1982

Board of Chosen Freeholders
County of Bergen

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Charles A. Lagos
Deputy Administrator

June 9, 1983

The Honorable Bernard Hersh
Mayor of the Borough of Fair Lawn
8-01 Fair Lawn Avenue
Fair Lawn, New Jersey 07410

Dear Mayor Hersh:

It gives us great pleasure to present to you and members of the Council, a copy of the Historic Sites Survey of Fair Lawn.

This Survey provides an inventory of significant properties which will be of historic interest to local residents and assist the municipality in the planning of effective preservation and rehabilitation of Fair Lawn's historic sites and structures.

We would also like to take this opportunity to thank the residents of the community for their interest, cooperation and assistance to members of both the Historic Sites Advisory Board and the Bergen County Office of Cultural Affairs in the compilation of information for this study.

Sincerely yours,

Robert P. Pallotta
Freeholder Liaison
Office of Cultural & Historic Affairs

Historic Sites Advisory Board
County of Bergen

355 Main Street
Room 101
Hackensack, NJ 07601

(201) 646-2882

June, 1983

Dear Reader:

You are about to take a tour of your architectural heritage. The survey that follows is a summary of Fair Lawn's existing architecture. It is a two-dimensional tour, however, and as such can convey only a part of the historical character of the borough. The real three-dimensional heritage exists along the roads, streets and lanes, and in the wood, brick and stone of the buildings of your hometown.

As you read about the buildings of this survey, take the opportunity to go and see first-hand the skill of earlier builders. We have included a list of buildings which we feel merit particular note for their importance in local history or their architectural interest. We ask that you, the residents of Fair Lawn, reflect upon the values and labor that created the borough in which you live. We then ask that you include the buildings that most represent that quality which is "home" to you in the Master Plan. In making new plans for future growth and development, we would like you to consider the conditions that created this borough, these buildings, this heritage. Then use this work as a guide to passing a part of your heritage to the future residents of Fair Lawn.

If we can be of further assistance in discussing the means of conserving the architectural heritage of your community, please contact us.

BERGEN COUNTY

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This historic sites survey was made possible by a grant-in-aid from the U.S. Department of the Interior, administered by the New Jersey Department of Environmental Protection, Office of New Jersey Heritage, and matched by funds from the Bergen County Board of Chosen Freeholders.

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INTRODUCTION

This report on the historic sites in the Borough of Fair Lawn is part of the Bergen County Historic Sites Survey, an attempt to identify buildings, streetscapes, districts and sites of historical and architectural interest in the County. Properties are included which are readily recognized as being valuable for their historical associations or aesthetic design. Other properties are included which illustrate the architectural diversity of their communities and are remnants of the area's history of development. Many of these buildings are modest designs which are examples of vernacular architecture. They represent the conventional approach to architecture and construction in the locality. While the survey aims to be as comprehensive as possible, because of time limitations, not every building of interest has been included when there are other examples equally worthy of record. However, often the chosen building retains it original appearance to a greater degree than other similar designs.

Many older buildings have been omitted from the survey due to extensive recent modifications which diminish the buildings' architectural significances and sometimes make their ages unrecognizable. Such severely altered structures are included only when they are the only extant example of their type in the community or have special historical significance to age or association with important persons or events.

There is no age requirement for properties included in this survey and it contains properties which are remnants of the area's history of development in the late nineteenth and early twentieth century as well as those associated with the earliest settlement periods. Occasionally recent buildings which have recognized architectural or historical significance are included. However, greater emphasis is placed on resources over fifty years of age. Additional information on the "Criteria for Inclusion in the Bergen County Historic Sites Survey" is in the appendix.

Since time-limits restricted research, much additional research can be done to strengthen our understanding of Fair Lawn's architectural history. One hopes that this report will both stimulate interest in Fair Lawn's architecture and serve as a basis for further research, especially on those porperties identified as being of particular historical or architectural importance. Please send any additional documentation to be added to the survey to the Bergen County Office of Cultural and Historic Affairs, 355 Main Street, Hackensack, New Jersey 07601.

Properties included in this survey were chosen after review of previous historic sites inventories, the records of the New Jersey Department of Environmental Protection, local histories and historic maps. A visual inspection of the borough made by driving all roads in existence prior to 1876 and investigating all neighborhoods shown on early 20th century maps enabled the Historic Sites Survey staff to verify the locations, existence, and architectural integrity of previously identified properties and led to the identification of others of visual interest. Included with this report is a map showing all streets driven as part of the "windshield survey". Fair Lawn is shown on the Paterson and Hackensack quadrangles of the U. S. Geological Survey maps.

The survey forms for properties included in the Bergen County Stone House Survey, a county-wide inventory of the early domestic architecture constructed of stone, are included in this report as are National Register of Historic Places nomination forms for sites on or in the process of being nominated to the Registers. Other properties judged by the survey staff to have greatest historic and architectural interest were recorded on New Jersey Office of Historic Preservation survey forms. Additional properties of interest were recorded more briefly on inventory lists.

Historic Sites Survey volunteers assisted with the survey by photographing sites and reviewing the draft report. Their work was coordinated by and supplemented by the survey staff.

The Bergen County Historic Sites Advisory Board advised on the conduct of the survey and provided invaluable assistance. The members of the Historic Sites Survey Committee evaluated the survey to determine which sites are of greatest interest. The results of this evaluation are included in this report. They also made corrections and suggestions which are incorporated into the final report. Mrs. Alice Matera of Fair Lawn, Curator of the Wortendyke Dutch Barn Farm Museum in Park Ridge, N. J., also kindly read and evaluated this report. Allen H. Lutins has generously made available results of his research on pre-1876 settlement in Fair Lawn. This information has been added to the reports on five buildings in this survey (0217-4,-5,-7, -8, -22).

Copies of this report with original photographs are on file in the Bergen County Office of Cultural and Historic Affairs and in the Office of Historic Preservation, New Jersey State Department of Environmental Protection at 109 West State Street in Trenton. The Fair Lawn Mayor and Council and Planning Board are provided with copies to encourage and facilitate the use of this report in local planning. In order to make the survey available to the general public copies of it will be deposited in the local public library and in libraries in Bergen County with major local history collections.

Presented to the municipal officials along with this report is a copy of "Model Ordinances for Historic Preservation" issued by the New Jersey County and Municipal Government Study Commission. This publication contains model ordinances which if enacted would allow a local board to protect historic properties. Such an ordinance would provide a formal process for dealing with historic preservaion issues in the community by locally designating as landmarks those districts and properties judged to be of greatest importance in the municipality. It is hoped that the inventory contained in this report will supply the means to insure that irreplaceable historic properties continue to be a viable part of Fair Lawn's future.

SITES IN FAIR LAWN CONSIDERED BY THE HISTORIC SITES SURVEY COMMITTEE OF THE BERGEN COUNTY HISTORIC SITES ADVISORY BOARD TO BE OF PARTICULAR HISTORICAL OR ARCHITECTURAL INTEREST.

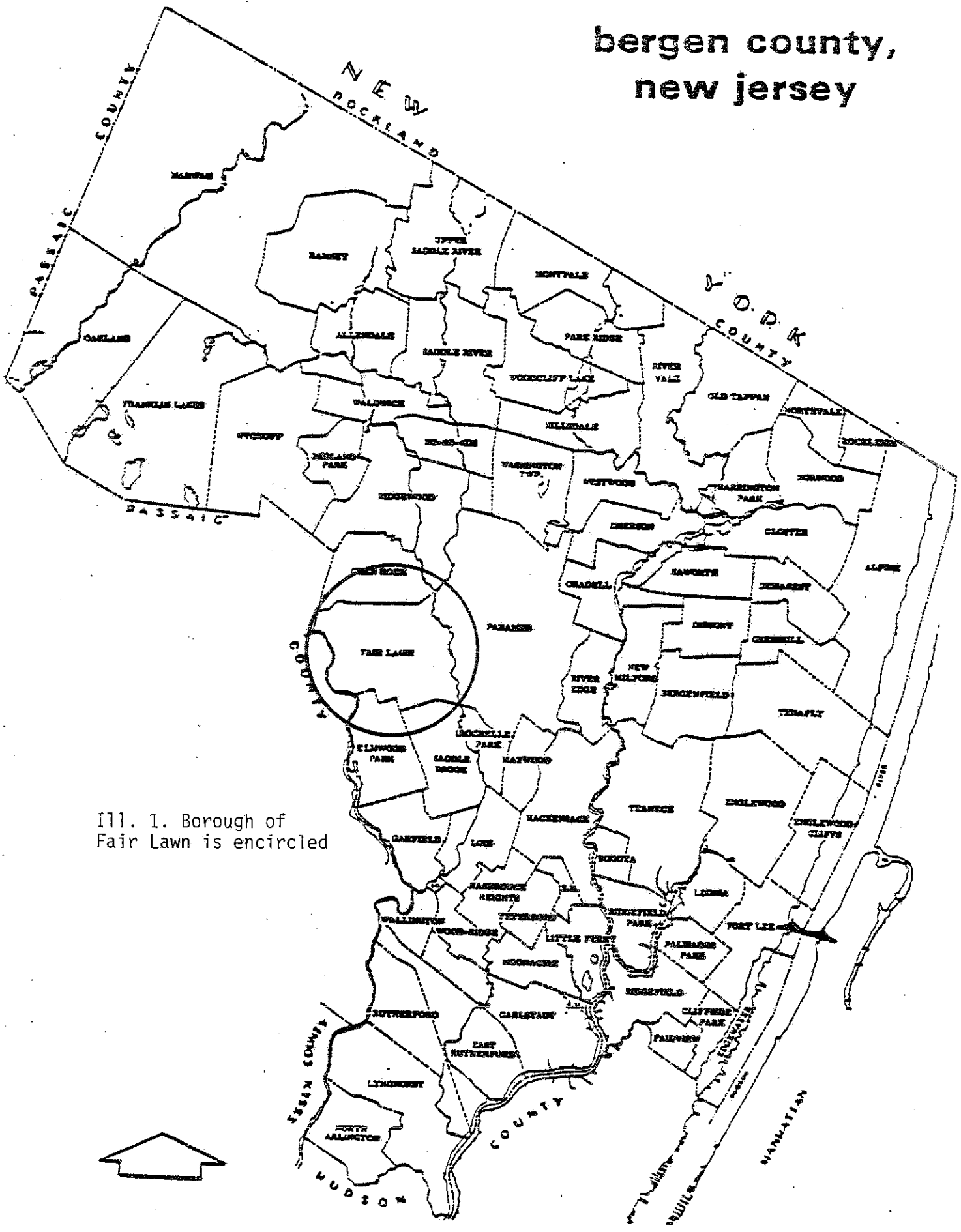
NR = National Register of Historic Places, followed by date listed.
SR = State Register of Historic Places, followed by date listed.
BCSHS = Bergen County Stone House Survey, followed by survey form number.

INVENTORY #	ADDRESS; NAME
0217-D1	Radburn Historic District; Area includes Fair Lawn, Berdan and Prospect Avenues, Plaza and Radburn Roads; SR, 10-24-74; NR, 11-19-74.
0217-1	Radburn Railroad Station; East of Pollitt Drive, c. 150' north of Fair Lawn Avenue; included in Thematic Group of Operating Railroad Stations in New Jersey; January, 1979;SR,1983.
0217-2	5-01 Bergen Ave.; George Washington School. Recommended as a National Register possibility, but needs further documentation.
0217-3	41-25 Dunkerhook Road; Jacob Vanderbeck House; BCSHS #36; SR, 10-03-80; NR, 01-09-83.
0217-4	42-19 Dunkerhook Road; Naugle-Vanderbeck House; BCSHS #37; SR, 10-03-80; NR, 01-09-83.
0217-5	13-19 Fair Lawn Avenue; Peter Demarest House; BCSHS #218.
0217-6	16-05 Fair Lawn Avenue; Henry A. Hopper House.
0217-7	19-21 Fair Lawn Avenue; Cadmus House; BCSHS #40; SR, 10-03-80; NR, 01-10-83.
0217-8	24-07 Fair Lawn Avenue; Richard J. Berdan House; BCSHS #41; SR, 10-03-80; NR, 01-09-83.
0217-9	4-02 River Road; Peter Garretson House; BCSHS #38; SR, 10-04-74; NR, 11-19-74.
0217-10	12-19 River Road; G. V. H. Berdan House; BCSHS #39; SR, 10-03-80; NR, 01-09-83.
0217-11, #s 1 and 2	13-28 Second Street; Warren Bronze and Aluminum Factory; and 13-20 Third Street; House.
0217-12	37-01 Broadway; McDonald's Hamburgers.
0217-13	14-03 Fair Lawn Avenue; Smokehouse on Berdan Property.
0217-15	17-15 Maple Avenue; Peter D. Henderson, Jr., House amd Barn.

Inventory #	ADDRESS, NAME
0217-16	Passaic River; Fair Lawn Avenue Bridge. Further investigation recommended.
0217-17	Passaic River; Indian Fish Weir.
0217-19	12-30 to 13-00 Plaza Road; Industrial Building.
0217-20	16-23 River Road; David S. Acker Estate, Lamring's Dairy House, Dairy, and Barn.
0217-21	0-78 and 0-82 Saddle River Road; Terhune Houses.
0217-22	12-25 Saddle River Road; Joralemon-Brocker House.

ARCHITECTURAL HISTORY OF THE BOROUGH OF FAIR LAWN

bergen county, new jersey



Ill. 1. Borough of Fair Lawn is encircled

ARCHITECTURAL HISTORY OF THE BOROUGH OF FAIR LAWN

GEOGRAPHY

The Borough of Fair Lawn occupies an area of 5.334 square miles in Central Bergen County shaped approximately like a parallelogram extended between the Passaic and the Saddle Rivers (Ill. 1 and map, p. 35). The wide curves of the Passaic River, crossed by four bridges, separate Fair Lawn from the City of Paterson in Passaic County on the west. On the east, the gentler Saddle River flows between Fair Lawn and the Borough of Paramus. The Borough of Glen Rock extends beyond all of Fair Lawn's northern boundary except for the small northwest section bordered by the Borough of Hawthorne. On the south, the Borough of Elmwood Park lies west of the Bergen County Railroad line and the Township of Saddle Brook lies east.

This land between the rivers is generally low and level, a slightly undulating plain basically about 50' in elevation, rising to, at most, 100' in some small areas, with a narrow section of marshy land along the Saddle River. Two small brooks bounded by minor parklands flow into the Saddle River and a third runs into the Passaic River in southwest Fair Lawn. A Memorial Park is on the western river bank. In the northwest section of the Borough, two brooks flanking Maple Avenue flow westward. The large ponds which they once formed before joining the river no longer exist, having completed their role in the industrial development of this area, as sites for bleachery and natural ice production.

The oldest roads in the community naturally paralleled and connected the bounding rivers, and they remain major arteries. Saddle River Road runs fairly close to its river, but the western River Road,

close to the Passaic bank on the north, angles southward further inland. Crossing east-west just above the center of the

borough is Fair Lawn Avenue, and Broadway (New Jersey State Highway Route 4) crosses near the southern border. Paralleling these two older roads and placed between them are the later 19th century Morlot and Berdan Avenues. Most heavily trafficked of all routes is the mid-20th century New Jersey State Highway No. 208, which cuts diagonally across Fair Lawn from southeast to northwest. The only other road which crosses the community is Plaza Road, again of later date, paralleling the tracks of the Bergen County Railroad line laid in the late 19th century so as almost to bisect the borough from south to north.

Broadway also bears considerable traffic since it is a main highway between Hackensack and Paterson, and a major commercial strip. Minor commercial areas exist along River Road and at Fair Lawn Avenue's intersections with River and Plaza Roads. The major industrial sites are clustered in Fair Lawn's northwest section, with scattered sites elsewhere. The map of the borough pictures otherwise the predominantly residential nature of the community, with the streets of the older sections plotted in gridiron patterns and the mid-20th century development of Radburn marked by its curving streets and cul-de-sacs.

The land and the rivers were of course essential factors in the development of this community, which until 1924 was part of Saddle River Township. But equally important was the fact that the great industrial center of Paterson lay just across the Passaic River. Not only the industrial, but also the residential development of Fair Lawn began in its western sector; central areas long remained farmland. In the 20th century, finally, these last farms disappeared; by now much of the environment in which earlier architecture existed has changed. It is essential, then, in considering the older buildings in Fair Lawn, to recall the milieu in which they arose.

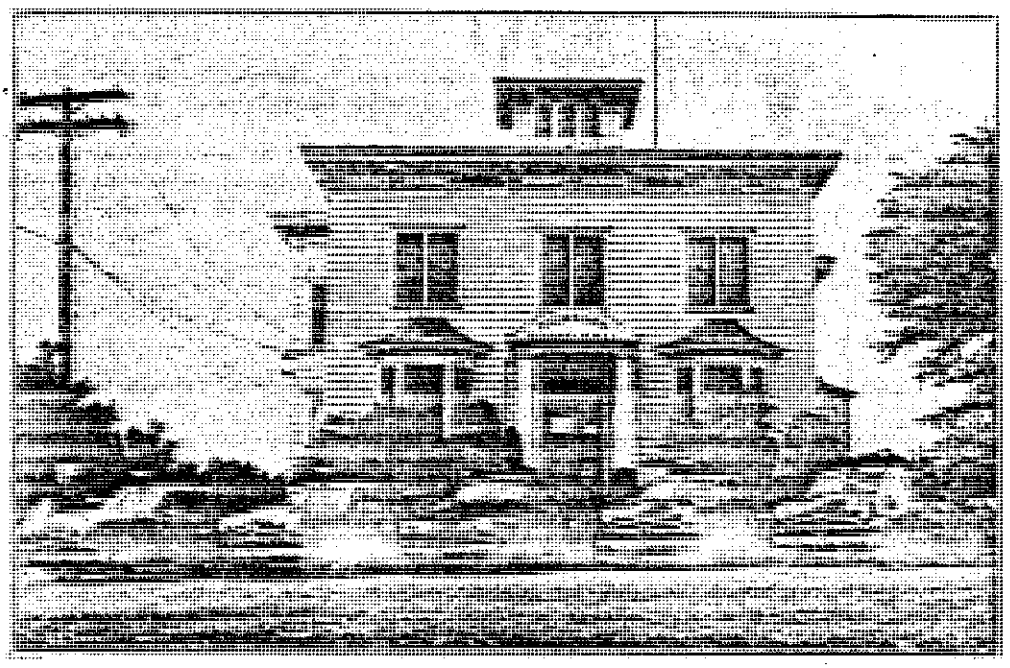
POLITICAL GENEALOGY

The area now included within the Borough of Fair Lawn was originally part of New Barbadoes Township, the large region bounded by the Hackensack and Passaic Rivers which had been created by acts of the Colonial Assembly in 1692-1693. New Barbadoes, at first in Essex County, became part of Bergen County in 1709. In 1716 an autonomous unit was formed within the region between the Passaic and Saddle Rivers; this was Old Saddle River Township, which included present-day Fair Lawn. Saddle River Township gradually diminished in size, losing territory to Franklin Township in 1772, to the Borough of Garfield (since 1916 a City) in 1898, and to the Borough of East Paterson, now Elmwood Park, in 1916.

The last unit subtracted from Saddle River Township (which became Saddle Brook Township in 1955) was incorporated as the Borough of Fair Lawn in 1924. The chosen name, "Fair Lawn" (for the area long called "Small Lots") was that of the estate of the Acker family which lay northeast of the crossing of River Road and Fair Lawn Avenue. David Depeyster Acker's handsome mansion in Italian Villa style (Ill. 2) served as borough hall to the new municipality, which in 1920 had a population of 2,026. The Acker mansion was replaced by a new city hall built in 1961, and Fair Lawn's population, after reaching a peak of almost 38,000 in 1970, was recorded as 32, 229 in 1980.

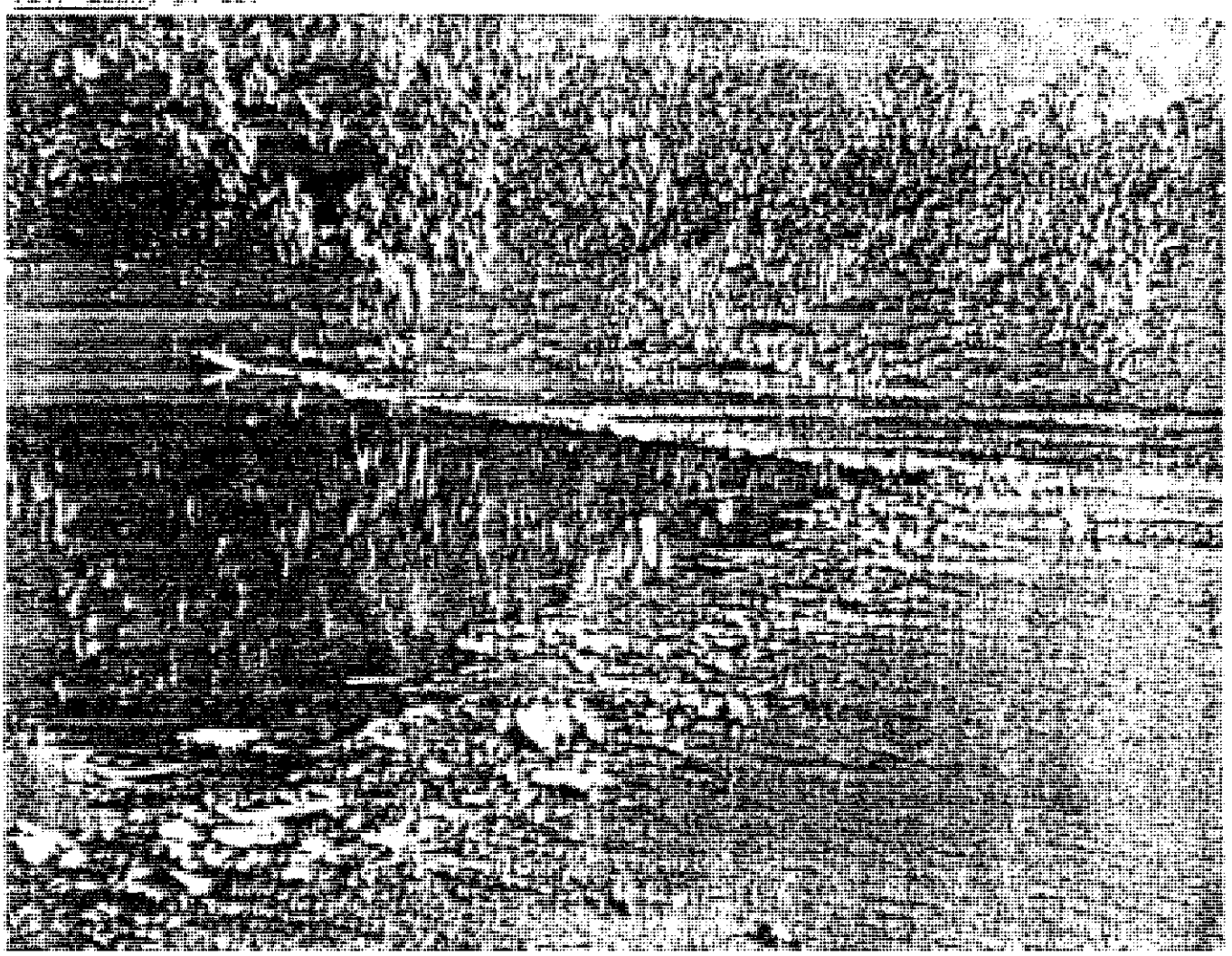
EARLY SETTLEMENT PERIOD, TO THE 1880's

The oldest historical site in Fair Lawn is unfortunately visible only at periods of low water in the Passaic River, but it is very important as a surviving example of the fish traps constructed by the Lenni Lenape Indians. For weirs, the Indians set varied rocks in a V-shaped pattern across the river, trapping fish by channeling them into the narrow angle of the V (0217-18; Ill. 3). "Slooterdam" (ditch or moat), the name given to this construction by early Dutch settlers, was long used to designate this area along the river. Variants of the name: "Slotterdam" and Slauter Dam", were common, and as late as 1913 a map in Bromley's Atlas labels River Road near this site "Slaughterdam Road" (Ill. 8).



Ill. 2. D. D. Acker House, Fair Lawn's first Borough Hall (not extant). Xeroxed from Borough of Fair Lawn 1924-1949, p. 37

Ill. 3. Slooterdam, xeroxed from illustration in Rodgers, From Slooterdam to Fair Lawn, p. 13.



Another Indian survival is the name "Wagaraw", meaning a bent place, used for the upper river road and later for the northwest section of Fair Lawn above the fish weir.

Along the Passaic River Road and the Saddle River Road stood early dwellings of the new settlers, with others along Small Lots (Fair Lawn) Avenue which connected them. Reports from the Bergen County Stone House Survey, on seven extant houses in Fair Lawn, all since 1980 on the State Register of Historic Places, have been included in this present inventory (0217-3, -4, -5, -7, -8, -9, -10). Oldest of these structures is embodied in the Garretson House built between 1720 and 1725 (0217-9). This was a gabled building of roughly coursed sandstone and rubble, enlarged in c. 1750 by the addition of a finer main unit. In 1900 the gabled roofs of this building replaced by a gambreled roof. The historic significance of the Garretson property, now owned by the County of Bergen, has been recognized by its inclusion in 1974 in the National Register, as well as the State Register, of Historic Places. A restoration carried on since the 1970's has made the Garretson House the nucleus of a large complex, known now as the Garretson Forge and Farm Restoration.

Two stone houses of particular interest stand near the Saddle River along Dunkerhook Road, in a setting which vividly recalls their Federal milieu, here basically little changed. Both were included in the Historic American Buildings Survey of the 1930's. The Naugle-Vanderbeck House (0217-3)+ (0217-4), are the least changed of all the stone houses in Fair Lawn. One was built in the mid-18th century on a slope near the river bank, in an unusual design of three levels.

A ground floor with fireplace, windows, and entrance door facing the road, served as a kitchen, and above the main living level was a large well-lighted top story of frame construction. Nearby is the home of Jacob Vanderbeck, who had a gristmill by the river (0217-3). A dormer was later added to its gambrel roof, and a side wing was replaced, but the main walls remain intact.

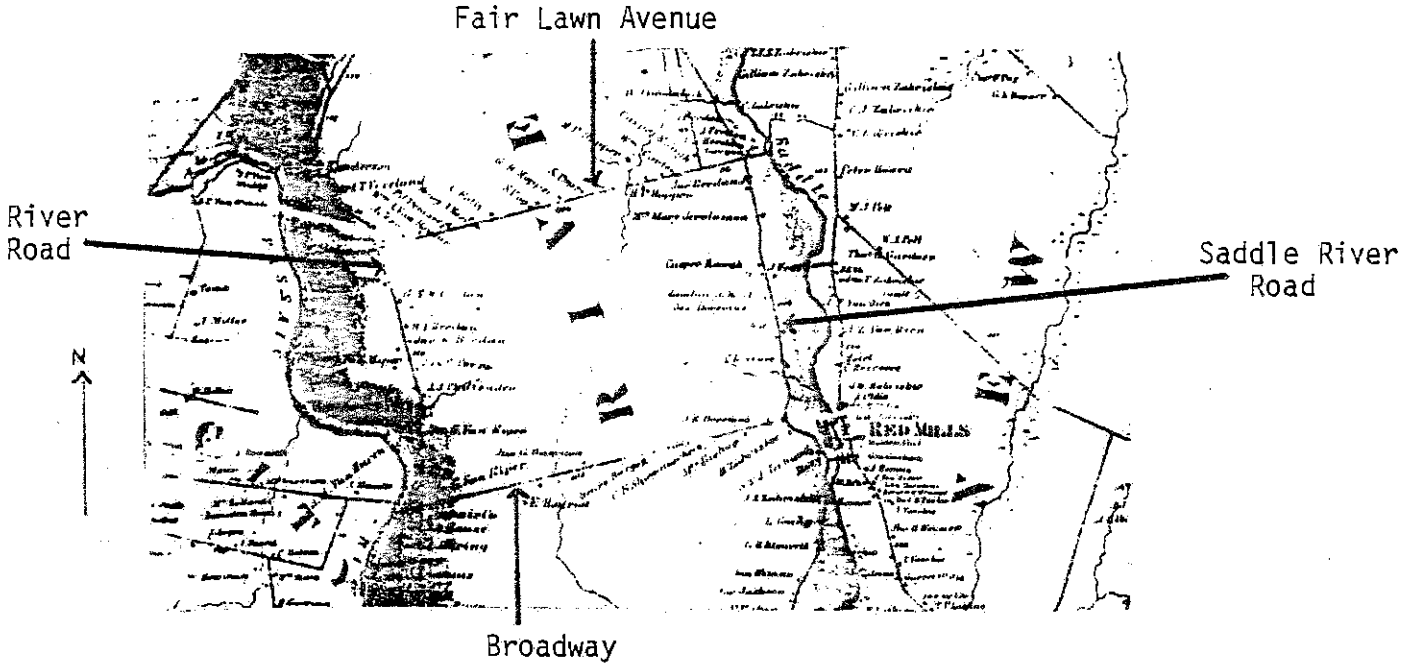
They have typical trapezoidal wooden lintels over multipaned windows, and a facade given a finer finish by a stuccoed surface and sandstone quoins.

Along Fair Lawn Avenue are the 18th century stone houses of the Cadmus family (0217-7) and of Richard J. Berdan (0217-8), and the early 19th century Peter Demarest House (0217-5), all now converted to commercial use. These have been altered, as has been the G. V. H. Berdan House on River Road (0217-10), but all still serve to recall the early settlement period in Fair Lawn.

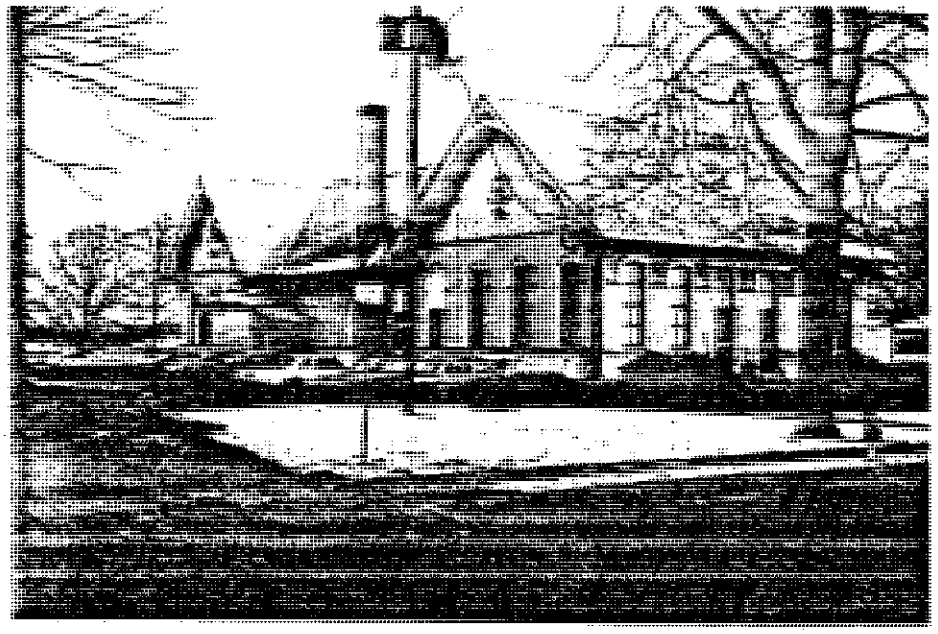
The land use pattern established by large farm holdings continued well into the 19th century. The Hopkins-Corey map printed in 1861 (Ill. 4) shows the two river roads, Fair Lawn Avenue, and Broadway connecting the rivers on the south (Garretson's Lane was renamed Broadway after it was widened, then was also called the Paterson Turnpike when used by stagecoaches and is now Route 4). In addition to the stone houses mentioned, the 1861 map shows the small wood-framed farmhouse of the Joralemon family (0217-22). A date, 1855, has been found carved on one of its cellar beams (Rogers:1960, p. 87), and its south wing has the small upper windows featured in many early and mid-19th century farmhouses. James V. Joralemon was in the 1860's Township Clerk, Justice of the Peace, and assessor, and his wife and daughter finished shirts for a factory in Paterson (Borough of Fair Lawn: 1949, p. 9). Although the original clapboard surface of their home has been altered by synthetic siding, the placement of the house within a large field and its general appearance give a good idea of vernacular building of the period.

A larger farmhouse, part of a complex built on Fair Lawn Avenue just west of the center of the old Saddle River Township, illustrates the vernacular use of more elaborate stylistic features in a wealthy family's home. Henry A. Hopper's house (0217-6) was built in the 1890's, but copied the earlier Hopper House built about 1855 which had burned (Rogers: 1960, p. 71). Henry A. Hopper was one of Fair Lawn's prominent citizens, with a truck farm said to be the finest in Bergen County. He served the Township in many capacities including that of County Sheriff and Freeholder, and was Representative for

Ill. 4. Detail xeroxed from Map of the Counties of Bergen and Passaic, New Jersey, from actual surveys by G. M. Hopkins, 1861 (G. H. Corey, publisher, Philadelphia, 1861), showing area of Fair Lawn.



Ill. 5. Washington School, 5-01 Bergen Avenue (0217-2) Photo by Walter Gilligan taken 1975, in files of Bergen County Office of Cultural and Historic Affairs.



Bergen County in the State Legislature. His home, large but basically simple in structure, was elaborated by features found in the Italianate styles of 1830-1880, like the hooded arched windows in the gable ends and the tall first-story windows, and made more elegant by the bay windows, the curvilinear brackets of the open porch, and the elliptical arch over the double front door. Both because of Henry A. Hopper's importance in the community, and of the architectural integrity of his house, this homestead should be recognized as an important resource in Fair Lawn. It has been converted to serve various offices, and the barns behind it, rebuilt in early 20th century, have also changed in function. The proximity of Route 208 is distracting, but fields north of the house recall its original setting.

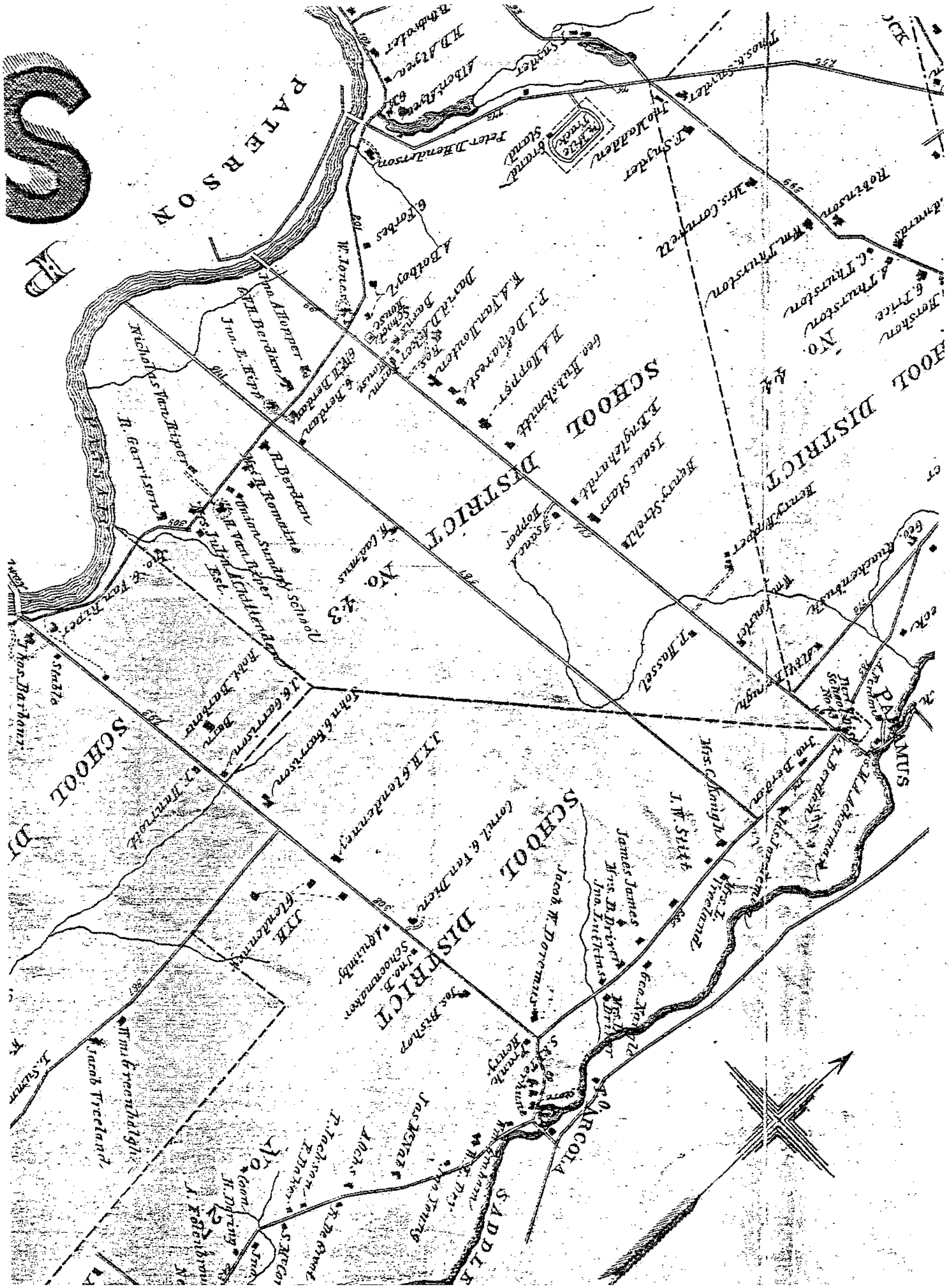
Most elaborate of the buildings in the community is the George Washington School on Bergen Avenue (0217-2). The extant structure, enlarged at least once and probably twice since it erection, has many of the features which characterized the Gothic Revival style. This was most popular in the United States from about 1830 to 1860 but was continued in later decades in many areas (Ill. 5). Presumably the front section of the present H-shaped building is the earliest, for the hood molds over the tall narrow windows and doors (separate entrances for girls and boys) have slightly pointed Gothic arches in contrast to the rounded arches used on the rear section. A tracery of Gothic trefoil arches ornaments the wide baseboard which runs around the building. Above clapboarded walls, the gable ends are accented with board and batten strips, and over them are bracketed bargeboards with cutout designs of trefoils and circles. The belfry has disappeared, but its bell has been preserved. The total effect is picturesque, and suggests that the builder used here the variant of the Gothic Revival known as the Swiss Chalet style. Later units harmoniously echo the patterns of the front section, and rehabilitation has been carefully done. This is one of the most interesting buildings in Fair Lawn, preserved now as headquarters for the borough's Board of Education. It should be investigated, with its various building stages clarified, and considered as one of the area's major historic sites.

On the whole, owners and builders in Fair Lawn in the 19th century chose conservative vernacular plans and elevations, with occasional details included to suggest awareness of current "high styles". Homes built during the decades after the Civil War, although often altered by loss of trim and by replacement siding, still retain stylistic features. Windows with Gothic pointed arches, gingerbread trim, and decorative drops may be seen in the two houses on the Terhune property on Saddle River Road across from Arcola (0217-21). A mansard-roofed cottage of Second Empire type, built of cobblestone rubble like the dairy barn behind it, is part of the complex of Lamring's Dairy on River Road (0217-20). The desire for surface patterning typical of the Queen Anne style of the late century is evident in Peter D. Henderson, Jr.'s house on Maple Avenue (0217-15). Here each gable end has shingles laid in a different pattern, and the wraparound porch has turned posts with spandrels embellished with cutout tulip designs. The Henderson house once stood isolated, and the large barn preserved behind it recalls the extensive Henderson farmlands.

A surprising and interesting plan for a suburban residential district was printed in 1867 on the Map from Palisades to Paterson, New Jersey which was surveyed and drawn by M. and J. Hughes. The scope of the development envisioned here is large, for it was to cover a rectangular area bounded by River Road, Fair Lawn Avenue, the line of the present railroad, and Morlot Avenue. The proposed district is labelled "Rochdale" and its railroad line the "Rochdale Rail Road". Streets laid in a gridiron pattern encompassed 98 lots, with a large square near River Road reserved for a "North Park". The only buildings shown are the houses of G. V. H. Berdan, R. J. Berdan, a Romaine, and Henry Van Riper; for each a larger lot is designated. Obviously this scheme never materialized, for there is no trace of it on the later maps of Saddle River Township or Fair Lawn.

The map of Saddle River Township published in Walker's Atlas of 1876 (Ill. 6) shows, in fact, the slight extent to which the area between the

Ill. 6. Detail showing Fair Lawn area xeroxed from Map of Saddle River Township, published in A. H. Walker, compiler, Atlas of Bergen County 1776-1876 (Reading, Pa., C. C. Pease, 1876), p. 133.



rivers had developed since 1861. Clayton, writing in 1882 (History, p. 195), remarked that "nowhere within the township is there a collection of buildings sufficiently numerous to be called a village-unless East Passaic is excepted," and mentioned that the farm economy involved "mostly culture of fruit and vegetables." On the 1876 map, only one new road appears in the area now Fair Lawn: Berdan Avenue, and only two homes stand along it. There are shown in the Fair Lawn area only about 60 named residences, and neither railroad nor trolley line run within its boundaries.

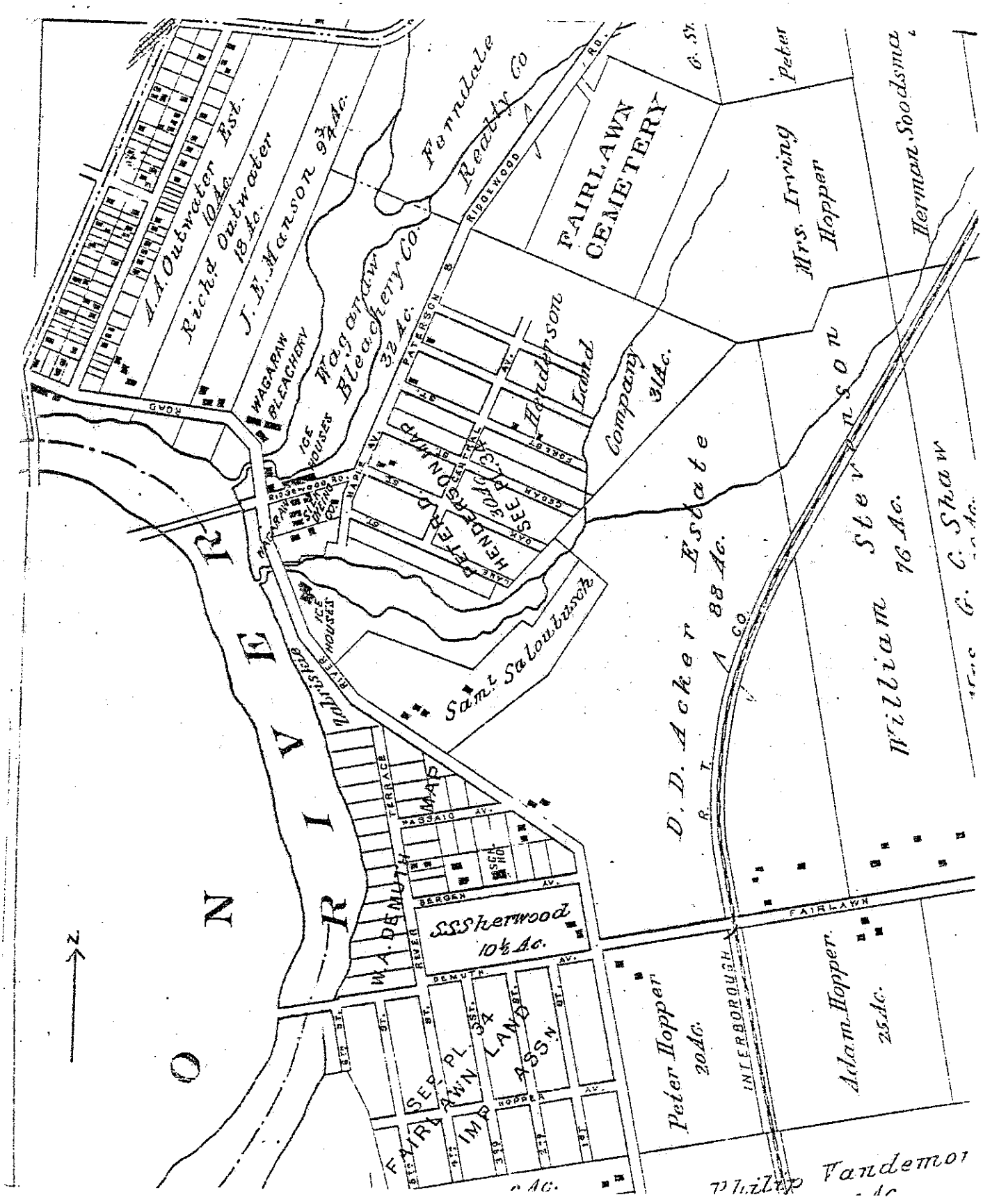
The succeeding decades, however, were to bring growth and change. In the late 19th century there began an era of industrial and suburban residential development which was to lead to the establishment of the Borough of Fair Lawn and to the eventual disappearance of its farmlands.

INDUSTRIAL AND SUBURBAN DEVELOPMENT, FROM THE 1880's TO THE LATE 1920's

Fair Lawn was until 1924 part of Saddle River Township, and only estimated population figures are available for it before 1930. According to the 1980 Planner's Data Book for Bergen County, that estimated number was 756 in 1900, 1178 in 1910, and 2026 in 1920. But during the decade when the Borough was incorporated it population more than doubled, to 5990 in 1930.

Between 1876, when Walker's Atlas appeared, and 1913, no detailed maps of the Fair Lawn area were published. The map printed in Bromley's Atlas of Bergen County (vol. II, 1913, plate 20) is therefore invaluable for an understanding of the development of the community. Only one new major road appears on Bromley's map: Morlot Avenue, (it was shown on Robinson's 1908 map) and along it are only 6 buildings. But running north-south through the center of Fair Lawn is a branch of the Erie Railroad line with stations at Fair Lawn Avenue and at Warren Point; near the latter station are a hotel and the North Jersey Golf Club grounds. Likewise running north-south between the railroad and the Passaic River are the tracks of the Interborough Trolley line laid in 1906. There are also in Fair Lawn additional houses, schools, church and grange hall.

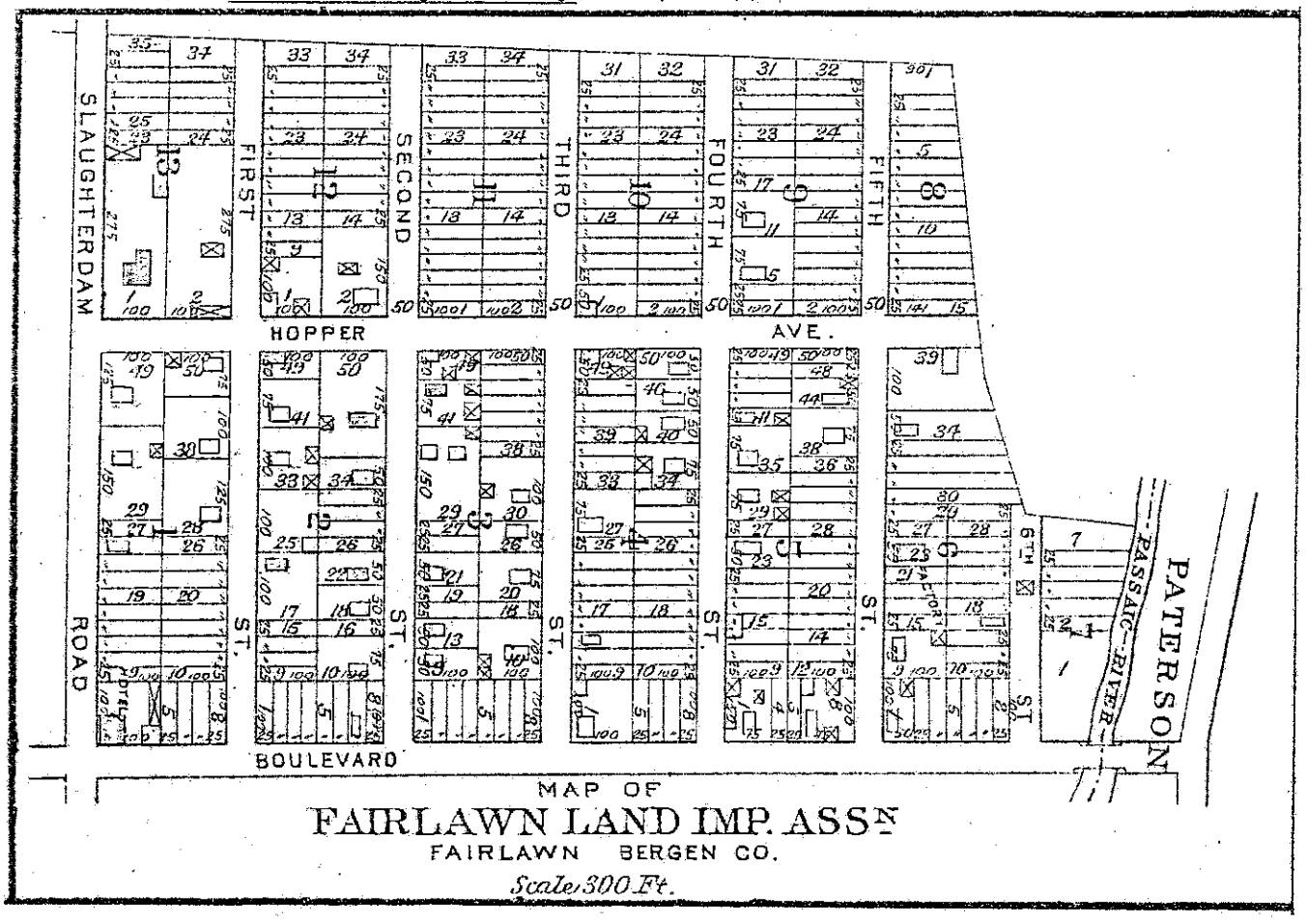
Ill. 7. Detail showing northwest section of Fair Lawn, from Bromley's Atlas of Bergen County, II (1913), plate 20.



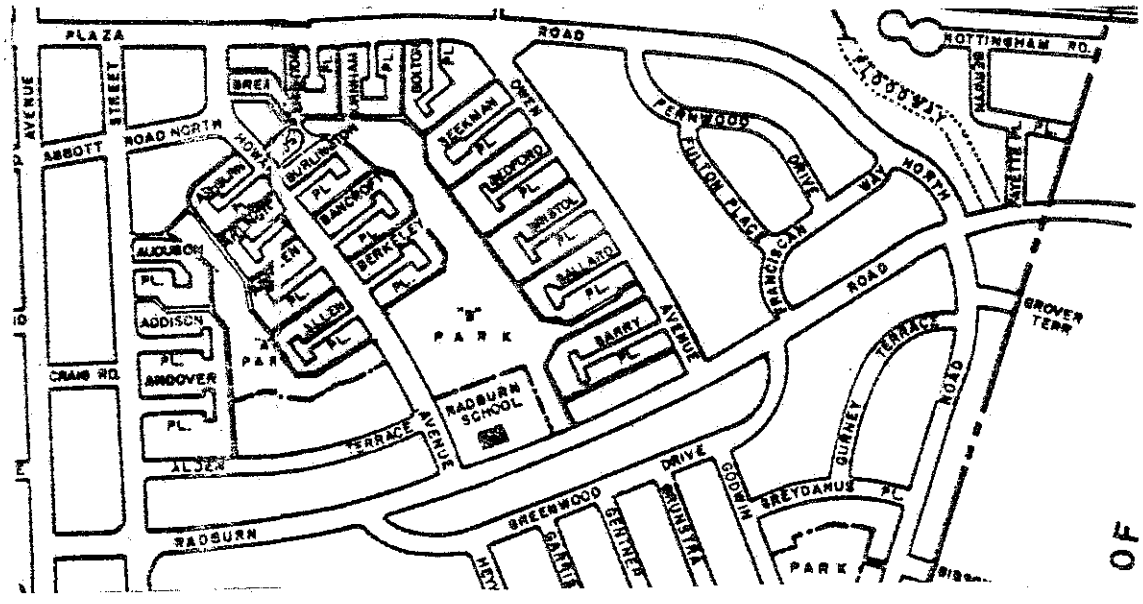
What is of particular interest, however, are the newly delineated areas with industrial and residential zoning (Ill. 7). Industry was concentrated in the northwest corner of the community. The brooks with large ponds on either side of the present Maple Avenue supplied water for the Wagaraw Bleachery and the Wagaraw Silk Dyeing Company, and natural ice for Peter D. Henderson's ice business (0217-15). The City of Paterson's textile industry had by now spread to Fair Lawn. Additional bridges across the Passaic had been built, or old ones strengthened. Residential sections had been plotted, also, on the western side of Fair Lawn. Aside from one development centered at the Warren Street Railroad crossing and Broadway, the five others are adjacent to the bridges; at Broadway, at Morlot Avenue, at Fair Lawn Avenue (for bridge see 0217-16), at Maple Avenue, which in 1913 was called the the Paterson and Ridgewood Road (for bridge see 0217-18), and at Lincoln Avenue in the Wagaraw section.

The residential district which lay between the Fair Lawn Avenue Bridge and River Road presents a good example of a suburban scheme new to Fair Lawn at the turn of the century, and it shows the period's vernacular factory and house types (0217-D11). The Fairlawn Land Improvement Association filed its plan on June 8, 1892 (Map #592, Map Room, Administration Building, Bergen County Courthouse Complex, Hackensack), and the same plan, brought up to date, was printed in Bromley's 1913 Atlas (vol. II, plate 34; Ill. 8). Within 20 years this development had acquired a factory, a hotel, and approximately 50 homes, about half of them with barns. Many homes still in use date, like the factory, from the 1890's. Plotted lots, as was customary during this period, were only 25' wide, but homeowners built on larger units ranging from 50' to 175'. The variety of buildings within the general category of modest single-family, 1½-2½ story homes, 2 to 4 bays wide, with gabled roofs, is notable. The factory and several homes were of brick, others of wood surfaced

Ill. 8. Map of Fairlawn Land Improvement Association, Xeroxed from Bromley's Atlas of Bergen County, II (1913), plate 34.



Ill. 9. Detail of Radburn Street layout, from Borough of Fair Lawn map.



with clapboard or shingle, a few of concrete block of the type called "artistic" because it imitated rough-surfaced stone. Although many are now unadorned, others have retained their original trim of bracketed cornices, brickwork designs, or open porches with turned posts. (See 0217-D11 for further descriptions of typical buildings.) The hotel, which later housed Fair Lawn's first Fire Department, unfortunately was razed after a fire in 1945. The factory, still functioning for Warren Bronze and Aluminum, is an interesting survival (0217-D11-1). So is the house at 13-20 Third Street, more elaborate than most, because it was erected by a known Wallington builder, Henry H. Van Iderstine, in a design still to be seen in several of the 1880's houses in Wallington (0217-D11-2) (cf. Wallington Survey, 0265-32, -33). Of particular interest to Fair Lawn, however, is the fact that within this district the family of Nicholas A. Kuiken, Fair Lawn's mayor from 1931-1937, began its construction business. The Kuiken Brothers Construction Company, started in 1911 on Sixth Street in this district, is still functioning, and is reputed both to be the oldest continuous business in Fair Lawn and to have erected most of the houses built in Fair Lawn between 1911 and 1926. Further investigation to identify the particular home styles the Kuiken Brothers produced then and later would provide an informative sequence of 20th century vernacular architecture.

Another residential district of these early years, one specifically related to Fair Lawn industry, arose at Columbia Heights, in the northwest corner of the community. William H. Moffitt of Garfield filed a plan for this "Riverview Terrace" development in April, 1901 (Map #610, Map Room) with the note that it lay between the Passaic River and the Passaic and New York Railroad. It included 155 building lots, again mostly 25' wide. By 1913 there were about 40 homes in this section, which expanded considerably in the 1920's after the coming of the Textile Dyeing and Finishing Company (Borough of Fair Lawn: 1949, p. 5). In 1924 fire protection was needed, and the Columbia Heights Hose Company was established on Heights Avenue(0217-14). This served also as community center and for Sunday School meetings until the

Columbia Heights Community Church was built across the street from it in 1926 (0217-14). Again, these are typically modest vernacular structures, with a bit of ornament added to the church in the forms of Stick Style brackets and diamond-paned transoms. But they continue their original function and serve as visual reminders of the borough's early history.

A third residential district may be noted as a good example of changing land use promoted by one family. Peter D. Henderson, Jr.'s home on Maple Avenue has already been mentioned (0217-15). His father's homestead was closer to River Road, and the farmland ran eastward from that. Henderson, Jr., first managed the farm, but then became also a wholesaler of natural ice, with ice-houses at the convenient ponds but with a main office in Paterson. He was an active citizen and served as a Bergen County Freeholder (Westervelt: 1924, III, p. 197). In May, 1912, at the age of 49, he filed a development map for the 30 acres around his house, with the advertising note that homeowners there would have only "2 minutes walk to the trolley" (Map #1441, Map Room, see 0217-P7).

The main residential district on the south side of Fair Lawn was that of Warren Point. Raphael and Rosalie Grunauer's map of this development bordering Broadway is shown in Bromley's 1913 Atlas as having several homes. (Bromley: II, plates 21, 34). The proximity of the railroad station as well as the fact that Warren Point lay on the main through road between Hackensack and Paterson speeded the growth of this particular district.

According to a report in Fair Lawn's 25th Anniversary booklet (1949, p.17), Mayor Robert A. Smith on New Year's Day, 1929, remarked on the increase of population in the half-decade after the Borough was incorporated. In 1925, he said there were 600 dwellings and a population of 1800, but by January 1, 1929, there were 1,500 dwellings and over 4,500 residents. An even greater increase, however, was to come in mid-20th century, and it was inaugurated by the approval in 1928 of the first subdivision map for the projected Radburn development.

DEVELOPMENT OF THE BOROUGH OF FAIR LAWN, 1929 ON

The community of Radburn in the northeast sector of Fair Lawn has long been recognized as the outstanding development of the 20th century within the borough. Indeed, its influence has radiated far beyond Fair Lawn because of the features Radburn emphasized in community planning, and knowledge of Radburn has been spread through numerous books as well as through magazine and newspaper articles. In 1974 Radburn was entered into the New Jersey and National Registers of Historic Sites. Copies of the National Register forms with extensive information on Radburn are included in this present survey, together with the data concerning the Radburn Railroad Station which was included in the Thematic Group of Operating Railroad Stations in New Jersey and also listed on the State Register in 1983 (0217-D1). No detailed description here is then necessary, but a brief account may emphasize the contrast between this 20th century development and the earlier districts in Fair Lawn which have already been mentioned.

This "Town for the Motor Age" was begun in 1929 by the City Housing Corporation. The plans developed by architect-planners Clarence S. Stein and Henry Wright followed the tradition of self-sufficient communities like those planned earlier in England by Ebenezer Howard, and others already established in Europe. Self-sufficiency entailed residential, commercial, and industrial areas, and since the motor age was in the 1920's definitely established, Radburn provided safe separation of vehicular and pedestrian traffic. A comparison of Radburn's street layout with plans of the earlier residential districts of Fair Lawn immediately makes clear the distinction of the new 20th century scheme (Ill.9). "Super-blocks", rather than the former gridiron layout, with homes clustered around cul-de-sac entry roads, small park lands, and park walks were basic to this scheme. Housing was to allow various types of units, single or multi-family, in a varied cost range. Residences include,

for example, 430 single-family houses, 92 apartment units, and about 130 town houses, row houses, and duplexes. Shops, schools, recreational facilities and community buildings like a grange hall were included in the total scheme. Within the Borough, Radburn was to be a self-sufficient but cooperative entity. The Radburn Association now includes all homeowners and maintains the community property and conducts its programs.

Not all of the projected Radburn site materialized, for the stock market crash of 1929 came just as it was begun. Originally Radburn's land ran east from the railroad to Saddle River Road, but finances for so large a development failed. Instead of becoming the planned community of 25,000, Radburn now houses about 3,000.

The Borough of Fair Lawn, however, expanded tremendously in the mid-20th century. By 1940 total population had reached 9,017, and that increased to 23,888 in 1950 and to 36,421 in 1960. After the 1960's, growth slowed of necessity since available space was minimal. Especially during and after the second World War, the borough, needing financial support, encouraged the establishment of light industry, and residential suburbs of a conservative type increased. The Fair Lawn Industrial Park between Route 208 and Pollitt Drive was dedicated in 1955, and there was further development of industry in the Wagaraw section of northwest Fair Lawn.

Included in this present inventory are two buildings which are typical of some of the 20th century's new forms. Neither is monumental, but both seem to be worth recording as reflections of the tastes of this later period. Each was erected in a style quite different from that of Radburn's basically Colonial Revival patterns, as exemplified by Radburn's Plaza Building with its Georgian features or the Radburn Railroad Station, with its Dutch Colonial forms. The industrial-office building on the border of Radburn at 12-90 to 13-00 Plaza Road, (0217-19) is long and low in its massing and emphasizes the vertical strips which intersect its dominantly horizontal lines. The streamlined

effect it generates, plus the angularity of the metal and glass bays aligned on its facade, belong to the quasi-mechanical style known as Art Deco. The McDonald's Hamburgers restaurant at 37-01 Broadway, one of the last of a chain of "Golden Arches" take-out stands long familiar on America's highways, in its colorful use of industrial fabrics and shapes epitomizes the "Motor Age" just as well as does Radburn (0217-12).

Within Fair Lawn, then, there exists a wide range of resources worth recording, either for the actuality now of their presence, or, as in the case of lost Indian sites and former farmlands, for the evoking of remembrances of the borough's history.

BRIEF RESOURCES BIBLIOGRAPHY FOR BERGEN COUNTY HISTORIC SITES SURVEY

Library Call numbers beginning with "R" and "D" refer to the collections in the Johnson Public Library, 274 Main Street, Hackensack, New Jersey. The Bergen County Historical Society's collection (all numbers begin with "D") is located in the Johnson Library, but has a separate card catalogue. "FD" is in front of the call numbers of resources in the New Jersey Room, Fairleigh Dickinson University Library, Rutherford, New Jersey, "OC and HA" refers to resources in the Bergen County Office of Cultural and Historic Affairs, 355 Main Street, Hackensack.

Books on Bergen County History

Library Call #	
D974.921 Cla P R 974.92 C57 FD NJ 974.92	Clayton W. Woodward, compiler. History of Bergen and Passaic Counties, Philadelphia: Everts and Peck, 1882.
D974.921 Ber Wr R974.92 W93 FD NJ 974.921 W	Federal Writers Project. Bergen County Panorama. Board of Chosen Freeholders, 1941
R929.H26 FD R920.07492 H	Harvey, Cornelius B. Genealogical History of Hudson and Bergen Counties, N.J. New York: N. J. Geneological Publishing Co., 1900.
D974.921 Van H R974.92 V38 FD NJ 974.921 V	Van Valen, J. M. History of Bergen County. New Jersey New York: N. J. Publishing Co. 1900.
D974.921 Wes B R974.92 W52 FD NJ F974.921 W	Westervelt, Frances A. History of Bergen County N.J. 1630-1923. 3 vols. New York; Lewis Historical Publishing Co. 1923.
D974.926 Win H	Winfield, C. H. History of the County of Hudson N.J. New York: 1874. Has information on Bergen.

Maps and Atlas

D911.747	1777-80 Robert Erskine and Watkins, Maps for General Washington.
OC and HA	1837-40 U. S. Coast Survey Maps of U.S. Department of Commerce.
Johnson Library Map 142	1849 Sidney's Map of Twelve Miles Around New York Philadelphia: N. Friend, 1851
Published in Bergen County History: 1970 Annual, p.54	1851 Sidney's Map of Twelve Miles Around New York Philadelphia: N. Friend, 1851
OC and HA	1861 G. M. Hopkins, Map of the Counties of Bergen and Passaic, New Jersey. Philadelphia: G. H. Corey, 1861.
OC and HA	1867 M. and T. Hughes, Map from Palisades to Paterson New Jersey. Philadelphia: N. Friend, 1867

R911 WI5 D911 WA1 FD NJ F 912.74921 W SC	1876 A. H. Walker, compiler. Atlas of Bergen County, 1776-1876. Reading, Pa: C. C. Pease, 1876
D911 Ber office FD NJ R912.7473 B SC	c. 1891 Frederick W. Beers. Atlas of Hudson River Valley from New York City to Troy, New York: Watson and Co., c. 1891. (also called "Bergen County, N. J., farm lines")
Johnson Library Map 53	1899 N.J. Geology and Typographic Maps. 1899 ed.
D911 Rob FD NJ R911 R56	1902 D. Robinson, compiler. Map of Bergen County, New Jersey with a portion of Passaic County and New York: E. Robinson and Co. 1902.
R912 B78 FD NJ G1258 84 B7 1912 SC FD 912.74921 B SC	1912 1913 George W. and Walter S. Bromley. Atlas of Bergen Co., N. J. Philadelphia: G. W. Bromley and Co. Vol 1:1912, Eastern Section. Vol 2:1913, Western Section.
Johnson Library Map 47	1934 N. J. Geology and Typographic Maps, 1934 ed.
R 333.33 P94 in basement in old film office	1936 Franklin Survey Co. Property Map of Bergen County, New Jersey, Vol 1:Northern Bergen, 1936.

Previous Surveys of Historic Properties in Bergen County

R974.921 W93	Federal Writers Project. Directory of Churches in New Jersey. Vol. 2:Bergen County, Newark: 1941
D728 Ham	Madeline W. Hampton, Historic Houses in Bergen County, Teaneck: 1967, unpublished.
D974.921 Dub	Kathryn P. Dubois, Old Mills of Bergen County: Histories and Family Records, 1677-1954:1977?
R720.9749 B29 (open shelf)	William B. Bassett, compiler, John Poppeliers, ed. Historic American Buildings Survey of New Jersey. Newark: The New Jersey Historical Society, 1977. (abbreviated: HABS)
OC and HA	The Junior League of Bergen County, Inc. A Landmark Inventory of Structures in Bergen County Built prior to 1850 Englewood: June 1978. 5x7 metal Research file in B.C.H.S. collection in Johnson Library, uncataloged. (abbreviated: Junior League Inventory)
OC and HA	Dave Wyka. Historic Sites of South Bergen. Rutherford: South Bergen Center for Cultural History, (Abbreviated: Wyka, HSSB) c.1978
OC and HA	State of New Jersey, Department of Environmental Protection, Office of Historic Preservation. State and National Register of Historic Places: State of New Jersey [illegible]

Supplement for June 1, 1980 through November 1, 1980; Supplement for November 1 1980 to August 31, 1981. (Abbreviated SR,NR)

OC and HA — Claire K Tholl and office of Albin W. Rothe for the County of Bergen, State of New Jersey, Board of Chosen Freeholders, Historic Sites Advisory Board, Office of Cultural and Historic Affairs. The Early Stone Houses of Bergen County, New Jersey: A Survey. August, 1979. (Abbreviated BCSHS)

OC and HA — Bergen County Historical Society, Historic Site Markers, 1960 -on going. Research Reports filed in Johnson Library (D728 Mac) (Abbreviated: BCHS Marker).

NJ Department of Environmental Protection Office of Cultural and Evironmental Services — New Jersey Historic Sites Inventory, 1960's -ongoing (Abbreviated: NJHSI).

OC and HA — Claire K.Tholl, compiler. " Bergen County Early Structures Still Extant or (believed to be) without regard to condition or importance compiled from all known lists." March 1978, updated May, 1979. (Abbreviated: CKT List)

OC and HA — Tholl, C. " Bergen County Houses in Jeopardy", May 1979.

OC and HA — Tholl, C. " Bergen County High Priority List of Old Houses." No date.

OC and HA — Historical Site Advisory Board County of Bergen, N.J., Historical Site. Inventory forms.

OC and HA — "Bergen County Historic Site Advisory Board Register of Important Structures and Sites" Survey Forms (Abbreviated: BCHAB Register form).

OC and HA — "Bergen County Historic Sites Built before or During the 1880's" Inventory forms. (Abbreviated Sites before 1880's Inventory.

Prepared by T. Robins Brown
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Bergen County Office of
Cultural and Historic Affairs
355 Main Street
Hackensack, New Jersey 07601
1-9-80 revised 11-2-81

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Fair Lawn

Books

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Fair Lawn, 50 Years of Progress, 1924-1974 (Fair Lawn, 1974)

Rogers, Robert Q., From Slooterdam to Fair Lawn, A History of the Fair Lawn Area, Bergen County, New Jersey (Thomas Jefferson Junior High School, Fair Lawn, N. J., 1960)

Report

"Phase I Cultural Resources Survey of the Village of Ridgewood, N. J. and the Borough of Fair Lawn, N. J., Proposed Wastewater Project", Dr. James R. Boylan, Archaeological Survey Consultants, Inc., 1979.

Maps

in map Room, Administration Building, Bergen County Courthouse Complex:

Map #228 River Terrace, September 15, 1873
Map #611 Fairlawn Pleasant Cottage Sites, December 1891
Map #673 Fairlawn Pleasant Cottage Sites, August, 1893
Map #592 Fairlawn Land Improvement Association, June 8, 1892
Map #610 Riverview Terrace, April 1901
Map # 1441 Property of Peter D. Henderson, May 17, 1912

LIST OF PROPERTIES INCLUDED IN THE HISTORIC SITES SURVEY OF THE BOROUGH OF FAIR LAWN, BERGEN COUNTY, NEW JERSEY

NR = National Register of Historic Places, followed by date listed
SR = State Register of Historic Places, followed by date listed
BCSHS = Bergen County Stone House Survey, followed by survey form number

SURVEY FORM #	DISTRICT	
0217-D1	Radburn Historic District; Area includes Fair Lawn, Berdan and Prospect Avenues, Plaza and Radburn Roads; SR,10-24-74; NR,11-19-74	
	INDIVIDUAL BUILDINGS	**BLOCK/LOT #**
0217-1	Radburn Railroad Station; East of Pollitt Drive, c. 150' north of FairLawn Avenue; included in Thematic Group of Operating Railroad Stations in New Jersey; January, 1979; SR,1983.	
0217-2	5-01 Bergen Avenue; George Washington School	5724
0217-3	41-25 Dunkerhook Road; Jacob Vanderbeck House; BCSHS #36; SR,10-03-80; NR, 01-09-83	1702/5
0217-4	42-19 Dunkerhook Road; Naugle-Vanderbeck House; BCSHS #37; SR, 10-03-80; NR, 01-09-83	1702/10
0217-5	13-19 Fair Lawn Avenue; Peter Demarest House; BCSHS #218.	4709/1
0217-6	16-05 Fair Lawn Avenue; Henry A. Hopper House	4702/1
0217-7	19-21 Fair Lawn Avenue; Cadmus House; BCSHS # 40; SR, 10/03/80; NR, 01-10-83	4701/7
0217-8	24-07 Fair Lawn Avenue; Richard J. Berdan House; BCSHS #41; SR, 10-03-80; NR, 01-09-83	3722/1C
0217-9	4-02 River Road; Peter Garretson House; BCSHS #38; SR, 10-04-74; NR,11-19-74.	5412/1
0217-10	12-19 River Road; G. V. H. Berdan House; BCSHS #39; SR, 10-03-80; NR, 01-09-83	5611/51-53
	INVENTORY LIST: DISTRICT	
0217-D11	13-28 Second Street, 13-20 Third Street, 13-02 and 13-24 Fourth Street, 13-02, 13-06, and 13-09 Fifth Street, 13-02 and 13-14 Sixth Street; Fairlawn Land Improvement Association District	5614, 5618, 5620,5622, 5624

INVENTORY LIST

0217-12	37-01 Broadway; McDonald's Hamburgers
0217-13	NE corner Saddle River Road and 14-03/Fair Lawn Avenue; Smokehouse on Berdan property(H.A.B.S.#45A)
0217-14	83 and 97 Heights Avenue; Columbia Heights Community Church and Columbia Heights Hose Company
0217-15	17-15 Maple Avenue; Peter D. Henderson, Jr., House and Barn
0217-16	Passaic River; Fair Lawn Avenue Bridge
0217-17	Passaic River; Indian Fish Weir
0217-18	Passaic River; Maple Avenue Bridge
0217-19	12-90 to 13-00 Plaza Road; Industrial Building
0217-20	16-23 River Road; David S. Acker Estate, Lamring's Dairy; House, Dairy, and Barn
0217-21	0-78 and 0-82 Saddle River Road; Terhune Houses
0217-22	12-25 Saddle River Road; Joralemon-Brocker House
	14-03 Saddle River Road; see 0217-13

A

B

C

D

E

F

G

H

J

K

L

Official

STREET MAP

for the

BOROUGH OF FAIR LAWN

in the

COUNTY OF BERGEN

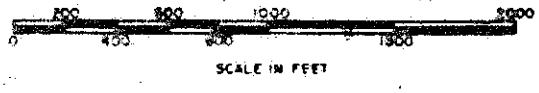
State of

NEW JERSEY

prepared by

ENGINEERING DEPARTMENT
BOROUGH OF FAIR LAWN, N.J.

Frank E. Peruggi *Borough Engineer*



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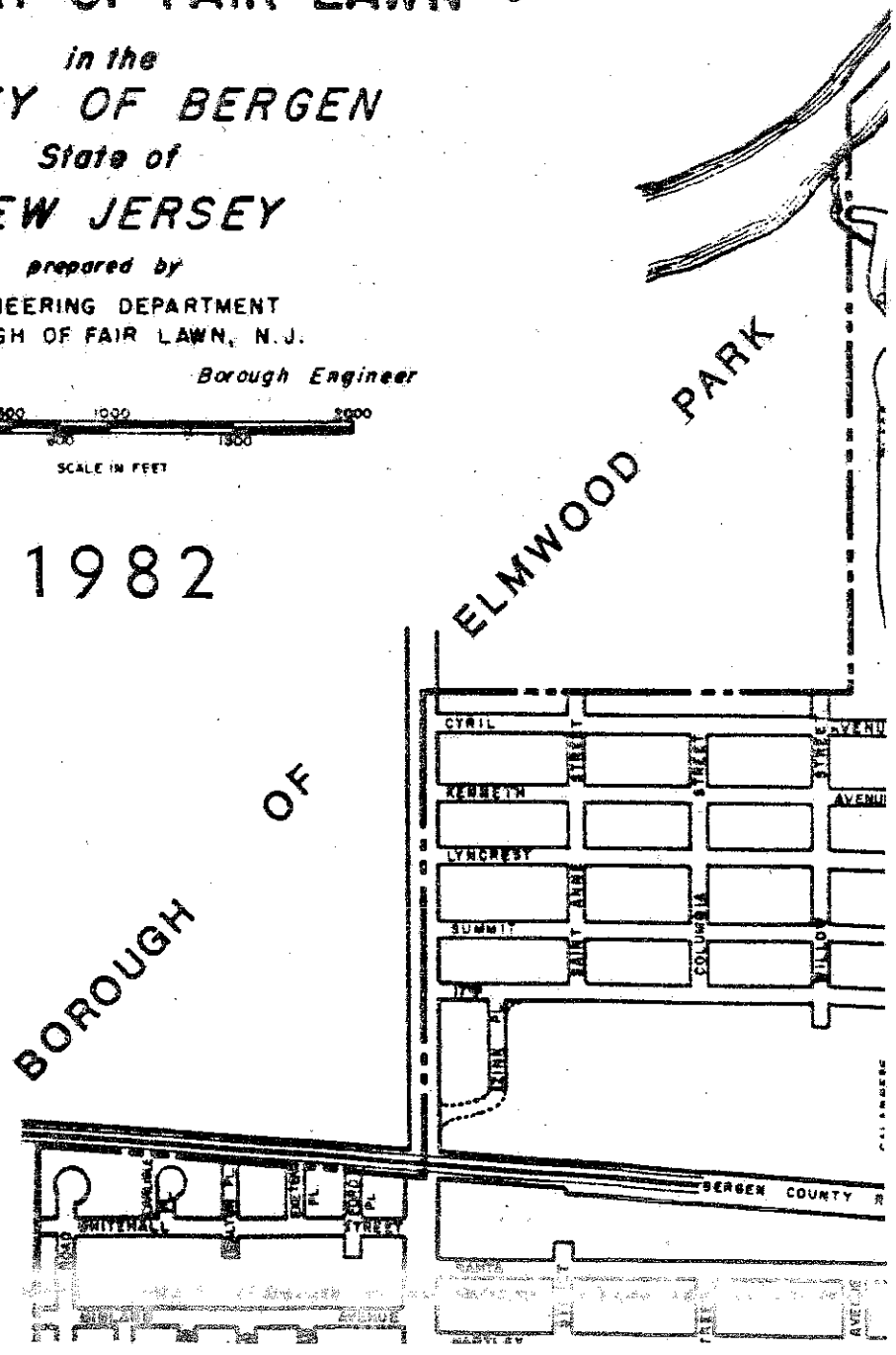
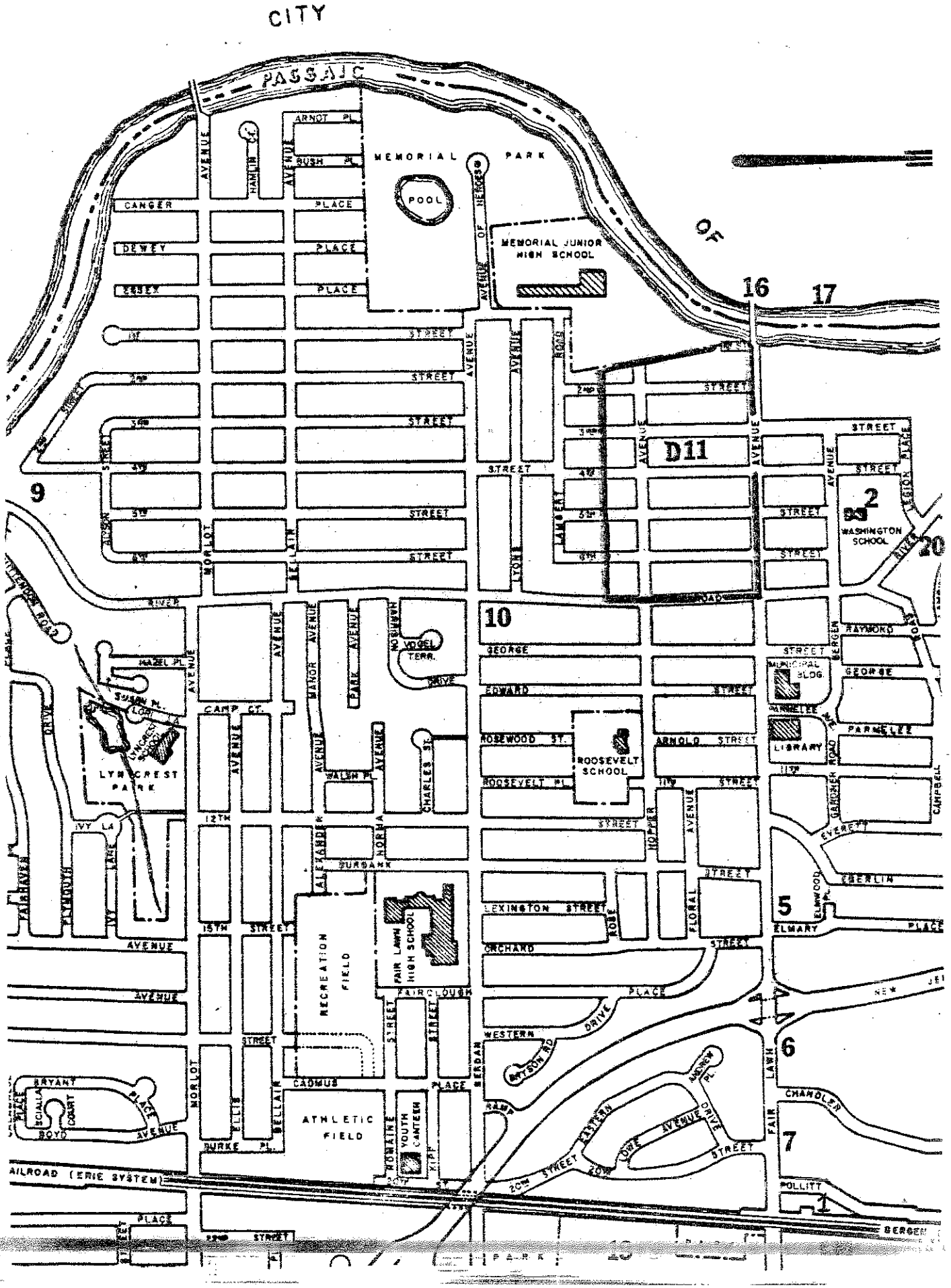
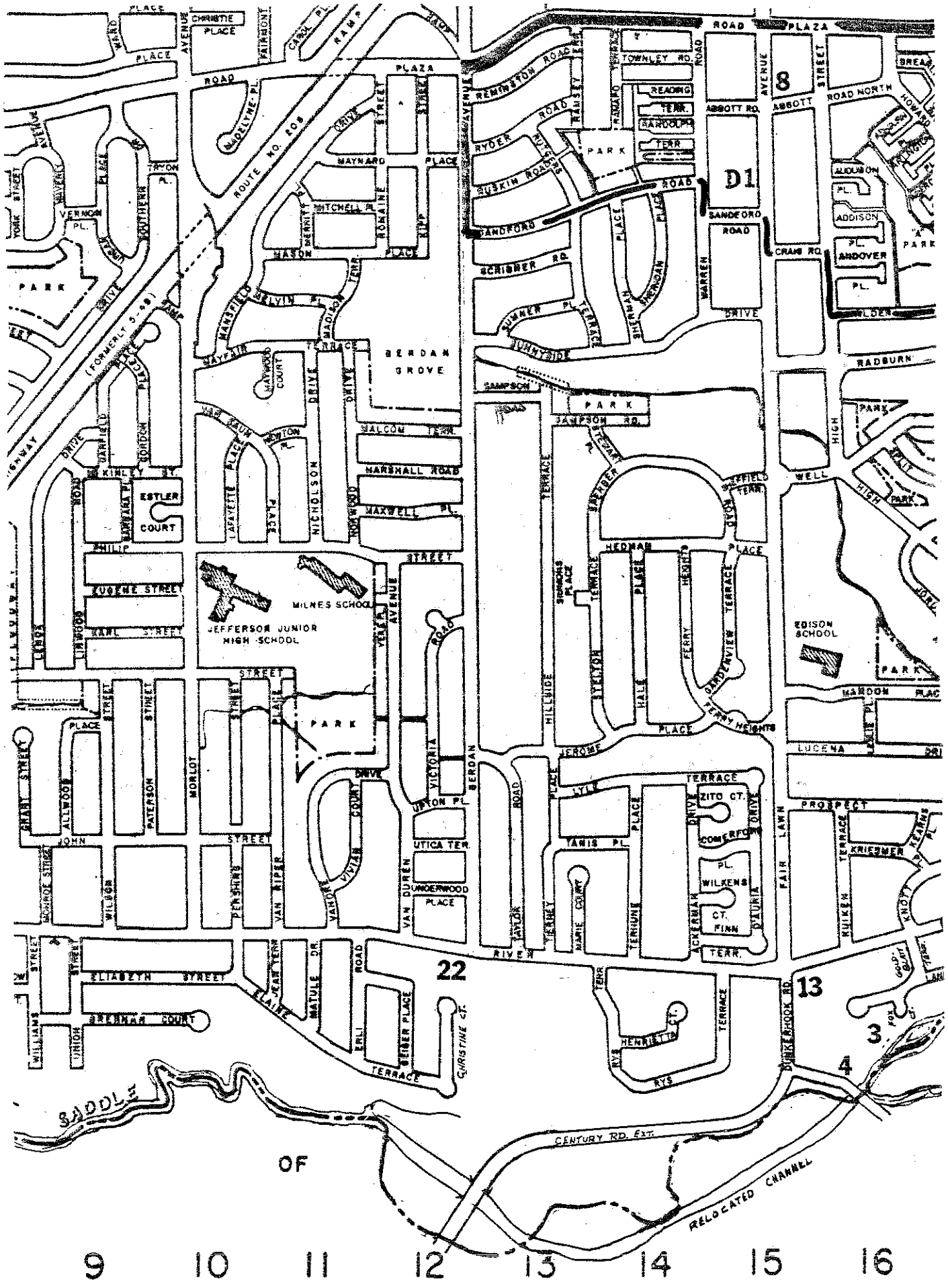
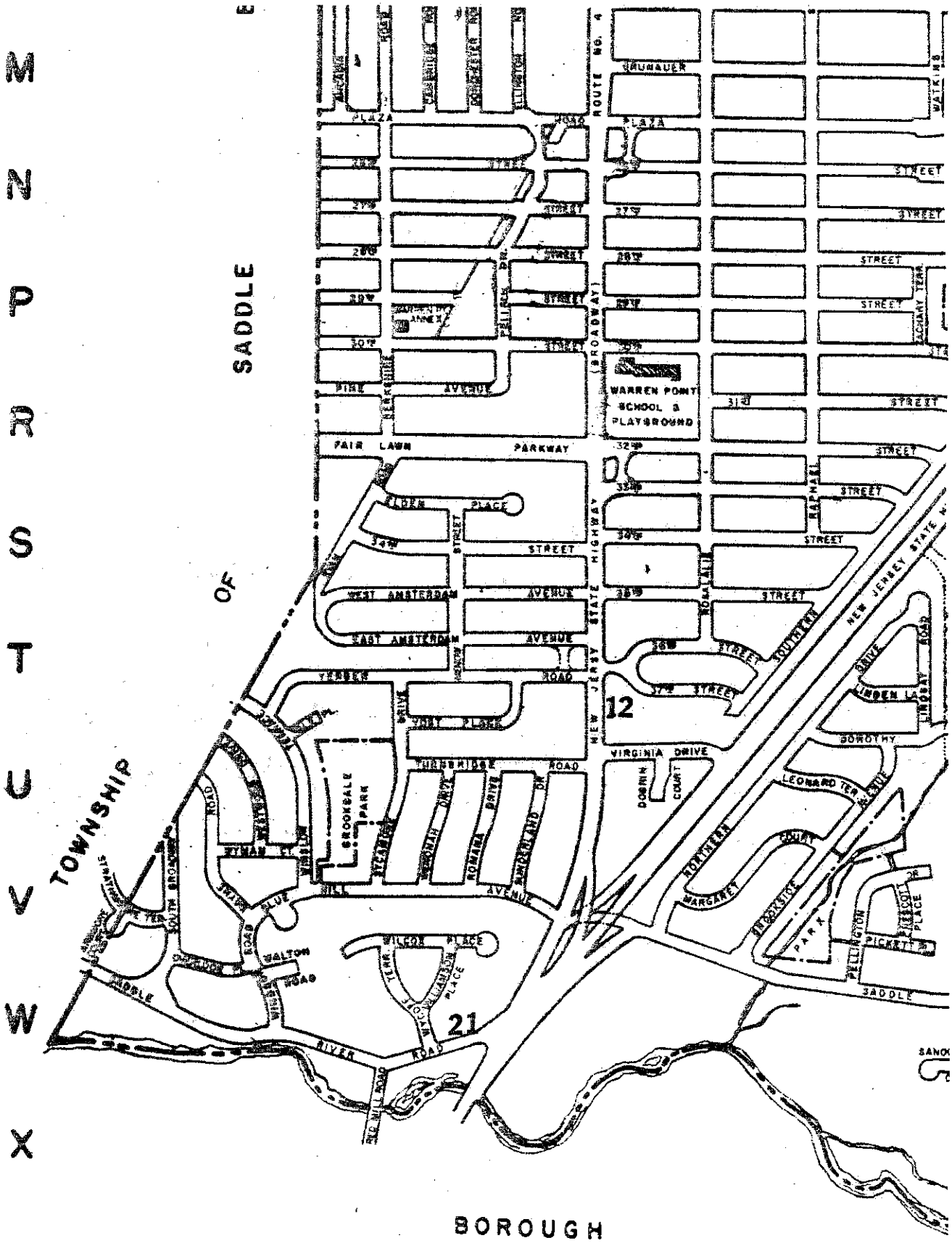
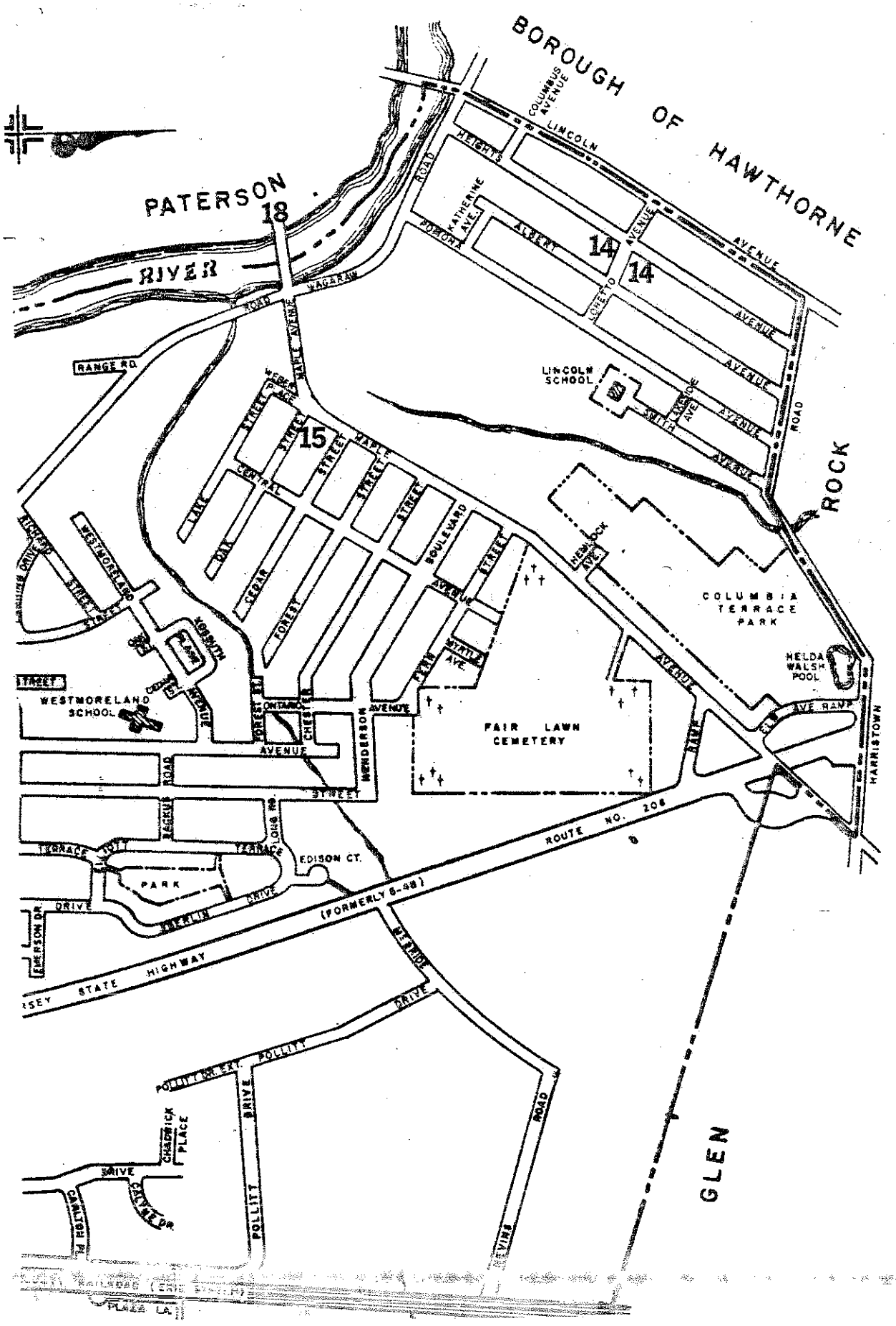


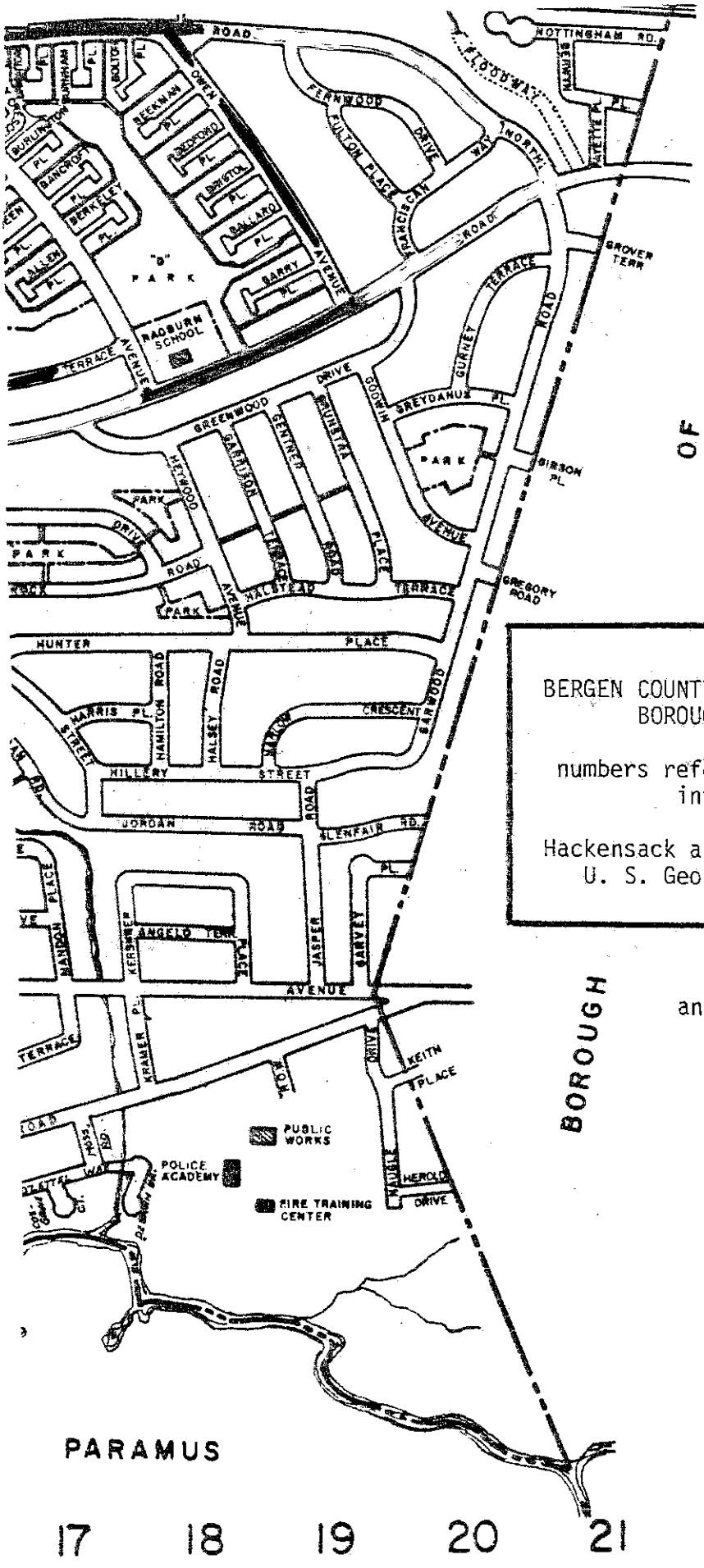

CITY
OF
PASSAIC
MEMORIAL PARK
POOL
MEMORIAL JUNIOR HIGH SCHOOL
ARNOT PL.
BUSH PL.
CANGER PLACE
DEWEY PLACE
ESSEX PLACE
AVENUE OF HEROES
HAMILTON AVENUE
STREET
AVENUE
ROSE
LAMBERT
LYONS
D11
16
17
9
2
WASHINGTON SCHOOL
LEGION PLACE
RIVER ROAD
10
VOGEL TERR.
DRIVE
HAZEL PL.
SUSAN PL.
CAMP CT.
LYNCREST PARK
MANOR AVENUE
PARK AVENUE
NORWOOD
WALSH PL.
CHARLES ST.
GEORGE
EDWARD
ROSEWOOD ST.
ROOSEVELT SCHOOL
ROOSEVELT PL.
ARNOLD STREET
MUNICIPAL BLDG.
BERGEN
RAYMOND
PARMELEE
LIBRARY
GARDNER ROAD
CAMPBELL
EVERETT
EBERLIN
ELMWOOD PL.
ELMARY PLACE
5
HOPPER
FLORAL
12TH
IVY LA.
IVY LANE
FAIRHAVEN
PLYMOUTH
ALEXANDER
NORMA
BURBANK
15TH
LEXINGTON STREET
ORCHARD
RECREATION FIELD
FAIR LAWN HIGH SCHOOL
FAIRCLOUGH
WESTERN
DRIVE
PLACE
NEW JE
6
BRYSON RD.
ANDREW PL.
FAIR LAWN
CHANDLER
BRYANT
SCIALLA
COURT
BOYD
CADMUS
ATHLETIC FIELD
YOUTH CANTEEN
MORAINE
BURKE PL.
ELLIS
BELLAIN
MORLOT
BERDAN
RAMA
ZOW STREET
ZOW
DOWE AVENUE
7
POLLITT
1
RAILROAD (ERIE SYSTEM)
BERGEN
PARK


PLAZA
ROAD
PLACE
AVENUE
CHRISTIE PLACE
FAIRMONT
CARL PL.
RAMP
WARD PLACE
MADELYNE PL.
ROUTE NO. 208
MAYNARD PLACE
MITCHELL PL.
MERRITT
LORAINE
MASON PLACE
MANSFIELD
MELVIN PL.
MADISON
TERRACE
WAYFAIR
HAYWOOD COURT
DRIVE
VAN HAUN
NEWTON PL.
NICHOLSON
WALCOM TERR.
MARSHALL ROAD
MAXWELL PL.
ROSEWOOD
BERDAN GROVE
REMINGTON ROAD
RYDER ROAD
RUSKIN ROAD
SANFORD ROAD
SCHIBNER RD.
SUMNER PL.
TERRACE
SHERMAN
SHERIDAN
WARREN
DRIVE
TOWNLEY RD.
READING TERR.
RANDOLPH TERR.
PARK
ABBOTT RD.
ABBOTT ROAD NORTH
AVENUE
STREET
8
D1
SANDFORD ROAD
CRAIG RD.
ALDOUSON PL.
ADDISON PL.
ANDOVER PL.
HOWARD
PARK
VERNON PL.
TAYON PL.
YORK STREET
BELVERIL
PARK
SOUTHERN
DRIVE
(FORMERLY S-68)
HIGHWAY
DRIVE
DARFIELD
GORDON
MC KINLEY ST.
ESTLER COURT
LAMPARA PL.
ROAD
PHILIP
EUGENE STREET
KARL STREET
LINDA
LINWOOD
LAFAYETTE PLACE
NICHOLSON
ROSEWOOD
MILNES SCHOOL
JEFFERSON JUNIOR HIGH SCHOOL
VICTOR AVENUE
STREET
ROAD
PARK
MILLWIDE
TERRACE
SHERIDAN PLACE
STEVENS
HALE
FERRY
HEDMAN PLACE
HEIGHTS
GARDENVIEW TERRACE
TERRY HEIGHTS
SHEFFIELD TERR.
ROAD
WELL
HIGH
PARK
EDISON SCHOOL
MARDON PLACE
LUCERNA
PROSPECT
TERRACE
KRIEDMER
KNOTT
PL.
FAIR LAWN
MULLEN
CHART STREET
ALLWOOD
PATERSON
MORLOT
STREET
PLACE
JOHN
MONROE STREET
WILBUR
PERSHING
VAN RIPER
VIVIAN
YAMON
VAN DUREN
UNDERWOOD PLACE
UTICA TER.
UPTON PL.
VICTORIA
BERDAN ROAD
JEROME PLACE
LYLE
TANIS PL.
MARIE COURT
TAYLOR
TERHUNE
ACKERMAN
DAURIA
TERR.
ZITO CT.
COMERFORD
DRIVE
PL.
WILKENS
CT.
FINN
RIVER
22
13
3
4
ELIABETH STREET
JEAN TERR.
MATULE DR.
ROAD
ERLI
BEIMER PLACE
TERRACE
CHRISTINE CT.
BREMMAN COURT
WILLIAMS
UNION
HENRIETTA CT.
RYS
DUNKERHOOK RD.
FOX CT.
GOLF COURSE
SADDLE
OF
CENTURY RD. EXT.
RELOCATED CHANNEL
9
10
11
12
13
14
15
16


MONMOUTH
SADDLE
RIVER
TOWNSHIP
OF
BOROUGH
WARREN POINT SCHOOL & PLAYGROUND
FAIR LAWN PARKWAY
WEST AMSTERDAM AVENUE
EAST AMSTERDAM AVENUE
NEW JERSEY STATE HIGHWAY (BROADWAY)
NEW JERSEY STATE HIGHWAY
VIRGINIA DRIVE
LEONARD TERRACE
BROOKDALE PARK
WILSON PLACE
WALTON ROAD
SADDLE RIVER ROAD
12
21

2 3 4 5 6 7 8


BOROUGH OF HAWTHORNE
PATERSON
RIVER
18
14
14
15
COLUMBUS AVENUE
LINCOLN
HEIGHTS
ROAD
KATHERINE AVE.
ROBERT
ALBERT
ROBERTO
AVENUE
AVENUE
AVENUE
AVENUE
AVENUE
AVENUE
ROAD
VAGARAW
ROAD
MAPLE AVENUE
RANGE RD.
LINCOLN SCHOOL
SMITH
LAKEWOOD AVE.
ROCK
LAKE
CENTRAL
MAPLE
STREET
STREET
STREET
STREET
STREET
OAK
CEDAR
FOREST
BOULEVARD
STREET
AVENUE
HEMLOCK AVE.
COLUMBIA TERRACE PARK
HELDA WALSH POOL
WESTMORELAND
STREET
STREET
STREET
WESTMORELAND SCHOOL
PARK
AVENUE
FOREST
ONTARIO
CHESTER
HENDERSON
AVENUE
PARK
MYRTLE AVE
FAIR LAWN CEMETERY
AVENUE
AVE RAMP
HARRISTOWN
AVENUE
ROAD
STREET
TERRACE
TERRACE
FLORA RD.
EDISON CT.
PARK
DRIVE
FRANKLIN
DRIVE
ROUTE NO. 208
(FORMERLY 6-46)
STATE HIGHWAY
DRIVE
POLLITT
DRIVE
POLLITT
DRIVE
CHADWICK PLACE
DRIVE
CARLTON PL.
POLLITT
ROAD
GLEN
PLAZA LA.



NJHSI 0217
BERGEN COUNTY HISTORIC SITES SURVEY
BOROUGH OF FAIR LAWN

numbers refer to survey forms and inventory lists

Hackensack and Paterson Quadrangles
U. S. Geological Survey maps

Prepared by the Bergen County Office of Cultural and Historic Affairs, 1983

Street Index to Map of Borough of Fair Lawn (continued on page 37)

◇A◇

ABBOTT ROAD M-15
ABBOTT ROAD NORTH M-16
ABERDEEN PLACE M-17
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ALDEN TERRACE P-17
ALEXANDER AVENUE G-11
ALLEN PLACE N-17
ALLWOOD PLACE V-9
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ANDOVER PLACE P-16
ANDREW PLACE J-14
ANGELO TERRACE U-18
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ARLINGTON PLACE N-17
ARNOLD STREET G-14
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AUDUBON PLACE N-16
AVENUE OF HEROES B-13

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BALLARD PLACE N-18
BANCROFT PLACE N-17
BANTA PLACE L-7
BARBARA PLACE S-9
BARRY PLACE N-19
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BURKE PLACE K-10
BURLINGTON PLACE M-17
BURNHAM PLACE M-17
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CALABRESE PLACE K-9
CALYNE DRIVE K-18
CAMBRIDGE ROAD M-4
CAMPBELL ROAD F-17
CANGER PLACE B-10
CARLISLE PLACE K-4
CARLTON PLACE K-17
CAROL PLACE L-11
CEDAR STREET E-18 E-19
CENTRAL AVENUE D-18
CHADWICK PLACE K-18
CHANDLER DRIVE K-16
CHARLES STREET G-12
CHESTER STREET F-19
CHRISTINE CT X-12
CHITTENDEN ROAD E-8
CHRISTIE PLACE L-10
COLUMBIA STREET J-7
COLUMBUS AVENUE A-21
COMERFORD PLACE V-15
CRAIG ROAD N-15
CYRIL AVENUE G-6

◇D◇

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D'AURIA DRIVE V-15
DEWEY PLACE B-10
DOBRIN COURT U-6
DORCHESTER ROAD M-4
DOROTHY STREET T-8
DUNKERHOOK ROAD X-15

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E. AMSTERDAM AVENUE T-4
EASTERN DRIVE K-13
EBERLIN DRIVE H-17
EDISON COURT H-19
EDWARD STREET F-13
ELDEN PLACE R-4
ELAINE TERRACE W-10
ELIZABETH STREET W-9
ELLINGTON ROAD M-5
ELLIOTT TERRACE G-18
ELLIS AVENUE J-10
ELM AVENUE F-23
ELMARY PLACE H-16
ELMWOOD PLACE H-16
EMERSON DRIVE H-17
ERLI ROAD W-11
ESSEX PLACE B-10
ESTLER COURT S-10
EUGENE STREET T-9
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EXETER PLACE K-5

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FAIRHAVEN PLACE G-8
FAIR LAWN AVENUE C-15 W-15
FAIR LAWN PARKWAY R-4
FAIRMOUNT PLACE L-11
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FINN TERRACE V-15
FLORAL AVENUE H-14
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GARDINER ROAD G-16
GARFIELD PLACE R-9
GARRISON TERRACE R-18
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GENTNER ROAD R-19
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GIBSON PLACE R-20
GIEGER PLACE X-12
GLENFAIR ROAD T-19
GODWIN AVENUE P-19
GORDON PLACE R-9
GRANT STREET V-8
GREENWOOD DRIVE P-19
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GREYDANUS PLACE P-19
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GROVER TERRACE N-21

◇H◇

HALE PLACE T-14
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HARRIS PLACE T-17
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HARTLEY PLACE L-6
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HEDMAN PLACE S-14
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HOWARD AVENUE N-17
HUNTER PLACE S-17

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IVY LANE H-9

◇J◇

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JEROME PLACE U-14
JOHN STREET V-9
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KEARNS PLACE V-16
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KENNETH AVENUE H-6
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KOSSUTH PLACE F-18
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KUIKEN TERRACE V-16

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LENOX DRIVE T-8
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LESLIE PLACE U-16
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LINDEN LANE T-7
LINDSAY ROAD T-8
LINWOOD ROAD S-9
LONG ROAD G-19
LORETTO AVENUE B-22
LORI LANE F-9
LOWE AVENUE K-14
LUCENA DRIVE U-16
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LYNCREST AVENUE H-6
LYONS AVENUE D-13

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MALCOM TERRACE		R-12
MANDON PLACE		T-16
MANOR AVENUE		E-11
MANSFIELD DRIVE		P-10
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MARGARET COURT		V-6
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MASON PLACE		N-11
MATULE DRIVE		W-11
MAYFAIR TERRACE		P-11
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MENOW STREET		T-4
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MIDLAND AVENUE		L-4
MITCHELL PLACE		N-11
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NAUGLE DRIVE		W-19
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NEVINS ROAD		K-20
NEWTON PLACE		R-11
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PHILIP STREET	S-9	S-12
PICKETT PLACE		V-8
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PLAZA ROAD NORTH	M-16	N-20
PLYMOUTH DRIVE		G-9
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RAMSEY TERRACE		M-13
RANDOLPH TERRACE		M-14
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RAPHAEL STREET	L-7	S-7
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READING TERRACE		M-14

◇R◇

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REMINGTON ROAD		M-13
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RIVER ROAD		E-10
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RYAN ROAD		S-3
RYDER ROAD		M-13
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SAMPSON ROAD		R-13
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SANDOW COURT		W-8
SCIALLA COURT		K-9
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SPLIT ROCK ROAD		S-17
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STEWART PLACE		R-13
STRATHMORE TERRACE		V-2
SUMMIT AVENUE		J-6
SUMNER PLACE		P-13
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SUNNYSIDE DRIVE		P-14
SYCAMORE DRIVE		U-4

◇T◇

TANIS PLACE		V-14
TAYLOR ROAD		V-13
TERHUNE PLACE		V-14
TIERNEY PLACE		V-13
TOWNLEY ROAD		M-14
TRYON PLACE		N-10
TURNBRIDGE ROAD		U-4

◇U◇

UNDERWOOD PLACE		V-12
UNION STREET		X-9
UPTON PLACE		U-12
URBAN PLACE		N-9
UTICA TERRACE		V-12

◇V◇

VAN DUREN AVENUE		V-12
VANORE DRIVE		V-11
VAN RIPER PLACE		V-11
VAN SAUN PLACE		S-10
VEILE PLACE		T-11
VERNON PLACE		N-9
VICTORIA ROAD		U-12
VIRGINA DRIVE		U-6
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VOGEL TERRACE		F-12

◇W◇

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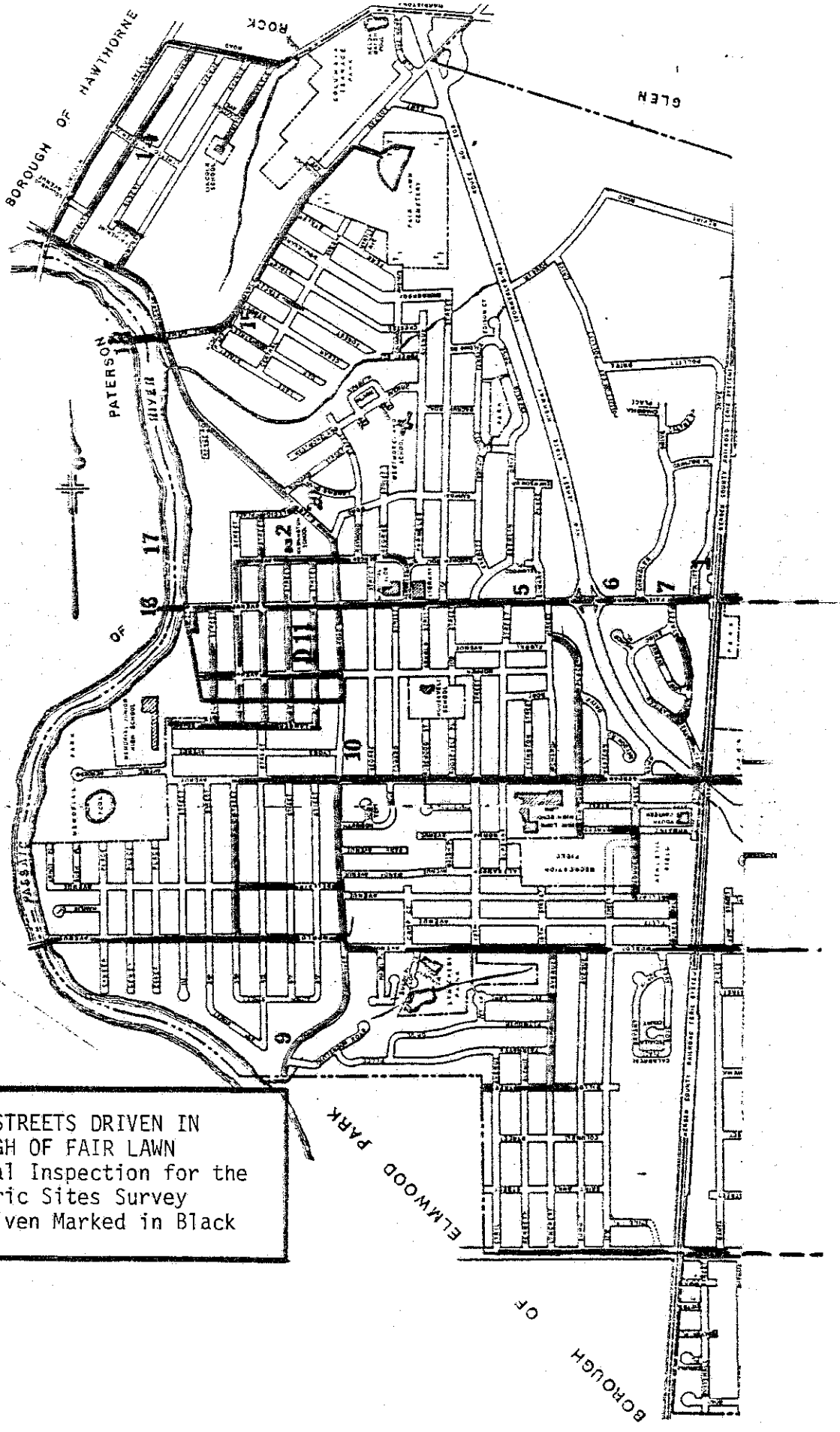
WALSH PLACE		G-11
WALTON ROAD		V-3
WARD STREET		L-9
WARREN ROAD		N-14
WATKINS AVENUE		M-8
WAVERLY AVENUE		N-9
WAYNE ROAD		U-2
WEBER PLACE		D-18
WELL DRIVE		R-16
WENONAH DRIVE		U-4
W. AMSTERDAM AVENUE		S-4
WESTERN DRIVE		J-13
WESTMORELAND AVENUE		F-18
WESTWOOD DRIVE		U-3
WHITEHALL STREET		L-4
WILCOX PLACE		V-4
WILKENS COURT		V-15
WILLIAMS STREET		X-8
WILLIAMSON PLACE		V-4
WILLOW STREET		J-3
WILSON STREET		V-9
WINDSOR ROAD		V-3
WINSLOW TERRACE		U-3
WYCKOFF TERRACE		W-4
WYMAN COURT		U-3

◇Y◇

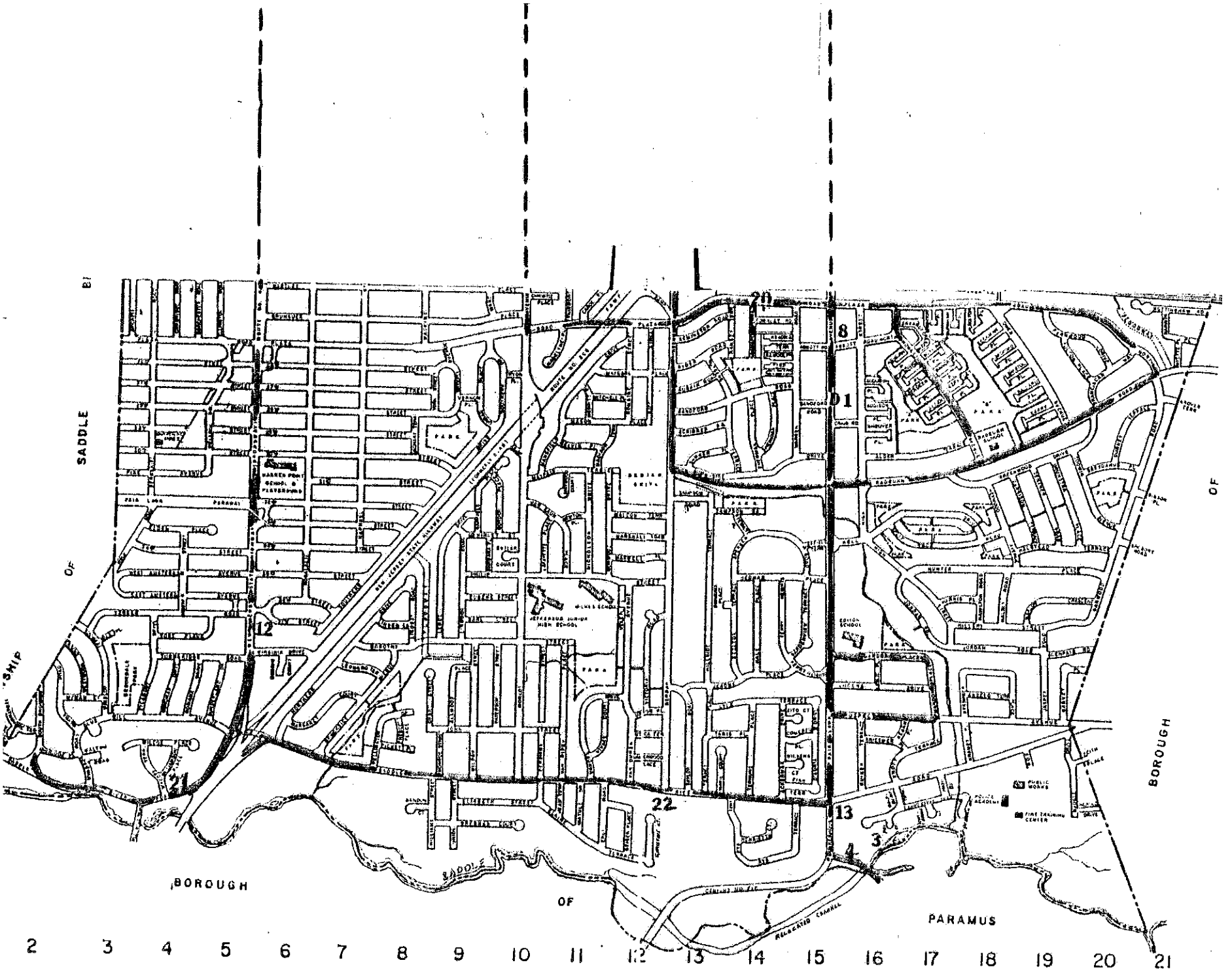
YALE PLACE		T-3
YERGER ROAD		T-4
YORK STREET		N-8
YOST PLACE		T-4

◇Z◇

ZACHARY TERRACE		P-8
ZINK PLACE		K-6
ZITO COURT		V-15
1ST STREET	C-10	C-15
2ND STREET	C-9	C-14
3RD STREET	D-9	D-14
4TH STREET	D-9	D-14
5TH STREET	E-9	E-14
6TH STREET	E-9	E-14
11TH STREET		G-15
12TH STREET		G-10
15TH STREET		H-10
17TH STREET		J-6
20TH STREET	K-11	K-13
22ND STREET		L-10
26TH STREET	N-4	N-6
27TH STREET	N-4	N-6
28TH STREET	N-4	N-6
29TH STREET	P-4	P-6
30TH STREET	P-4	P-6
31ST STREET		R-7
32ND STREET		R-6
33RD STREET		R-6
34TH STREET	S-4	S-6
35TH STREET		S-6
36TH STREET		T-6
37TH STREET		T-6
CAMP CT.		F-10
PELLACK DR.		P-4
SUSAN PL		F-8
CENTURY RD. EXT.		X-14
FOX CT		W-16
COSGROVE CT.		W-17
LANDZETTEL WAY		W-17
GOLDBLATT TERR		W-16
MOSS RD		W-17
BERBRIN DR		W-18



MAP OF STREETS DRIVEN IN
BOROUGH OF FAIR LAWN
During Visual Inspection for the
Historic Sites Survey
Streets Driven Marked in Black


SADDLE
BOROUGH
OF
PARAMUS
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PARKWAY
NEW JERSEY STATE HIGHWAY
ROUTE NO. 208
JEFFERSON JUNIOR HIGH SCHOOL
EDISON SCHOOL
PUBLIC WORKS
POLICE ACADEMY
FIRE TRAINING CENTER
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Form 10-300
(Rev. 6-72)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY – NOMINATION FORM

(Type all entries – complete applicable sections)

STATE: New Jersey
COUNTY: Bergen
FOR NPS USE ONLY
ENTRY DATE

SEE INSTRUCTIONS

1. NAME

COMMON: Radburn

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER: See continuation sheet for verbal description

CITY OR TOWN: Fair Lawn Borough

CONGRESSIONAL DISTRICT: William Widnall-7th District

STATE: New Jersey — CODE: 34

COUNTY: Bergen — CODE: 003

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
[X] District [ ] Building [ ] Site [ ] Structure [ ] Object	[ ] Public [X] Private [ ] Both; Public Acquisition: [ ] In Process [ ] Being Considered	[X] Occupied [ ] Unoccupied [ ] Preservation work in progress	Yes: [ ] Restricted [X] Unrestricted [ ] No

PRESENT USE (Check One or More as Appropriate)

[ ] Agricultural	[ ] Government	[X] Park	[ ] Transportation	[ ] Comments
[X] Commercial	[X] Industrial	[X] Private Residence	[ ] Other (Specify)	
[X] Educational	[ ] Military	[X] Religious		
[ ] Entertainment	[ ] Museum	[ ] Scientific		

4. OWNER OF PROPERTY

OWNER'S NAME: Radburn Association

STREET AND NUMBER: 29-20 Fair Lawn Avenue (see continuation sheet)

CITY OR TOWN: Fair Lawn, — STATE: New Jersey — CODE: 34

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC: Office of the Clerk of Bergen County

STREET AND NUMBER: Bergen County Court House - Main Street

CITY OR TOWN: Hackensack — STATE: New Jersey — CODE: 34

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: New Jersey Historic Sites Inventory (#1073.7)

DATE OF SURVEY: 1974 [ ] Federal [X] State [ ] County [ ] Local

DEPOSITORY FOR SURVEY RECORDS: Historic Sites Section, Dept. of Environmental Protection

STREET AND NUMBER: Box 1420

CITY OR TOWN: Trenton — STATE: New Jersey — CODE: 34

STATE: New Jersey
COUNTY: Bergen
ENTRY NUMBER
DATE

7. DESCRIPTION

CONDITION	(Check One) [ ] Excellent [X] Good [ ] Fair [ ] Deteriorated [ ] Ruins [ ] Unexposed	
	(Check One) [X] Altered [ ] Unaltered	(Check One) [ ] Moved [X] Original Site

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

RADBURN HISTORIC DISTRICT

New Jersey code: 34
Bergen code: 003

7. Description

Verbal Description of District Boundaries

Starting at the corner of Plaza Road and Fair Lawn Avenue in Fair Lawn in the Plaza Building, a commercial and office building at 14-25 Plaza Road. Approximately 370' north of Plaza Road the district continues with houses on Plaza Road including only;

1) Plaza Road - 303, 305, 307, 309, 311, 313, 315, 317, 318A, 318B, 319, 320A, 320B, 322A, 322B, 323, 324A, 324B, 325, 326A, 326B, 328A, 328B, 330, 330B, 331, 332A, 332B, 333, 334A, 334B, 335, 336A, 336B, 338A, 338B, 340A, 340B, 342A, 342B, 344A, 344B, 346A, 346B, 348A, 348B, 350A, 350B, 352A, 352B, 354. 53

Also included are the Tennis Courts immediately adjacent to 318A Plaza Road and the Foster Garages directly behind 318A through 330A. Also included in the District are the cul-de-sacs that run off of the Plaza Road North which include Brighton Place, Burnham Place and Balton Place. All property on these streets are included in the District.

The northern boundary of the District is Owen Avenue which intersects with Plaza Road to make the northwest boundary. Properties on this street that are only to be included in the District are: 341, 343, 345, 347, 348, 350, 352, 354, 356, 358, 360, 362, 364, 366, 368, 370, 372, 374, 376, 378, 380, 384, 385, 386. 24

Also included in the District are the cul-de-sacs which run South off of Owen Avenue. They are Barry Place. Ballard Place, Bristol Place, Bedford Place and Beekman Place.

The Northeast corner is where Owen Avenue ends and meets with Radburn Road. The only properties to be included on Radburn Road are 19-08, 19-12, 19-20, 20-20, 20-06, 20-10, 20-14. (1)

Also included on Radburn Road is the Radburn School on the corner of Radburn Road and Howard Avenue and the Radburn Volunteer Company No. 1 at 14-23 Radburn Road.

7. Description (cont.)

The District proceeds west on Howard Avenue. The only properties on Howard Avenue to be included are: 300, 302, 308, 312, 316, 318, 324, 325, 326, 328, 330, 332, 333, 334, 345, 342, 341, 343, 351.

To be included in the District are the cul-de-sacs which run off of Howard Avenue and these are Berkeley Place, Bancroft Place, Burlington Place, Brearly Crescent, Ashburn Place, Arelington Place, Aberdeen Place and Allen Place. The Radburn Association's "B" Park is to be included. It is situated behind the cul-de-sacs which run off of the north side of Howard Avenue and behind the cul-de-sacs which run off of Owen Avenue.

High Street which is south of Howard Avenue and runs parallel to it. The properties on High Street to be included in the District are 27-01. The Church in Radburn at 27-06 and the Abbott Court Apartments at 302 High Street. The cul-de-sacs off of High Street, Addison Place, Andover Place and Audubon Place are included in the District. Also included is "A" Park which is situated behind the cul-de-sacs which run off of the south side of Howard Avenue and behind the cul-de-sacs which run off of High Street.

Fair Lawn Avenue basically bisects the District and the properties on it which belong in the District are the Grange Hall 29-20, the Bell Telephone Company 27-02 and the Dutch House 24-07.

The corner of Berdan Avenue and Plaza Road is the Southwest corner of the District. On the west side of this corner is The Radburn Association's Daly Field and this is included in the District. Also to be included is the Colvan Corporation Property which is adjacent and north of Daly Field. Other properties on Plaza Road to be included are: 13-01, 13-05, 13-09, 13-10, 13-12, 13-14, 13-15, 13-16, 13-17, 13-18, 13-19, 13-20, 13-21, 13-24, 13-26.

Also the Radburn Association's Archery Plaza is to be included, it is situated directly behind 13-16, 13-18, 13-20, 13-24 and 13-26 Plaza Road.

Running east off of Plaza Road is Ramsey Terrace and all properties on it are included in the District. Running south off of Ramsey is Ryder Road and all properties on it are to be included. Also running south off of Ramsey is Remington Road and all properties except 24 Remington are

7. Description (Cont'd.)

to be included.

North of Ramsey Terrace, running east is Ramapo Terrace and all property on it is to be included. North of Ramapo is Warren Road and the only property to be included on it are numbers 22 and 24. Running South off of Warren Road are Townley Road, Reading Terrace and Randolph Terrace and all properties on it are to be included in the District.

Also running South off f Warren Road is Sandford Road and the only properties on it to be included are: 20, 21, 22, 23, 24, 25, 27, 29, 30, 31, 32, 33, 35, 36, 37, 38, 39, 50, 51, 52, 53.

Running East off of Sandford Road is Sheridan Place and the only properties to be included are 1, 2, 4 and 5. Also running East off of Sandford is Sherman Place and the only properties on it to be included are 2, 3 and 4. Rutgers Terrace runs East and West of Sandford Road. The only properties to be included are 4, 6, 8, 10, 11, 12, 14, 15, 16 and 22. Running South off of Rutgers Terrace is Ruskin Road and all properties on it are to be included. Also to be included is The Radburn Association's "R" Park which is situated directly behind the homes on the West side of Sandford.

It is suggested that the tax maps be consulted for exact location.

Radburn
Fairlawn Boro
Bergen County, 003
New Jersey, 34

7. Description (cont.)

Addendum

The original plan for Radburn as conceptualized by Clarence Stein and Henry Wright was to house some 25,000 people -- a much larger development than was actually built. The depression in 1929 greatly retarded construction, consequently, present-day Radburn is smaller than indicated on the 1929 planning map of Stein and Wright. Nonetheless, Radburn still incorporated all of the basic concepts of the planners.

The configuration of present-day Radburn is nearly identical to that originally developed in 1929-30.

The primary innovation of Radburn was the separation of pedestrian and vehicular traffic, done by doing away with the traditional grid-iron street pattern and replacing it with the superblock, another innovation. The superblock is a large block of land surrounded by main roads. Small cul-de-sacs, access roads, enter into the superblock from the main roads and the houses are grouped around the cul-de-sac. The remaining land inside the superblock is park area; the backbone of the neighborhood. The living and sleeping sections of the houses face toward the garden and park areas while the service rooms face the access road.

The walks that surrounded the cul-de-sacs on the garden side of the houses divide the cul-de-sacs from each other and from the central park area, and crossing the park where necessary. Finally, to further maintain the separation of pedestrian and vehicular traffic, a pedestrian underpass was provided as well as an overpass, linking the superblocks. This system was so devised that a pedestrian can start at any given point and proceed on foot to school, stores or church without having to cross a street used by automobiles.

Another innovation of Radburn was that the parks were secured without additional cost to the residents. The savings in expenditure for roads and public utilities at Radburn, as contrasted with the normal subdivision paid for the parks. The Radburn type of plan requires less area of street to

Radburn
Fairlawn Boro
Bergen County, 003
New Jersey, 34

7. Description (cont.)

secure the same amount of frontage. In addition, for direct access to most houses it uses narrower roads of less expensive construction as well as smaller utility lines. In fact, the area in streets and length of utilities is 25 percent less than in the typical American street plan. The saving in cost not only paid for the 12 to 14 percent of the total area that went into internal parks, but also covered the cost of grading and landscaping the play spaces and green links connecting the central block commons.

The genius of the Radburn plan is shown in the use of the small property lots and cul-de-sac construction to finance the grading and the landscaping.

Originally conceived by Stein and Wright to house 25,000 people, the boundaries of this community were to be the Saddle River on the east (Radburn means Saddle River in Old English), the Erie Railroad on the west, the Glen Rock border on the north and the Saddle Brook Township border on the south. The Old Mill, now part of the Bergen County Park System, was to be the entrance of this new city. The depression, however, pushed the builder, City Housing Corporation, into bankruptcy thus Radburn could not expand beyond its present size of 149 acres, including 430 single family homes, 60 town houses, 30 row houses, 54 duplexes and 92 apartment units, as well as a shopping center, parks and amenities.

The Radburn Association manages for the community a park network of 23 acres, two swimming pools, four tennis courts, four baseball fields, three playground areas, five outdoor basketball courts, an archery plaza, two summer houses, several miles of walkways, a walkway lighting system, an underpass and a community center called the Grange which includes offices, a library, clubroom, kitchen, maintenance shop and garage, a recreation room, and a gymnasium equipped with a stage.

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

[ ] Pre-Columbian	[ ] 16th Century	[ ] 18th Century	X 20th Century
[ ] 15th Century	[ ] 17th Century	[ ] 19th Century	

SPECIFIC DATE(S) (If Applicable and Known) 1928-29

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

Aboriginal	[ ] Education	[ ] Political	X Urban Planning
[ ] Prehistoric	[ ] Engineering	[ ] Religion/Philosophy	Other (Specify)
[ ] Historic	[ ] Industry	[ ] Science	
[ ] Agriculture	[ ] Invention	[ ] Sculpture	
[ ] Architecture	[X] Landscape Architecture	[ ] Social/Humanitarian	
[ ] Art	[ ] Literature	[ ] Theater	
[ ] Commerce	[ ] Military	[ ] Transportation	
[ ] Communications	[ ] Music		
[ ] Conservation			

STATEMENT OF SIGNIFICANCE

8. Significance

Radburn, New Jersey, created in 1929 by City Housing Corporation from the plans developed by Clarence Stein and Henry Wright was a planned community touted to be the "Town for the Motor Age", the primary innovation being the separation of pedestrian and vehicular traffic by creating the superblock concept. The physical plan of Radburn has been an inspiration and example to planners and landscape architects throughout the world for the last 45 years.

"A sharp break with traditional housing and planning objectives in the United States," as historian Roy Lubove has stated, "was the formation of the Regional Planning Association in 1923." This organization, whose membership was made up primarily of a circle of friends held together by a broad concern and concept of planning, charged itself to promote new planning environments in harmony with man's social, psychological and biological needs. This planning association was composed of architects/planners Clarence Stein, Henry Wright and Frederick Lee Ackerman, conservationist and regionalist Benton MacKaye, urban critics Lewis Mumford and Charles Whitacker, realator Alexander Bing, economist Stuart Chase and housing specialist Catherine Bauer. The Regional Planning Association also attracted such environmental thinkers and reformers as Tracy Anger, Clarence Perry, Robert Bruere, Herbert Emmerich, Charles Asher and Harold Buttenheim.

Using the tools and insights of the traditional English town planning concept and the basic premises of contemporary regionalists such as Patrick Geddes, the association sought to find alternatives to unplanned settlements and developments. In the place of blighted cities and the isolation and squalor of incompletely and poorly developed rural areas, the Association hoped to create a "middle landscape," whose dimensions and qualities are best displayed in the Association's most important and daring venture.

SEE INSTRUCTIONS

STATE	
New Jersey	
COUNTY	
Bergen	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

Significance (cont'd.)

The emergence of the U. S. as a world leader after World War I, the migration from the rural areas, and the industrialization of the American economy caused a dramatic growth of the cities during the 1920's, leading to a severe housing shortage. The auto, becoming more and more a mainstay in American life, added a new problem to urban living--death by auto. Drastic changes in urban design were necessitated by these two factors, the need for more housing, and the deaths of thousands of children killed each year by the horseless carriage. To alleviate the problems which "modern society" presented, Radburn, Town for the Motor Age, was created in 1929.

In 1928, the City Housing Corporation, made up of members of the Regional Planning Association, began to break ground at an obscure rural area in northern New Jersey. About 5,000 people were already living there, most of them farmers and small land owners. The project was Radburn, a radical innovation in both community living and physical design. The radical innovation was what we know as planned unit development, which incorporates cluster development, cul-de-sacs, land sharing and, last, but not least, complete isolation between pedestrian and automobile traffic.

The designers, Clarence Stein and Henry Wright, were well aware that the new town was an experiment in living and the advertising brochure published by the City Housing Corporation capitalized on this fact: "Radburn will be a complete town and is not to be confused with the average little suburban development. Schools, stores and business buildings are being planned or built so that residents will have within a short time all the facilities and conveniences which, ordinarily, are associated only with living in a large city." This in fact was accomplished for the planning did involve schools, stores, and businesses as well as residential and recreational facilities which made the concept a total plan for community living.

Conceived as a "town for the motor age", Radburn was a community whose roots were in the social as well as physical theories of the Regional Planning Association. Although the town, as planned and conceived, never fully developed, the "Radburn Idea" remains a testament to the Regional Planning Association's special brand of creative environmental innovation and synthesis.

The plans and concepts embodied in the new town were the results of a group effort. While planners-designers Wright and Stein and theorists MacKaye and Mumford figure pre-eminently in the experiment, the Regional Planning Association as a whole must

Significance (cont'd.)

be credited with the success of the project. For as Mumford concluded, "ultimately, it was out to this group as a whole, rather than simply out of those most directly responsible, that some of its best products came forth...the Radburn plan itself".

Radburn was, as planner Stein noted, "a revolution in town planning". However, although the total plan was a major innovation in community and environmental design, "none of the elements that make-up the Radburn idea was completely new". Rather, the parts, which composed the whole, were largely derivative of much that which was usual before in the development of town planning theory. The ideas of the Regional Planning Association helped further to modify and define the use of such elements. The result was a plan which "revolutionized the planning of residential areas", and in the opinion of one of America's foremost planning critics, and a sometimes bitter opponent of Regional Planning Association's ideas, Thomas Adams, it was "the most forward step in town planning in America".

Today, 1974, Radburn is still an experiment after forty-six years of demonstration that American communities need not be the boring, unimaginative strip development which, in large, they unfortunately are. Radburn, through its unique design, offers to its people modest housing for most economical levels.

The community itself, at its outset, has established an association whose responsibilities are to maintain the shared public space as well as administering rules and regulations which the community must follow. These rules are geared primarily to retain the character and intent that Mr. Stein and Mr. Wright envisioned in 1928. The Radburn idea of cluster planning, after some forty years, has exhibited that it works, and is now being accepted by architects and planners as being a possible solution, if not another avenue, to accommodate creative design in planning and architecture.

From a sociological point of view, Radburn not only exemplifies an ideally planned place to live, it establishes a real mode or plan of living. The planned use of the land and the establishment of the Association creates a lifestyle that is unheard of in most of modern society; a lifestyle of community concern, action, and participation. James Dahir saw in Radburn a new hope for a humanistic society through planning for the social needs as well as the physical needs of the residents. He writes that Radburn is:

(July 1969)
UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
New Jersey	
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Bergen	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

(Number all entries)

Significance (cont'd.)

"...social planning of an advanced order. It is manipulation of physical elements to induce and encourage a social and human goal. It is a kind of planning which recognizes that the growing edge of civilization is in the human and not the mechanical direction, though the mechanical factors must be carefully aligned and allocated to support and advance the communal achievements and the social inventions of a free people of autonomous family life."

As the country struggled out of the Depression the influence of the Radburn Idea was later reflected in the various Greenbelt communities of the Resettlement Administration and later in Baldwin Hills, Los Angeles, and Kitimat, B.C. The idea then showed up in England and later in Sweden at Vallingly, the huge Stockholm suburb, at the Baron-Backavna Estate, Orebro and at the Beskopsgaden Estate, Goteborg. Now it was in post-World War II England that Radburn achieved generic status. The "Radburn Plan" the "Radburn Idea", the "Radburn Layout" appeared first at Coventry and later at Stevenage, Bracknell and Cumbernauld. It has since spread to Chandigarh, India, to Brazil, to several towns in Russia and to a section of Osaka, Japan, which is al most an exact duplicate of Radburn. The Idea finally returned to the United States at Reston, Virginia and Columbia, Maryland, several towns since have been modeled after the Radburn Plan.

The importance of Radburn is clearly seen in its influence on the planning of many towns throughout the world. Its sociological impact through its planning has made the style of life noteworthy and right for modern day living. Hundreds come each year from all around the world to see and study the Radburn Idea, using it as a text for study. New towns are being built each year modeled after the Radburn Idea, using both its planning ideas and covenants in designing its urban development. Radburn while being planned as a Town for the Motor Age, is really a Town for Tomorrow.

9. MAJOR BIBLIOGRAPHICAL REFERENCES

0217 ~~DI page 11~~

Housing for the Maching Age
Russell Safe Foundation, 1939.

Journal of Social Issues, Vol. 7, Nos. 1 & 2, 1951

Town of Planning Review Vol. 24, 1954

Land Economics Vol. 25, 1949

(Cont'd.)

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY

CORNER	LATITUDE Degrees	Minutes	Seconds	LONGITUDE Degrees	Minutes	Seconds
NW	40°	56'	46"	74°	07'	26"
NE	40°	56'	53"	74°	07'	03"
SE	40°	56'	10"	74°	06'	46"
SW	40°	56'	03"	74°	07'	12"

OR

LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES

LATITUDE Degrees	Minutes	Seconds	LONGITUDE Degrees	Minutes	Seconds
°	'	"	°	'	"

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 119

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE: Louis A. Di Geronimo, A.I.A., P.P.
(Minor revisions by T. Karschner, Historic Sites, D.E.P.)

ORGANIZATION: Radburn Association

DATE: August 19, '74

STREET AND NUMBER: 29-20 Fair Lawn Avenue

CITY OR TOWN: Fair Lawn

STATE: New Jersey 07410

CODE: 34

SEE INSTRUCTIONS

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National ☒ State ☐ Local ☐

Name David J. Bardin

Title Commissioner, Dept. of Environmental Protection

Date October 15, 1974

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register

Director, Office of Archeology and Historic Preservation

Date

ATTEST:

Keeper of The National Register

Date

☆ U.S. GOVERNMENT PRINTING OFFICE : 1973—729-147/1442 3-1

9. Major Bibliographical References (Cont'd)

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2. Location (con't.)

Radburn
Fair Lawn Borough
Bergen County, 003
New Jersey, 34

Beginning at the intersection of Radburn Road and Owen Avenue proceed along Owen to Plaza Road (including the oval median) to the right-of-way of the Lackawanna Railroad. Thence, proceed south along the right-of-way to beyond the tennis courts. Thence, proceed easterly at a right angle to Plaza Road. Thence, proceed south along Plaza to Abbott Road, follow Abbott to High Street, and follow High to Plaza Road again. Thence, proceed south along Plaza Road to a point approximately 150 feet north of Warren Road. Thence, proceed west to the back property line of the houses on Plaza Road and follow that line south to the projected line of Ramapo Terrace. Thence, proceed west to the railroad right-of-way. Thence, proceed south to Berdan Avenue and follow Berdan to Plaza Road. Thence, proceed north on Plaza to Ramsey Terrace, follow Ramsey east to Ryder Road, follow Ryder to Rutgers Terrace, and follow Rutgers to Sandford Road. Thence, proceed north on Sandford Road to Warren Road, follow Warren east to the continuation of Sandford, and continue along Sandford to Fair Lawn Avenue. Thence, proceed east along Fair Lawn Avenue to Craig Road, follow Craig to High Street, and follow High east to the back property line of the houses fronting west Alden Street. Thence, proceed along the back property line parallel to Alden to Howard Avenue. Thence, proceed northeast along Howard to Radburn Road. Thence, proceed north along Radburn to the point of Beginning.

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

COUNTY	
Bergen	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

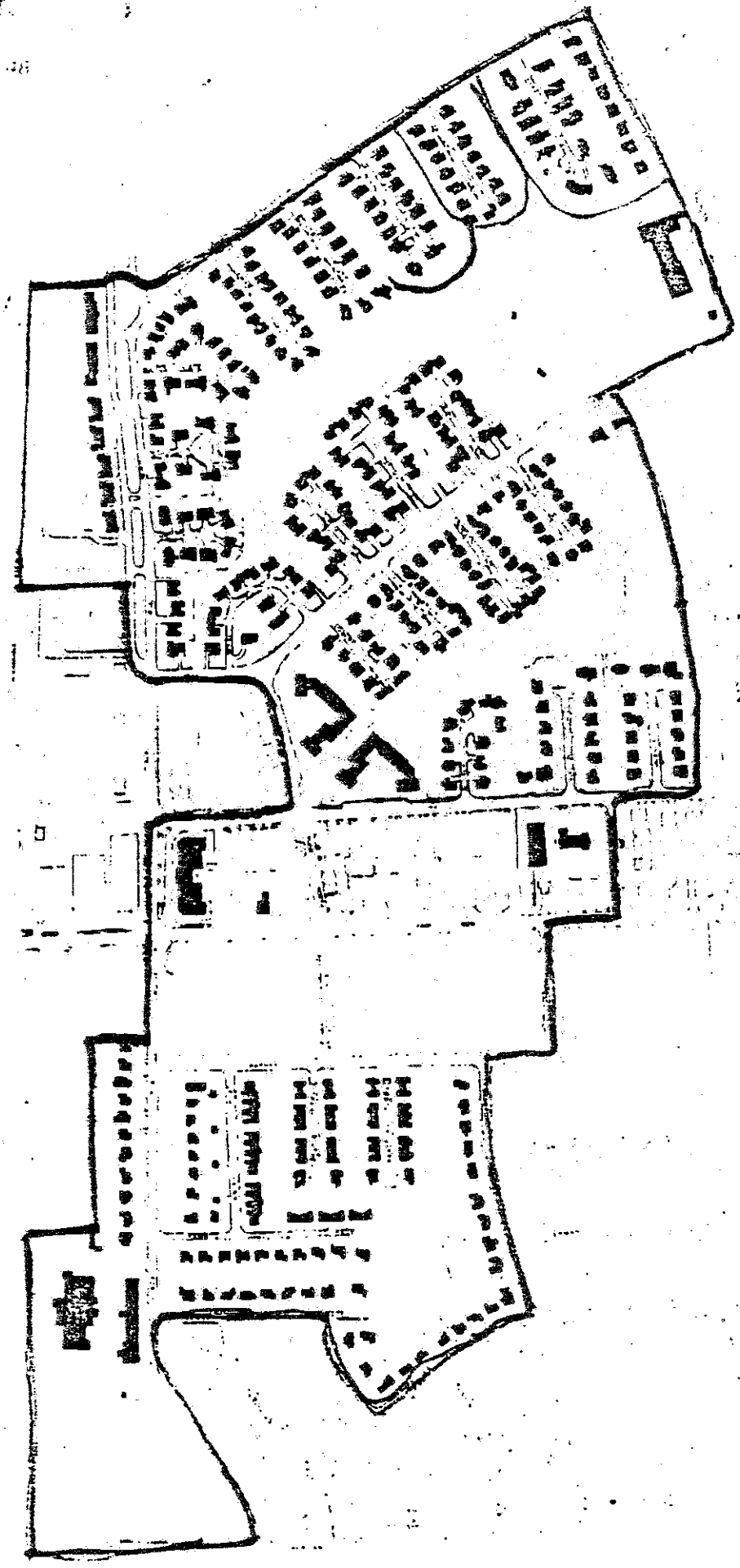
(Number all entries)

Radburn
Fair Lawn Boro
Bergen County, 003
New Jersey, 34

10. Geographical Data (cont.)

Universal Transverse Mercator References:

	Zone	Easting	Northing
A.	18	5-73-740	45-33-140
B.	18	5-73-330	45-31-830
C.	18	5-74-930	45-31-610
D.	18	5-74-310	45-32-910

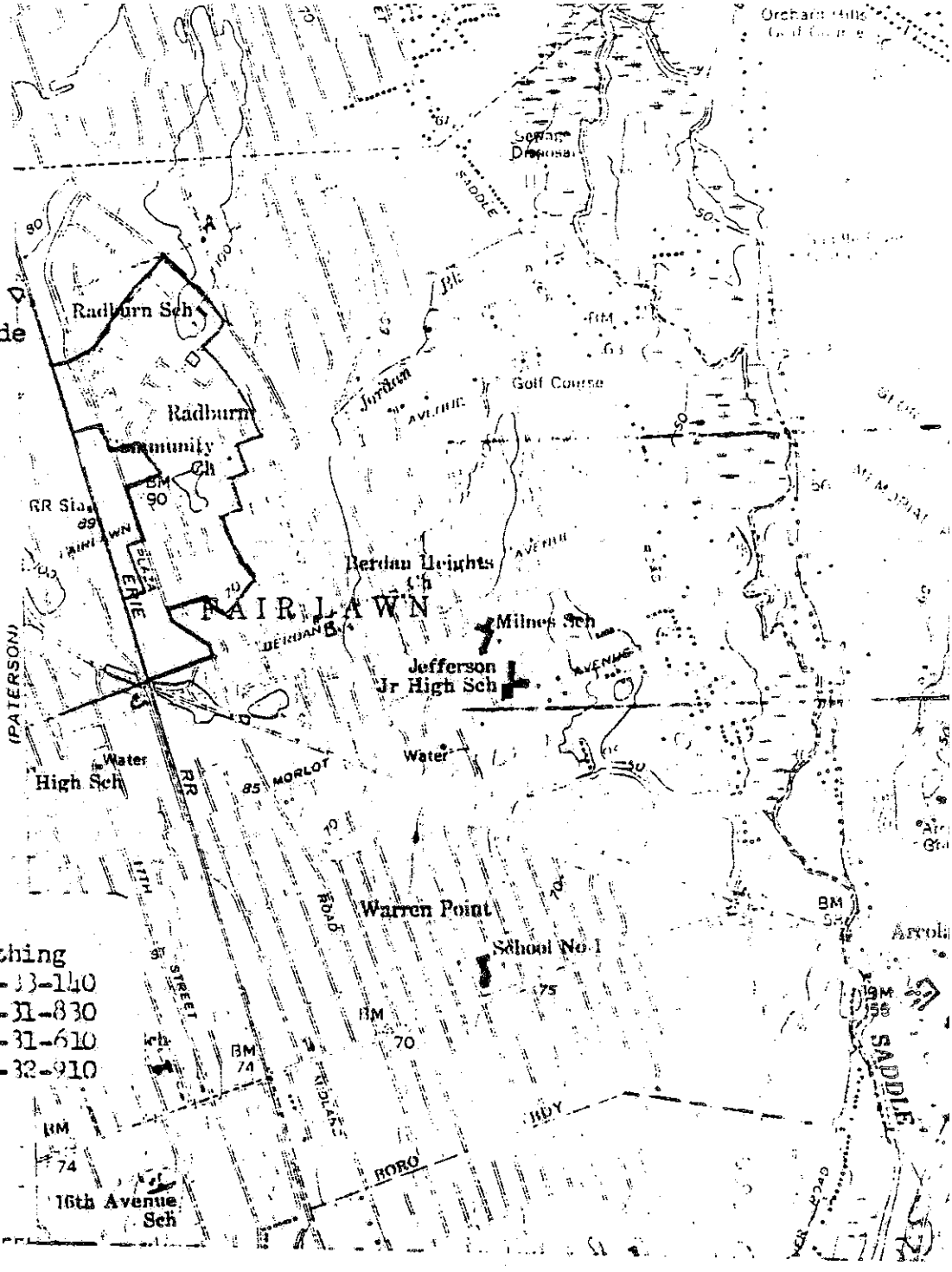


Radburn
Fair Lawn
Bergen County, [illegible]
New Jersey, [illegible]

	Latitude	Lo[illegible]
NW	40-56-46	74[illegible]
NE	40-56-53	74-07[illegible]
SE	40-56-10	74-06[illegible]
SW	40-56-03	74-07[illegible]

Radburn
Fair Lawn
Bergen County, 003
New Jersey, 34

	Latitude	Longitude
NW	40-56-46	74-07-26
NE	40-56-53	74-07-03
SE	40-56-10	74-06-46
SW	40-56-03	74-07-12



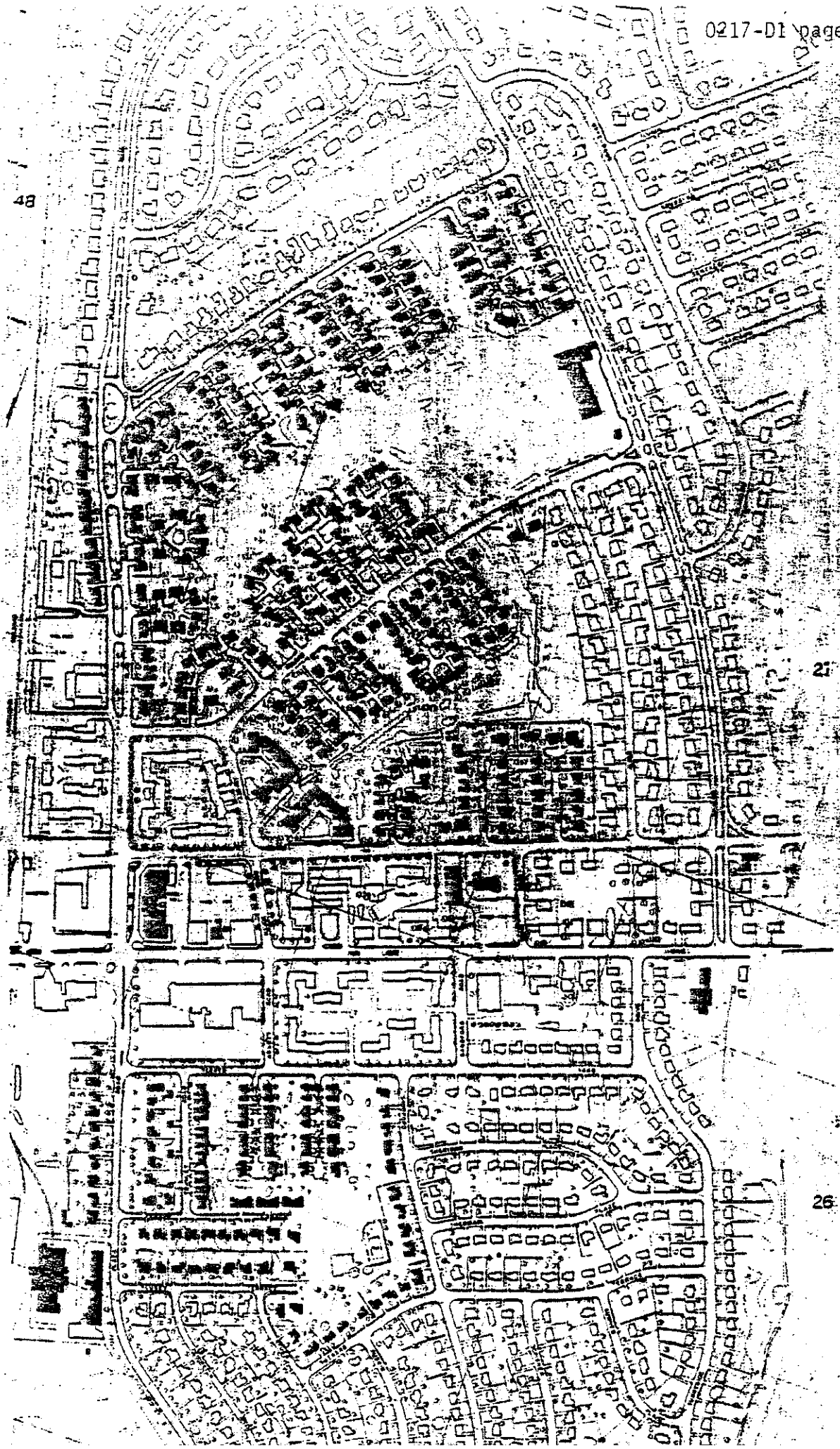
UTM References:

	Zone	Easting	Northing
A.	18	5-73-740	45-33-140
B.	18	5-73-330	45-31-830
C.	18	5-74-930	45-31-610
D.	18	5-74-310	45-32-910

Form No. 10-301
Rev. 7-72

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

STATE
New Jersey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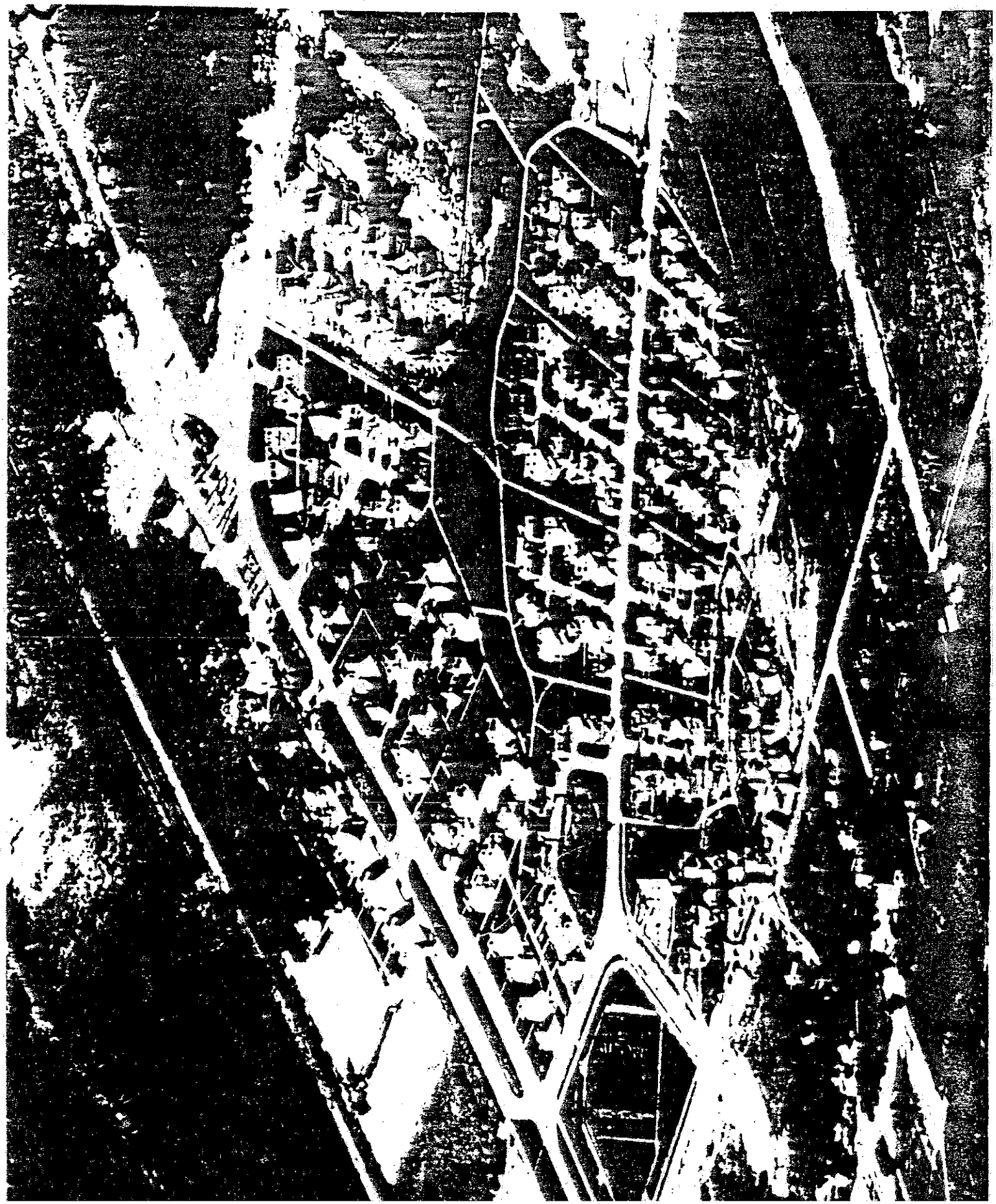


RAILROAD STATION SURVEY

1. IDENTIFICATION

A. Name: Common Radburn-Fair Lawn
Historic

Line: Hoboken Division - Main/Bergen Co. (Erie)

B. Address or location:
East of Pollitt Drive, ca. 150' north of Fairlawn Ave., Fairlawn, N.J.

County: Bergen
Municipality: Fair Lawn Borough
Block & lot:

C. Owner's name: N.J. Transit
Address: Newark, N.J.

2. The Radburn - Fair Lawn Station consisting of a one and one half-story, stone rubble station in Dutch Colonial Revival style with platforms on either side of the tracks, is located on a relatively open site at the southwest edge of the planned community of Radburn. Tracks are aligned north to south. There are (2) parking lots (1,2) north of the station, and pedestrian access is unrestricted. There is limited landscaping east of the station.

3. The Radburn-Fair Lawn Station, located W of the tracks, consists of a stone rubble, 1½-story, rectangular block with a flared American gambrel roof, and clapboard gable ends, its ridge paralleling the tracks. Adjoining the block on the N and S, respectively, are two 1-story, rectangular wings with gabled roofs. Each ridge is on axis with the main ridge. Below the eaves on the E facade is a central polygonal projection with (S to N) a 6/6, a 6/3, a 6/6, a 6/1, and a 1/panel (originally they all may have been 6/6). Flanking the projection on either side is a 12/panel door. The S wing contains (2) 6/6's and the N wing, a (4/2) freight door. The end bay of the N wing is open, supported at the outside corners by L-shaped columns. The W facade of the main block contains a central double leaf 12/panel door flanked on either side by a triple grouping of 6/6 windows. The N wing contains a freight door (boarded), while the S wing contains (2) 6/6 windows. The N facade contains a single 8/8 facing the loggia, and the S facade is blank. A small, rectangular, rock-faced ashlar chimney rises centrally at the S end of the main block. With the exception of the clapboard siding in the gable ends which has been replaced, materials appear original.

4. The spaces of the Radburn-Fair Lawn Station are on one level (basement excepted). The main block contains the Ticket Office (2), fitted into the projection, and the Waiting Room (1). Flanking the Ticket Office on the N and S are entries from the platform to the Waiting Room. The S wing comprises the Lounges and Toilet Rooms, (3,4) while the N wing contains the Baggage Room and open loggia. Most floors are terrazzo, walls are brick, and ceilings, plaster. Materials appear original.

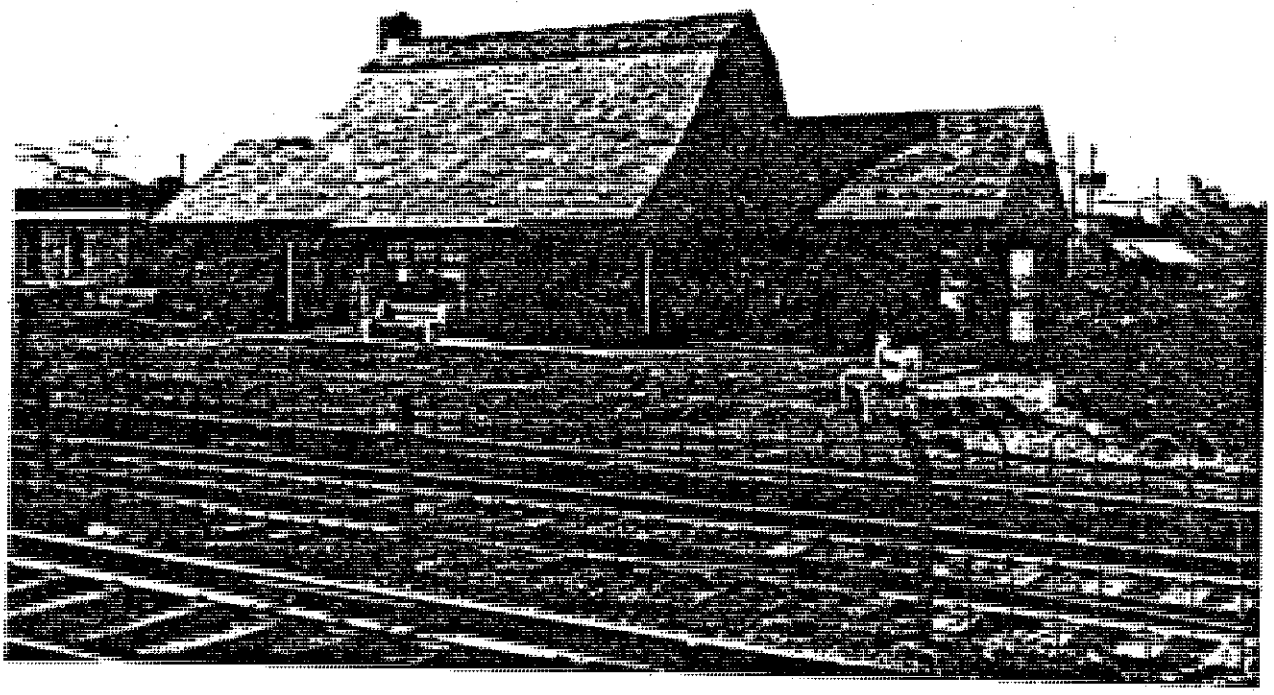
81.

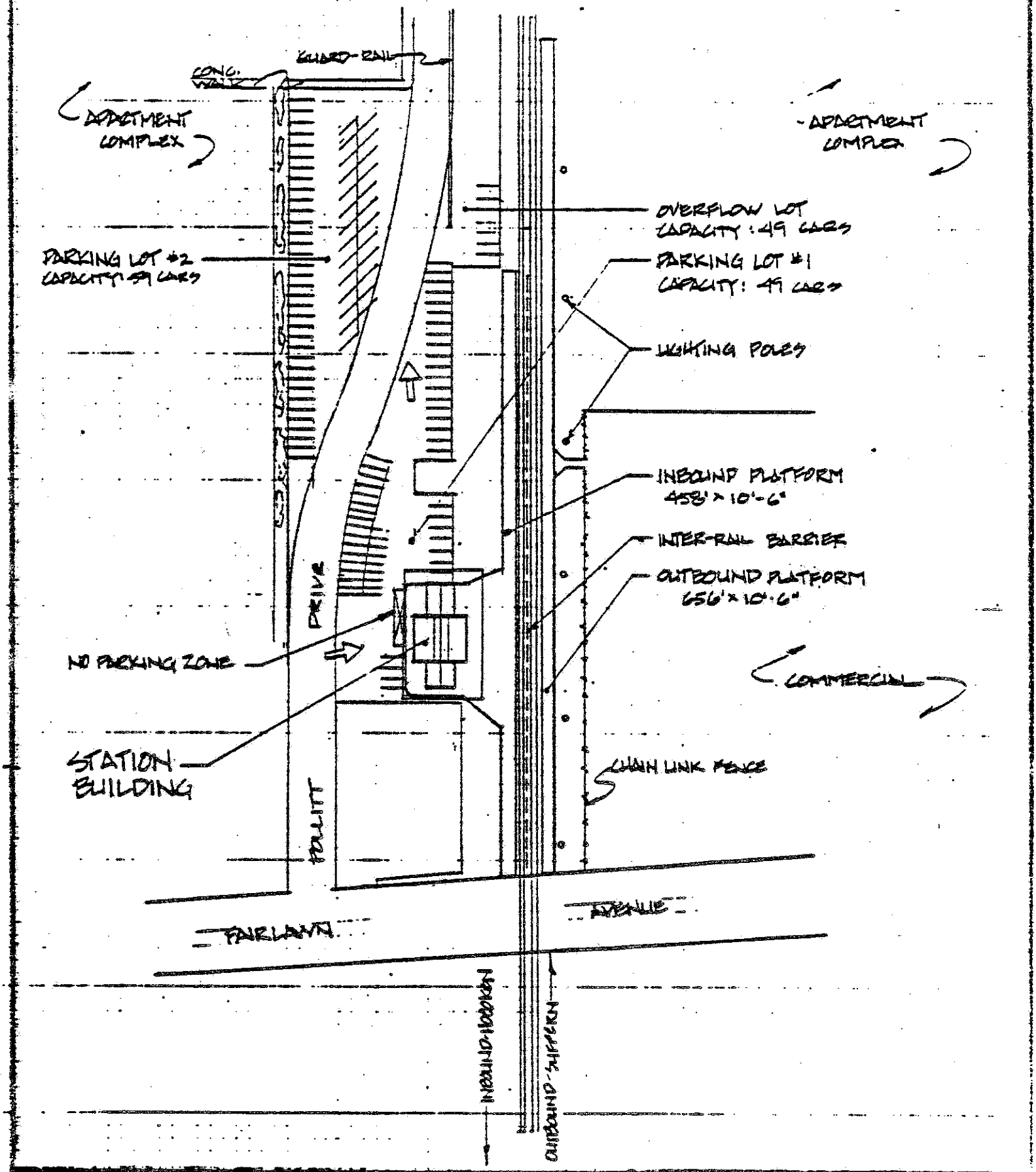
5. SIGNIFICANCE OF COMPLEX (ARCHITECTURAL/HISTORICAL):

Architect Clarence S. Stein source (plans)
Date 1930 Source timetable Alteration dates _____ Source _____
Style Dutch Colonial Revival
passenger trains/day (present) 26 in 1980 Peak (#, Yr.) 26 in 1980
_____Original station on site 13 in 1938
5 in 1899
(Fair Lawn)

The Radburn-Fair Lawn Station is important for two major reasons. Stylistically, it exemplifies the late Colonial Revival, a popular renewed interest in early American cultural artifacts generated in part by the restoration and reconstruction of Williamsburg, Va.. The station's gambrel roof seems to be a gesture to the local Dutch Colonial tradition. Secondly, the building is formally linked to Radburn, the nearby planned community which received great adclaim as one of the first American realizations of the Garden City concept. Clarence S. Stein, principal designer for the entire community, was also architect for the station.

Because of the great Depression, Radburn was never completed according to the original plan. After the Second World War, the community expanded, but in an undistinguished and speculative manner. Similarly, although the station was part of the original scheme (Fitch, 246), it now is nearly surrounded by later unplanned development and serves the much larger community of FairLawn. Presently, the building is a very busy commuter stop.





rba

RADBURN - FAIRLAWN

BERGEN COUNTY LINE

SCALE: 1" = 100'

DATE: JAN. 1979

7. REFERENCES

Bibliographic:

Plans, Radburn-Fair Lawn Station, New Jersey Transit, Newark, N. J. and Grange Hall, Fair Lawn, N. J.
Erie timetables, beginning with January 1930.

ICONOGRAPHIC:

Plans, Ibid.
(plan of Radburn) Fitch, James M., American Building and the Historical Forces That Shaped It, New York, Schocken Books 1973, 246.

36

BERGEN COUNTY STONE HOUSE SURVEY

INDIVIDUAL STRUCTURE SURVEY FORM

0217-3

GENERAL

HISTORIC NAME: Jacob Vanderbeck, Jr.

COMMON NAME:

LOCATION: 41-25 Dunkerhook Road (Block 1702, Lot 5)

MUNICIPALITY: Fair Lawn

OWNERSHIP: ☐ Public ■ Private

OWNER/ADDRESS: Richard J. Vander Plaat (same)

REFERENCE

MAP REFERENCES:
- ☐ Erskine (1778-80)
- ■ Hopkins-Corey (1861) J. Ferdon
- ■ Walker's Atlas (1876) A. Ferdon
- ☐ Bromley (1912) no name
- ☐ Other

RECOGNITION:
- ☐ National Register
- ■ HABS NJ 45
- ☐ Other
- ☐ BCHS Marker
- ☐ Bailey

ENVIRONMENT

HOUSE ORIENTATION: S5 W

IMPORTANT RELATED STRUCTURES:

SURROUNDING ENVIRONMENT:
- ■ Residential
- ☐ Commercial
- ☐ Agricultural
- ☐ Open Space
- ☐ Other

COMMENTS:

USE

ORIGINAL: Residence

PRESENT: "

THREATS

THREATS TO STRUCTURE:
- ☐ Roads
- ☐ Development
- ☐ Zoning
- ☐ Deterioration
- ☐ Other
- ■ No Threat

COMMENTS:

CONDITION

CONDITION:
- ☐ Excellent
- ■ Good
- ☐ Fair
- ☐ Deteriorated

STATUS:
- ■ Occupied
- ☐ Unoccupied
- ☐ Work in Progress

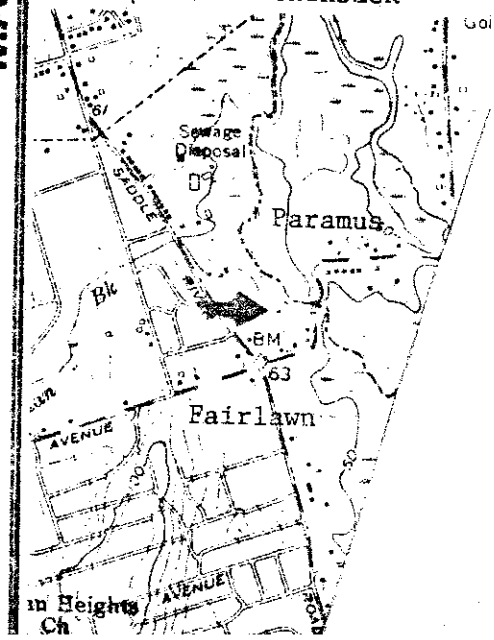
ACCESSIBLE:
- ☐ Yes, Restricted
- ☐ Yes, Unrestricted
- ☐ No

Modern frame addition to East. Continuous dormer on South front Early wing gone before end of 19th century. New wing replaced it in late 1940's. Main section mostly unchanged, except for dormer.

PHOTO

MAP

USGS QUAD: Hackensack



DESCRIPTION

CONSTRUCTION DATE/SOURCE: c. 1785
1754/HABS Architectural Evidence

BUILDER: Jacob Vanderbeck, Jr.

FORM/PLAN TYPE:
"C" 3 bay, side hall (28'8" x 30'4" Deep)
Modern addition to east.

FRAMING SYSTEM:
- ☐ Intermediate Summer Beam
- ☐ Intermediate Bearing Wall
- ☐ Clear Span
- ☐ Other

EXTERIOR WALL FABRIC:
Coursed, undressed red sandstone.
South front stuccoed w/ sandstone quoins.
Trapezoidal wood lintels.

FENESTRATION:
Front: 3'9" x 6'3" (12/12)
Sides: 3'9" x 5'6" (12/12)
Rear: 3'4" x 4'2" (12/8)
All splayed casings.

ENTRANCE LOCATION/TYPE:
East end bay 2'11" x 6'5" Dutch door w/ transom (7'6" total).

NUMBER OF STORIES: 1-1/2

CELLAR: ■ Yes (Access: exterior bulkhead on east wall @ south end bay)
☐ No

CHIMNEY FOUNDATION:
- ☐ Stone Arch
- ■ Brick Arch, Stone Foundation
- ☐ Other

FLOOR JOISTS:
Front span: 6½-7½"x 8-9"
Rear span: 4" x 8"

FIRST FLOOR CEILING HEIGHT:
8'6"

FIRST FLOOR WALL THICKNESS:
W & E: 1'8½". N & S 1'9½"

GARRET FLOOR JOISTS:
Similar to first floor.

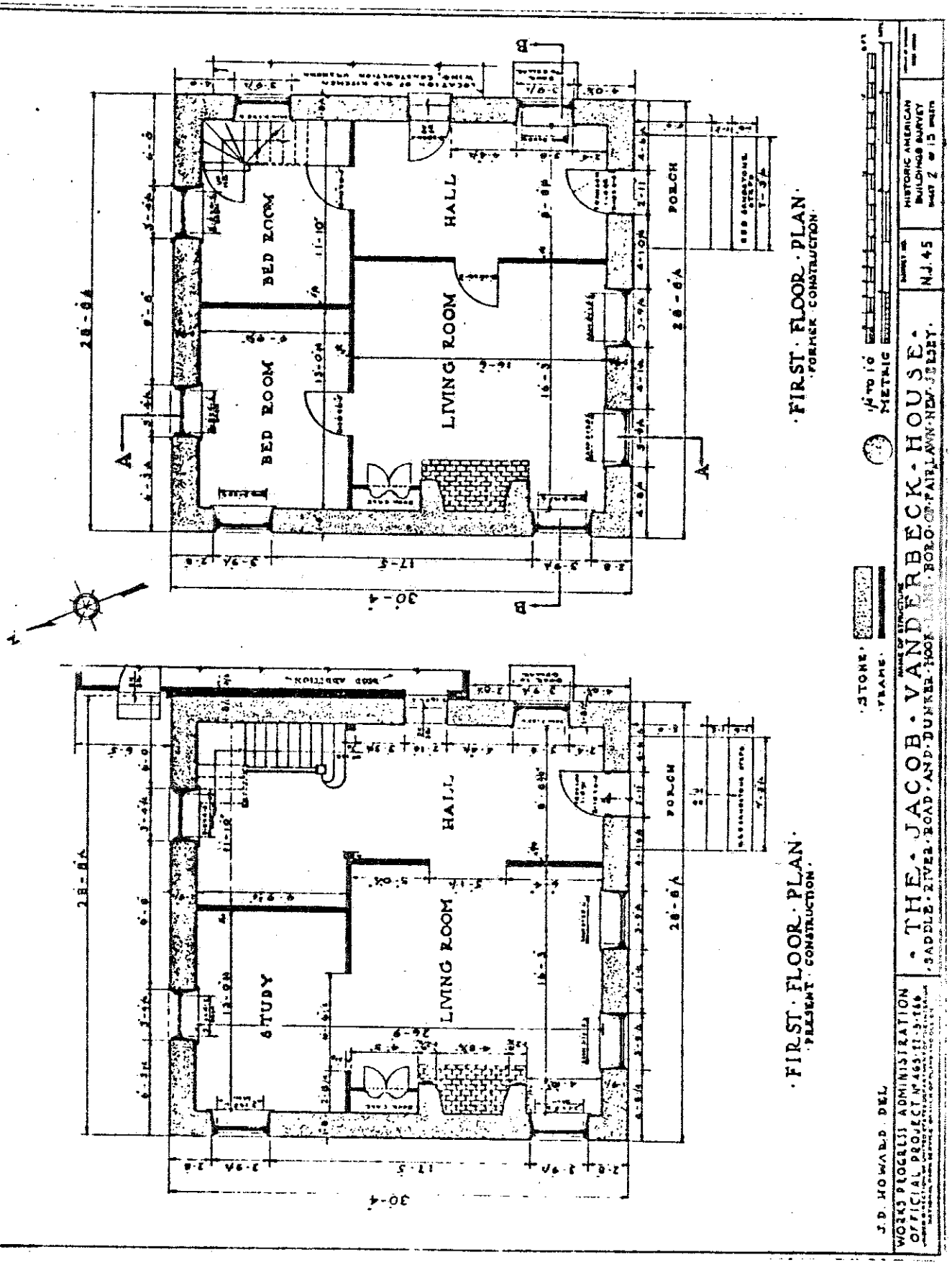
GARRET:
- ☐ Unfinished Space
- ■ Finished Space

ROOF:
- ☐ Gable
- ■ Gambrel
  - ☒ Curb
- ☐ Other

EAVE TREATMENT:
- ■ Sweeping Overhang
- ☐ Supported Overhang
- ☐ No Overhang
- ☐ Boxed Gutter
- ☐ Other

This house is significant for its architecture and its association with the exploration and settlement of the Bergen County, New Jersey area. It is a reasonably well preserved example of the Form/Plan Type as shown and more fully described herein. As such, it is included in the Thematic Nomination to the National Register of Historic Places for the Early Stone Houses of Bergen County, New Jersey.

FLOOR PLANS 36



In 1734 Jacob Vanderbeck purchased from Cornelius Drake the land on both sides of Saddle River. Cornelius Drake, an Englishman from the Barbadoes, held title to several thousand acres of land on both sides of the Saddle River between what is now the present towns of Ridgewood and Maywood. On this tract of land just north of Dunker Hook [sic] Road, Jacob Vanderbeck erected his house. Jacob Vanderbeck died in 1800 and his son, Jacob, Jr. sold to John A. Garretson. In 1838 the property passed to John F. Ferdon. The farm remained in the Ferdon family until 1880 when it was split up and sold. The present owner [Squire's, at time of HABS] obtained title in 1937.

The first of the Vanderbeck family in America was Paulus, a native of Bremen, Germany; he came about 1643. The builder of this house, Jacob, was the fourth generation of the family in America. He was a miller by trade and had a grist mill on Saddle River adjoining his home. The mill has since been torn down.

(The above is quoted from HABS data sheet #NJ-45.)

(The original east wing of the house has been replaced and the remainder of the house is from the Federal period.)

37

BERGEN COUNTY STONE HOUSE SURVEY

INDIVIDUAL STRUCTURE SURVEY FORM

0217-4

GENERAL

HISTORIC NAME: Naugle-Vanderbeck House

COMMON NAME: Jacob Vanderbeck

LOCATION: 42-19 Dunkerhook Road (Block 1702, Lot 10)

MUNICIPALITY: Fair Lawn

OWNERSHIP: ☐ Public ■ Private

OWNER/ADDRESS: Melvin L. Naugle
41-41 Dunkerhook Road
Fair Lawn, N.J.

REFERENCE

MAP REFERENCES:
- ☐ Erskine (1778-80)
- ■ Hopkins-Corey (1861) - A. Ferdon
- ■ Walker's Atlas (1876) Mrs. M.A. Ackerman
- ■ Bromley (1912) Ed. Landridge
- ☐ Other

RECOGNITION:
- ☐ National Register
- ■ BCHS Marker
- ■ HABS NJ 563
- ☐ Bailey
- ■ Other NJ Inventory

ENVIRONMENT

HOUSE ORIENTATION: South 7 E

IMPORTANT RELATED STRUCTURES:

SURROUNDING ENVIRONMENT:
- ■ Residential
- ☐ Commercial
- ☐ Agricultural
- ☐ Open Space
- ☐ Other

COMMENTS:

USE

ORIGINAL: Residence

PRESENT: Tenant

THREATS

THREATS TO STRUCTURE:
- ☐ Roads
- ☐ Development
- ☐ Zoning
- ☐ Deterioration
- ☐ Other
- ■ No Threat

COMMENTS:

CONDITION

CONDITION:
- ☐ Excellent
- ■ Good
- ■ Fair
- ☐ Deteriorated

STATUS:
- ■ Occupied
- ☐ Unoccupied
- ☐ Work in Progress

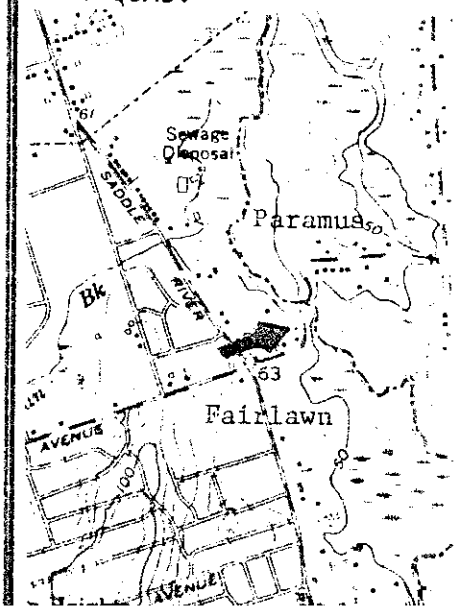
ACCESSIBLE:
- ☐ Yes, Restricted
- ☐ Yes, Unrestricted
- ☐ No

An unusual small 3-level bank house relatively unchanged since the early 1800's

PHOTO

MAP

USGS QUAD: Hackensack



DESCRIPTION

CONSTRUCTION DATE/SOURCE: C. 1761 Tradition
c. 1740/HABS

BUILDER: a Naugle

FORM/PLAN TYPE: "H" 3 bay, side hall, one&3/4 story w/ one main room (24'1" x 18'4").

FRAMING SYSTEM:
- ☐ Intermediate Summer Beam
- ☐ Intermediate Bearing Wall
- ■ Clear Span
- ☐ Other

EXTERIOR WALL FABRIC:
Red sandstone coursed on north, south & east walls; irregular sandstone on west. Top 1/2 story of frame construction.

FENESTRATION:
Front: 2'8" x 4'3" sash (12/12)
Rear: 2'1" x 3'6" sash (6/6).

ENTRANCE LOCATION/TYPE:
West end bay 2'8" x 6'11".
of South facade

NUMBER OF STORIES: 1½ w/cellar @ grade @ east gable end

CELLAR:
- ■ Yes
- ☐ No (w/ wood floor)

CHIMNEY FOUNDATION:
- ☐ Stone Arch
- ☐ Brick Arch, Stone Foundation
- ■ Other (Fireplace in cellar w/ wood mantle)

FLOOR JOISTS:
3-1/2" x 7-3/4"

FIRST FLOOR CEILING HEIGHT:
7' 5-1/8"

FIRST FLOOR WALL THICKNESS:
N & S: 1'7-3/8". E & W 1'5-3/4"

GARRET FLOOR JOISTS:

GARRET:
- ☐ Unfinished Space
- ■ Finished Space

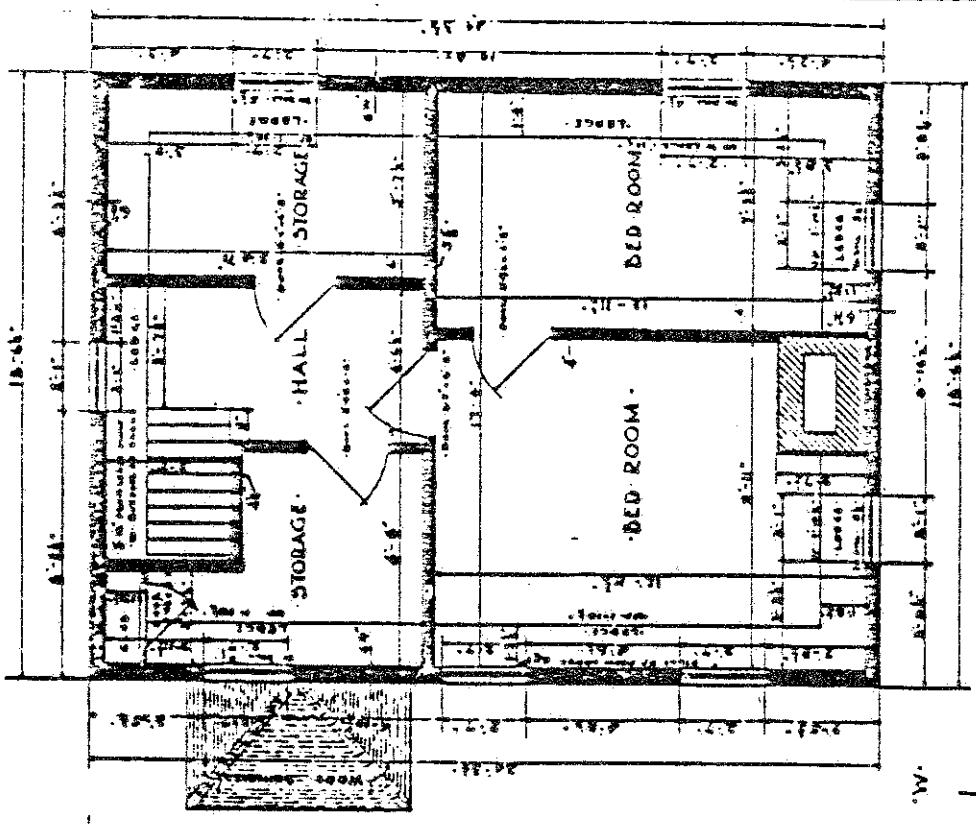
ROOF:
- ■ Gable
- ☐ Gambrel
  - ☐ Curb
- ☐ Other

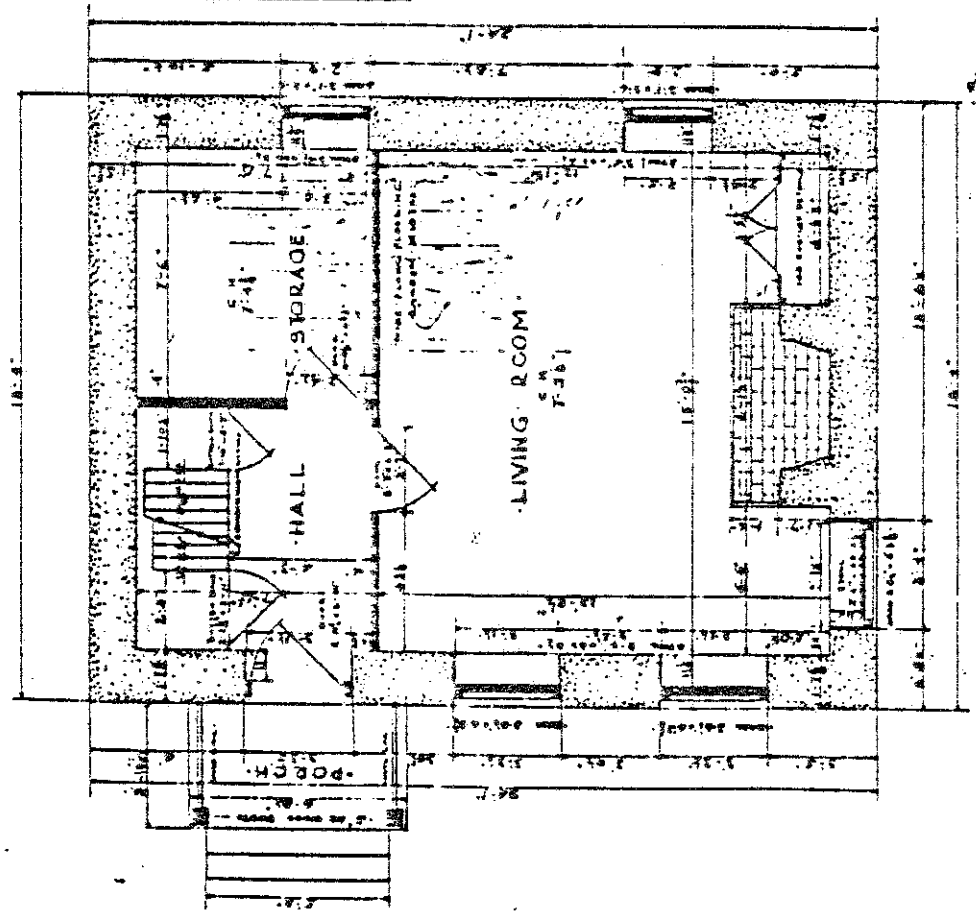
EAVE TREATMENT:
- ☐ Sweeping Overhang
- ☐ Supported Overhang
- ☐ No Overhang
- ☐ Boxed Gutter
- ■ Other (Simple overhang)

Cellar kitchen w/ direct access to outside on East gable wall
Door: 2'-9"x6'-2" Dutch type w/ strap hinges
Height: 7'-4" w/ 1'-10" walls

This house is significant for its architecture and its association with the exploration and settlement of the Bergen County, New Jersey area. It is a reasonably well preserved example of the Form/Plan Type as shown and more fully described herein. As such, it is included in the Thematic Nomination to the National Register of Historic Places for the Early Stone Houses of Bergen County, New Jersey.

FLOOR PLANS 37





CHARLES A. DE SANTO JR. DEL.

WORKS PROGRESS ADMINISTRATION
OFFICIAL PROJECT No. 165226999

THE JACOB VANDERBECK HOUSE
DUNKERHOOK ROAD - FAIR LAWN - BERGEN COUNTY - NEW JERSEY

1/16" = 1'-0"
METRIC

HISTORIC AMERICAN BUILDINGS SURVEY
NJ 563

Addition

Land Ownership Information

The Naugle House (BCHSS Inventory #0217-4)

Up until 1869, this house and the property on which it resides were a part of the property of the "Vanderbeck House" (BCHSS Inventory #0217-3), of which the line of ownership has already been thoroughly researched in the BCHSS report. On April 30, 1869, John J. Ferdon sold this property to his daughter Mary Ann Ackerman (K7/531). The property consisted of a one acre triangular lot, and the deed called for a provision in which some of the adjacent land to the west could be used freely by Mrs. Ackerman.

On October 21, 1925, the Executors of Mary Ann Ackerman's will conveyed the land to Leslie D. Naugle and his wife Ida (1365/111). It consisted of the same one acre plot, and included the same provision for use of the western lot. The property remains in the hands of the Naugle family to this day, the current owner being Mr. Melvin L. Naugle, who resides at 41-41 Dunkerhook Rd.

Allen H. Lutins
9-22-83

218

BERGEN COUNTY STONE HOUSE SURVEY

INDIVIDUAL STRUCTURE SURVEY FORM

0217-5

GENERAL

HISTORIC NAME: Peter Demarest

COMMON NAME: Opportunity Center

LOCATION: 13-19 Fairlawn Avenue (Block 4709, Lot 1)

MUNICIPALITY: Fairlawn

OWNERSHIP: ☐ Public ■ Private

OWNER/ADDRESS: Opportunity Center (same)

REFERENCE

MAP REFERENCES:

- ☐ Erskine (1778-80) Road not surveyed
- ■ Hopkins-Corey (1861) P.J.Demarest
- ■ Walker's Atlas (1876) P.J.Demarest
- ■ Bromley (1912) James Youngsman
- ☐ Other

RECOGNITION:

- ☐ National Register
- ☐ BCHS Marker
- ☐ HABS
- ☐ Bailey
- ☐ Other

ENVIRONMENT

HOUSE ORIENTATION: S 5° E

IMPORTANT RELATED STRUCTURES:

SURROUNDING ENVIRONMENT:

- ■ Residential
- ☐ Commercial
- ☐ Agricultural
- ☐ Open Space
- ☐ Other

COMMENTS:

USE

ORIGINAL: Residence

PRESENT: Work center for young retarded

THREATS

THREATS TO STRUCTURE:

- ☐ Roads
- ☐ Development
- ☐ Zoning
- ☐ Deterioration
- ☐ Other
- ☐ No Threat

COMMENTS:

CONDITION

CONDITION:

- ☐ Excellent
- ■ Good
- ☐ Fair
- ☐ Deteriorated

STATUS:

- ■ Occupied
- ☐ Unoccupied
- ☐ Work in Progress

ACCESSIBLE:

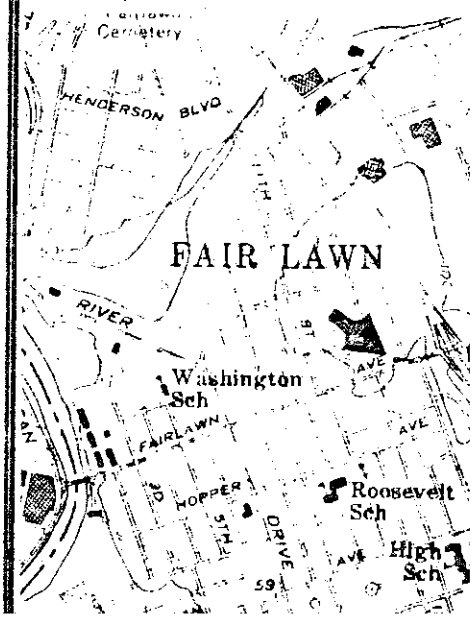
- ☐ Yes, Restricted
- ☐ Yes, Unrestricted
- ☐ No

This house masquerades as a twentieth century structure under a complete coat of stucco on the first floor. Only in the cellar is its construction and growth revealed; all other evidence is lost.

PHOTO

MAP

USGS QUAD: Paterson



DESCRIPTION

CONSTRUCTION DATE/SOURCE: 0217-5 page 2

Probably early 19th century/
Architectural evidence

BUILDER:

Probably a Demarest

FORM/PLAN TYPE:

"H" 3 bay (now 5), 2 rooms deep, side hall (now center hall) (29'0" x 29'0"±; now 48'4" front)

FRAMING SYSTEM:

- [x] Intermediate Summer Beam
- [ ] Intermediate Bearing Wall
- [ ] Clear Span
- [ ] Other

EXTERIOR WALL FABRIC:

Stucco

FENESTRATION:

1/1, 32" x 63"

ENTRANCE LOCATION/TYPE:

Center now, plain

NUMBER OF STORIES: 2-1/2

CELLAR:

- [x] Yes
- [ ] No

CHIMNEY FOUNDATION:

- [ ] Stone Arch
- [ ] Brick Arch, Stone Foundation
- [x] Other Pier & Lintel

FLOOR JOISTS:

5-6" x 9", 27-30" between

FIRST FLOOR CEILING HEIGHT:

FIRST FLOOR WALL THICKNESS: 8'-9"
20"

GARRET FLOOR JOISTS:

GARRET:

- [ ] Unfinished Space
- [x] Finished Space 2nd story

ROOF:

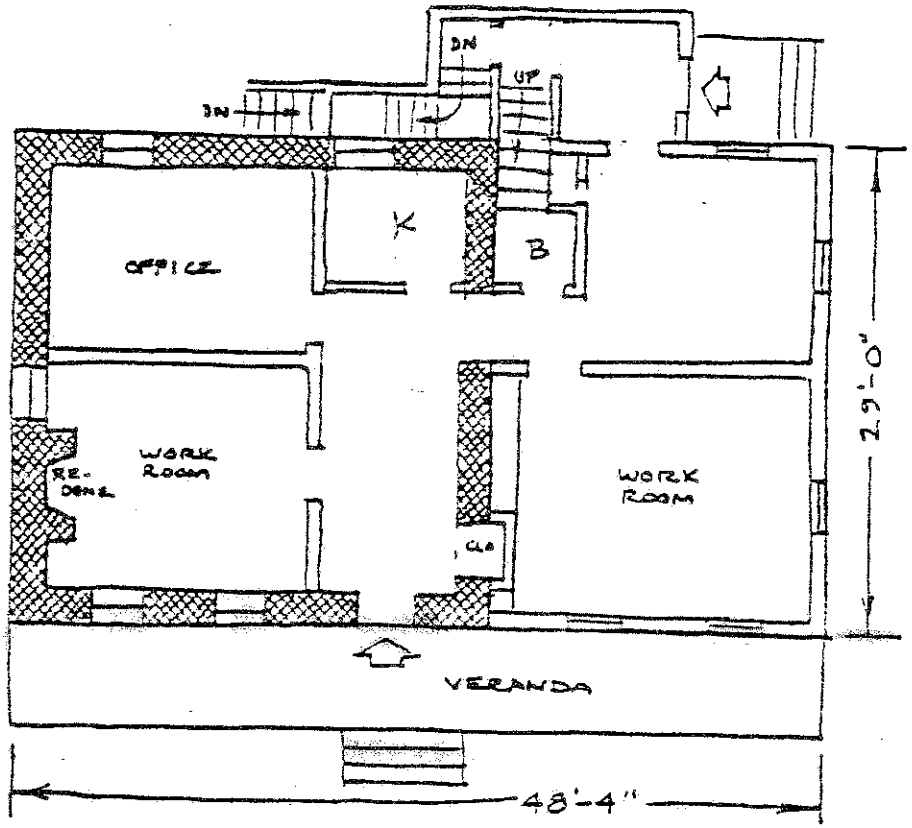
- [x] Gable
- [ ] Gambrel
  - [ ] Curb
- [ ] Other

EAVE TREATMENT:

- [ ] Sweeping Overhang
- [ ] Supported Overhang
- [ ] No Overhang
- [ ] Boxed Gutter
- [ ] Other

This house, while including some amount of historic fabric associated with the theme of the Early Stone Houses of Bergen County, New Jersey, has been materially altered to the extent that its historic integrity has been excessively compromised; therefore, it is not nominated to the National Register of Historic Place.

HISTORIC NAME: Peter Demarest House
LOCATION: 13-19 Fairlawn Avenue, Fairlawn



Addition

The Peter Demarest Home (BCHSS Inventory #0217-5)

The record for this property at 13-19 Fair Lawn Ave. goes back to 1830, probably pre-dating the construction of the house, which was sometime in the early-mid 19th century.

On February 23, 1830, James J. and Garret H. Demarest, and their wives Anne and Caty respectively, sold this lot and one other to Peter J. Demarest (N6/269). The size of this lot was 67.86 acres; the other (off of Goffle Road in what is now Hawthorne) 6.5 acres.

On February 19, 1890, Richard T. Snyder & his wife Jane sold the property (then 40.64 acres) to James J. Demarest for $6800 (B13/80). Earlier in the day, J.J.Demarest had conveyed the property to the Snyders as Executor of Peter J. Demarest's will in an unrecorded transaction referred to in Deed Book B13, page 81. Two months later, on April 8, J.J. Demarest and his wife Charity M. sold a piece of that property to Mary Campbell Shaw (A13/522). This piece was 20 acres and contained the house in mention.

On February 18, 1914, Mary Campbell Shaw, recently widowed (it seems that her husband had been a minister), sold the 20 acre lot to Michael Lagrosa of Paterson (857/1). The 20 acre figure did not include a .648 acre tract across the property which was probably purchased by the Bergen County Railroad Co. earlier.

Michael Lagrosa died on 5/10/1938, leaving the property to his wife Mary. On March 2, 1946, John Lagrosa, executor of Mary's will, sold the property to Joseph LaPorta and his wife Elvira (2610/119) for $8100. LaPorta in turn sold the property to the Fair Lawn Opportunity Center, Inc. for $74,000 on 5/17/1974.

Allen H. Lutins
9-22-83

PF-054
/82

NEW JERSEY DEPARTMENT OF ENVIRONMENTAL PROTECTION
OFFICE OF HISTORIC PRESERVATION
INDIVIDUAL STRUCTURE SURVEY FORM

HISTORIC SITES INVENTORY NO. 0217-6

HISTORIC NAME: Henry A. Hopper House
COMMON NAME:
LOCATION: 16-05 Fair Lawn Avenue
BLOCK/LOT 4702/1

MUNICIPALITY: Fair Lawn
COUNTY: Bergen
USGS QUAD: Paterson
UTM REFERENCES:
OWNER/ADDRESS: Fairlawn Industrial Park, 233 Central Avenue
Hawthorne, N. J. 07606
Zone/Easting/Northing

DESCRIPTION

Construction Date: 1890's, replacing an earlier house of c.1855 which burned
Source of Date: Rogers: 1960, p. 71

Architect:
Builder:

Style: Vernacular Italianate
Form/Plan Type: rectangle with side and rear wings, varied in size

Number of Stories: 2½

Foundation: stone under larger unit, brick in side wing on west

Exterior Wall Fabric: clapboard

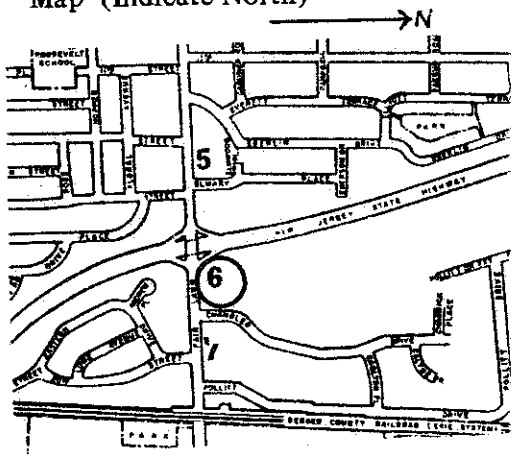
Fenestration: 5 bays larger unit, 2/5 sash first story, 2/2 second; 2 bays in west wing, 2/2 sash

Roof/Chimneys: gabled; gable ends to sides, central gablet; brick end chimney

Additional Architectural Description:
Wraparound porch to larger unit, front porch to west wing , both with simple posts and curvilinear brackets
Tall narrow first floor windows in larger unit; windows have architraves, and arched windows in gable ends have hood molds
Central front door, double, under transom with elliptical arch above
Frieze under boxed eaves
Bay windows at west end and at east end within porch
Cellar hatch rear, center

PHOTO Negative File No. 198315-5

Map (Indicate North)



NEW JERSEY DEPARTMENT OF ENVIRONMENTAL PROTECTION, OFFICE OF HISTORIC PRESERVATION
109 WEST STATE STREET, TRENTON, NEW JERSEY 08625 (609) 292 - 2023

SITING, BOUNDARY DESCRIPTION, AND RELATED STRUCTURES:

Freestanding on large site with one large gabled barn, one smaller barn, and a small structure (well-house or icehouse), to north and east of the house.

SURROUNDING ENVIRONMENT: Urban ☐ Suburban ☒ Scattered Buildings ☐
Open Space ☐ Woodland ☐ Residential ☒ Agricultural ☐ Village ☐
Industrial ☒ Downtown Commerical ☐ Highway Commercial ☐ Other ☐

New Jersey State Highway Route 208 runs west of the property

SIGNIFICANCE:

This is historically important in being a homestead of the prominent Hopper family and in recalling the great farm holdings of the 19th century. Peter Hopper (died 1818), one of the earliest settlers in the area, owned 300 acres of farmland. The extant house was the residence of his grandson Henry A. Hopper, one of Fair Lawn's prominent citizens. Henry A. Hopper (1819-1912) was Sheriff of Bergen County in 1862, a Freeholder 1862-68, Township Committeeman 1869, 1889-91, Representative for Bergen County in the State Legislature 1870-71, and on the Board of Trustees for Passaic Valley Union Chapel in the 1870's. He administered the large farm he had inherited, turning it into a truck farm reputed to be one of the finest in Bergen County.

According to Rogers' history written in 1960, Henry A. Hopper built a new house in 1890, copying the c.1855 homestead that burned. The extant house is a spacious well-lighted vernacular building, with some Italianate features in hooded arched gable windows and tall first floor windows opening to a wraparound porch. This is an important house which should be investigated.

ORIGINAL USE: farmhouse PRESENT USE: Industrial, Multiple Offices
PHYSICAL CONDITION: Excellent ☐ Good ☒ Fair ☐ Poor ☐
REGISTER ELIGIBILITY: Yes ☐ Possible ☒ No ☐ Part of District ☐
THREATS TO SITE: Roads ☐ Development ☐ Zoning ☐ Deterioration ☐
No Threat ☐ Other ☐

COMMENTS:

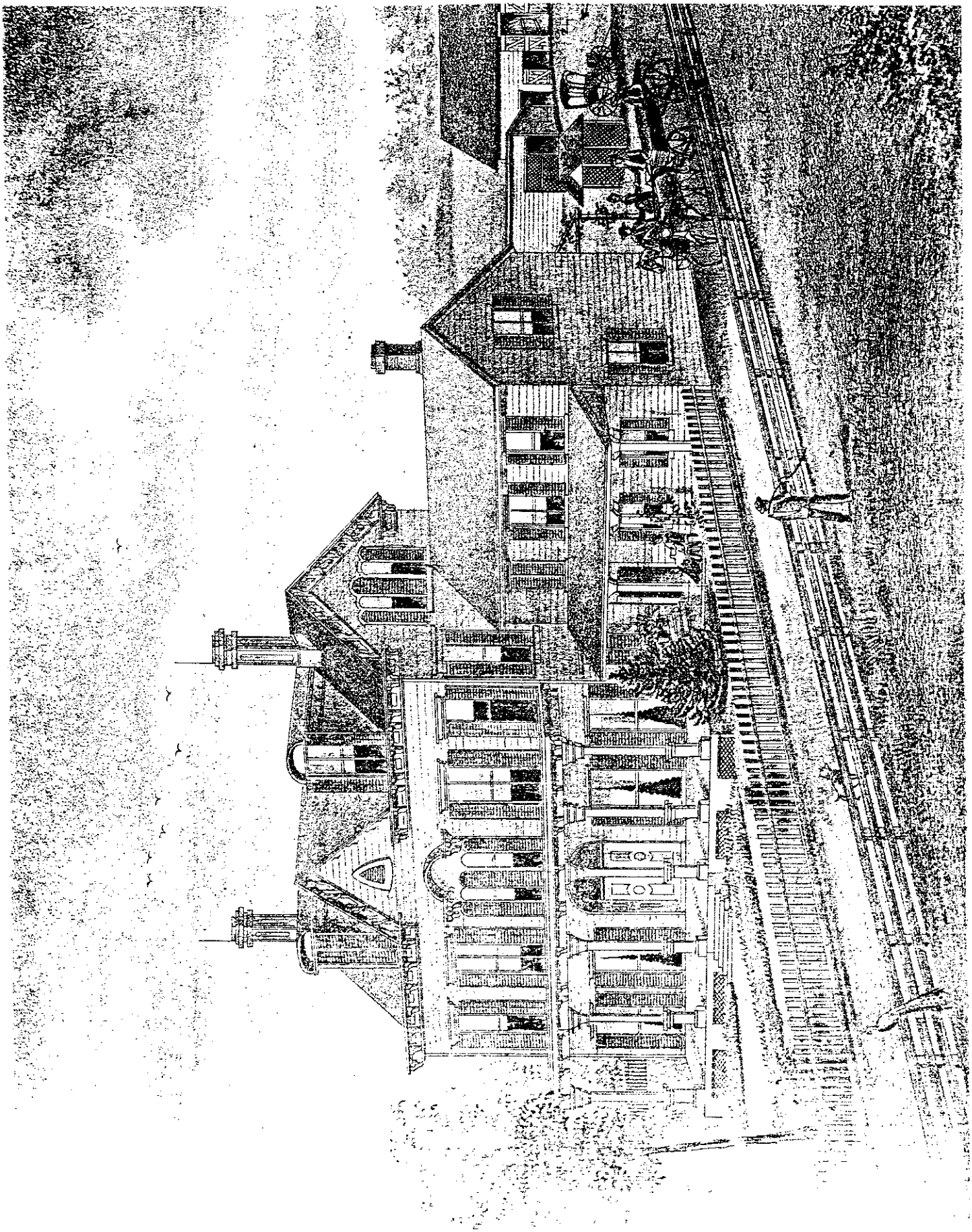
There are few of these large wooden frame homesteads extant (in contrast to the number of earlier stone houses still standing) and it should be preserved. It is now used for a variety of offices; used by a real-estate firm, and an Assemblyman, an attorney, and an architect, and the barns appear to be used for a variety of industrial purposes.

REFERENCES:

1861 Hopkins-Corey wall map: Henry A. Hopper (the earlier homestead)
1867 Hughes wall map: H. A. Hopper (the earlier homestead)
1876 Walker's Atlas, p. 133: "H. A. Hopper" (the earlier homestead)
1882 Clayton, History pp. 196, 199-200
1900 Van Valen, History, pp. 164-7
1913 Bromley's Atlas, II, plate 20
1924 Westervelt, History, III, 260
1949 Borough of Fair Lawn, Silver Jubilee, p. 11
1960 Rogers, R. Q., From Slooterdam to Fair Lawn (1960) p. 71

RECORDED BY: FJN DATE: 1/28/83
ORGANIZATION: BCOC&HA

Earlier Henry A. Hopper House as illustrated in Walker's Atlas of Bergen County (1876), page 130.



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BERGEN COUNTY STONE HOUSE SURVEY

INDIVIDUAL STRUCTURE SURVEY FORM

0217-7

Lost NR listing due to being moved

GENERAL

HISTORIC NAME: Cadmus House

COMMON NAME: ~~Bedlam~~ Moved next to Radburn RR Station 1-1983

LOCATION: ~~19-21 Fair Lawn Avenue~~ (~~Block 4701, Lot~~ 7)

MUNICIPALITY: Fair Lawn

OWNERSHIP: ☐ Public ■ Private

OWNER/ADDRESS: ~~CharlBor Corp~~ Borough of Fair Lawn ~~Charles Borg Jr.~~ ~~19-21 Fair Lawn Ave.~~ FairLawn

REFERENCE

MAP REFERENCES:

☐ Erskine (1778-80) Road not surveyed
■ Hopkins-Corey (1861) C.Folly
■ Walker's Atlas (1876) Geo.Hubschmitt
■ Bromley (1912) Fred. Hubschmidt
☐ Other

RECOGNITION:

☐ National Register ☐ BCHS Marker
☐ HABS ☐ Bailey
☐ Other

ENVIRONMENT

HOUSE ORIENTATION: S 8° E

IMPORTANT RELATED STRUCTURES:

SURROUNDING ENVIRONMENT:

☐ Residential
■ Commercial
☐ Agricultural
☐ Open Space
☐ Other

COMMENTS:

USE

ORIGINAL: Residence

PRESENT: ~~Store~~

THREATS

THREATS TO STRUCTURE:

■ Roads
■ Development
☐ Zoning
☐ Deterioration
☐ Other
☐ No Threat

COMMENTS:

CONDITION

CONDITION:

☐ Excellent ■ Good
☐ Fair ☐ Deteriorated

STATUS:

■ Occupied
☐ Unoccupied
☐ Work in Progress

ACCESSIBLE:

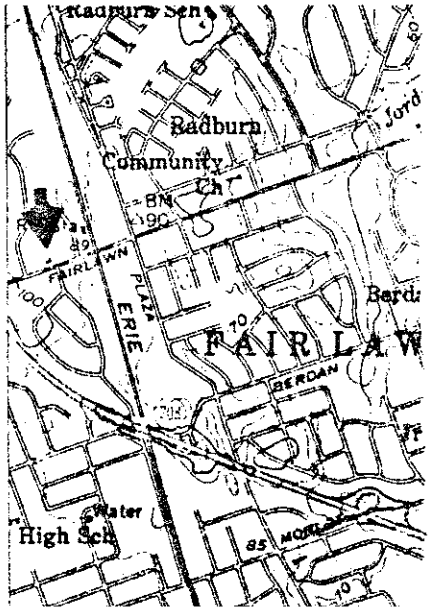
☐ Yes, Restricted
☐ Yes, Unrestricted
☐ No

Aside from its 20th C. gambel roof the house is relatively unchanged and has wide board floors and open beams as well as an original mantel.

PHOTO

MAP

USGS QUAD: Hackensack



DESCRIPTION

CONSTRUCTION DATE/SOURCE: 0217-7 page 2

Probably 18th century/Architectural evidence

BUILDER:
Said to be Cadmus

FORM/PLAN TYPE:
33'9" x 21'6"

May be "A"

FRAMING SYSTEM:
- ☐ Intermediate Summer Beam
- ☐ Intermediate Bearing Wall
- ■ Clear Span
- ☐ Other

EXTERIOR WALL FABRIC:
Evenly cut and tooled sandstone on front and east side, rubble on west.

FENESTRATION:
6/6, 31" x 49", no lintels.

ENTRANCE LOCATION/TYPE:
Off center, plain 36" x 6'8"

NUMBER OF STORIES: 1-1/2

CELLAR:
- ■ Yes
- ☐ No

CHIMNEY FOUNDATION:
- ■ Stone Arch
- ☐ Brick Arch, Stone Foundation
- ☐ Other

FLOOR JOISTS: 7"x8"-8½" DP.
28"-32" Between

FIRST FLOOR CEILING HEIGHT: 7'-2" Clearanc

FIRST FLOOR WALL THICKNESS: 24"

GARRET FLOOR JOISTS: 5½"-6"x8" DP.
36"-37" Between

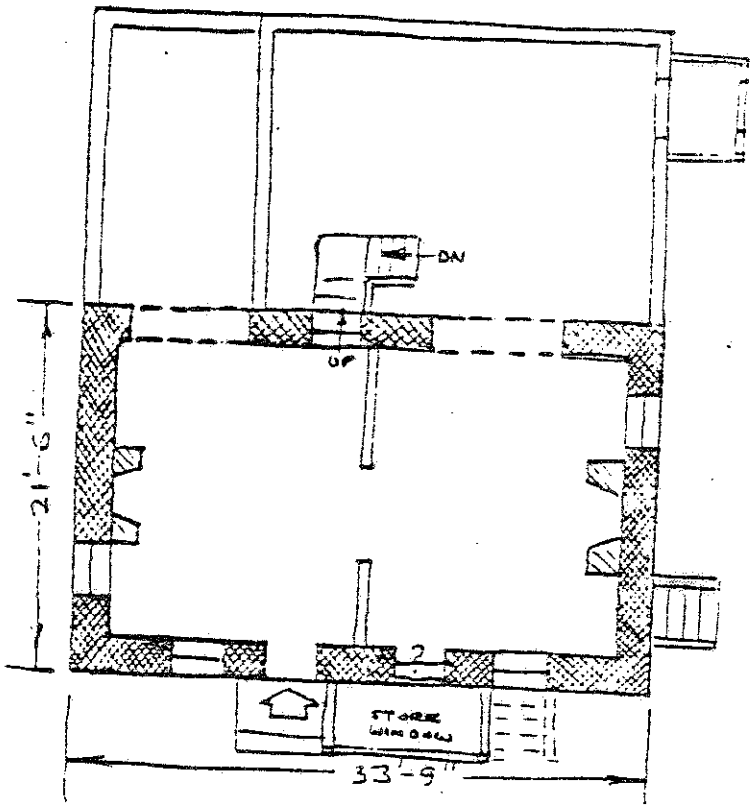
GARRET:
- ☐ Unfinished Space
- ■ Finished Space

ROOF:
- ☐ Gable
- ■ Gambrel (20th century)
  - ☐ Curb
- ☐ Other

EAVE TREATMENT:
- ■ Sweeping Overhang
- ☐ Supported Overhang
- ☐ No Overhang
- ☐ Boxed Gutter
- ☐ Other

This house, while having been altered through the years, still retains a sufficient amount of its original fabric that it should be recognized and retained. We are therefore including it for its architectural significance, for its association with the exploration and settlement of the Bergen County area, and for its remaining historic fabric. As such, it is included in the Thematic Nomination to the National Register of Historic Places for the Early Stone Houses of Bergen County, New Jersey.

HISTORIC NAME: Cadmus House
LOCATION: 19-21 Fair Lawn Avenue, Fair Lawn



BACKGROUND INFORMATION

According to "From Slooterdam to Fair Lawn" Thomas Cadimus and the Vanderbeck's purchased this property in 1816 but that is all that is known.

Addition

The Cadmus House (BCHSS Inventory #0217-7)

The house at 19-21 Fair Lawn Ave. almost certainly dates to the very early 19th century. The earliest deed record is from March 8, 1815, when Abraham and Harmanus Van Derbeek and their wives Elenor and Jane respectively made a group of purchases of small lots in Fair Lawn (then a part of Saddle River Township) and other townships (L2/191) from Jacob and Margaret Haring for $1500. Apparently, these few acres were added to some previous holdings to form the property which Thomas Cadmus purchased on January 6, 1816 (M2/147). Due to the nature of older surveying techniques, it is unclear whether the house now sits upon the land that was involved in that transaction (at a price of $1312.50) or upon an adjacent lot already owned by Cadmus.

On March 30,1831, Henry P. Hopper purchased the property from Thomas Cadmus and his wife Margaret for $3500 (E3/547). At this time the property was 91.70 acres. Henry P. Hopper and his wife Elizabeth sold the property to Cornelius H. Van Houten on January 18, 1853 for $1600 (R4/124). The property at this time was 80.13 acres.

On September 7, 1859, Cornelius Folly, of New York City, purchased the property from the Van Houtens for $6000 (J5/373). It is recorded that the mortgage was $285 down at 6% interest. On May 6, 1864, Jonathan J. Cornwell of Hackensack purchased the property from Folly for $6500 (x5/124).

(continued page 5)

Addition (continued)

On August 10, 1867, George Hubschmitt purchased the property, which by this time had shrunk to 44.91 acres. His name is alternately spelled Hubschmidt, Hubsmith, and Hobsmith (there are other variations as well) on deeds and maps. (D7/264). He died on August 30, 1898, leaving the property to his wife Pauline and son Fritz (later known as Frederick) (S 28/82).

On January 27, 1915, Frederick (Fritz) Hubschmidt sold the property to Walter E. and Sarah Morrell (901/70). The Morrell Brothers, Milton R. and Walter E., and their wives Mary L. and Lina, respectively, purchased the property from the widow Sarah Morrell on June 24, 1922 (1162/585). The Morrells sold the tract in three separate transactions. Ruth Lufkin, who at the time was buying up many small lots in the Fair Lawn area, bought the first piece on 10/7/1927 (1534/292), her second a week later (1535/167), and her third on April 9, 1928 (1571/294).

On October 14, 1936, Ruth Lufkin lost the property to Charles H. Borg (from whom she had taken out a mortgage) for failure to pay taxes (2044/373). This transaction took place through Sheriff Benjamin Dansen, Jr.

On April 30, 1941, Charles H. Borg sold the home and property to the Charlbor Corp., which in turn sold it to Richard and Marleen Grabowski on March 5, 1979 (2273/365 & 6490/626 respectively).

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BERGEN COUNTY STONE HOUSE SURVEY

INDIVIDUAL STRUCTURE SURVEY FORM

0217-8

GENERAL

HISTORIC NAME: Richard J. Berdan

COMMON NAME: Dutch House Tavern

LOCATION: 24-07 Fair Lawn Avenue (Block 3722, Lot 1C)

MUNICIPALITY: Fair Lawn

OWNERSHIP: ☐ Public ☒ Private

OWNER/ADDRESS: Frank Drahouzal

REFERENCE

MAP REFERENCES:

- ☐ Erskine (1778-80)
- ☒ Hopkins-Corey (1861) S. Pope
- ☒ Walker's Atlas (1876) E.Englehart
- ☒ Bromley (1913) Cocker
- ☐ Other

RECOGNITION:

- ☐ National Register
- ☐ BCHS Marker
- ☐ HABS
- ☐ Bailey
- ☐ Other

ENVIRONMENT

HOUSE ORIENTATION: S 20° E

IMPORTANT RELATED STRUCTURES:

SURROUNDING ENVIRONMENT:

- ☐ Residential
- ☒ Commercial
- ☐ Agricultural
- ☐ Open Space
- ☐ Other

COMMENTS: Somewhat set back on a heavy commercial strip.

USE

ORIGINAL: Residence

PRESENT: Tavern and Apartment

THREATS

THREATS TO STRUCTURE:

- ☐ Roads
- ☒ Development
- ☒ Zoning
- ☐ Deterioration
- ☐ Other
- ☐ No Threat

COMMENTS: Owner plans to sell to bank who wants to demolish it.

CONDITION

CONDITION:

- ☐ Excellent
- ☐ Good
- ☒ Fair
- ☐ Deteriorated

STATUS:

- ☒ Occupied
- ☐ Unoccupied
- ☐ Work in Progress

ACCESSIBLE:

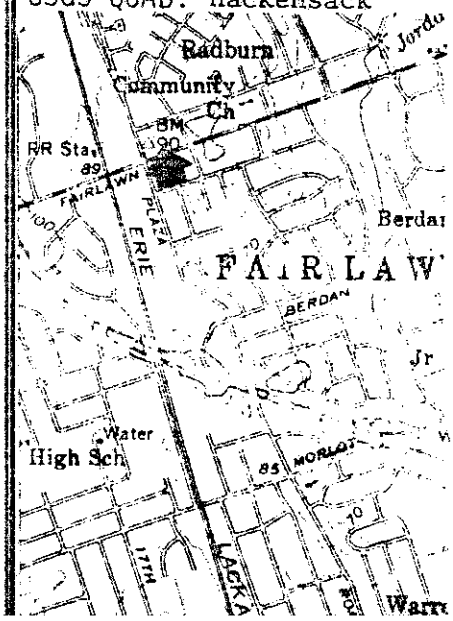
- ☒ Yes, Restricted
- ☐ Yes, Unrestricted
- ☐ No

The first floor of the stone section of the house is reasonably intact with few modernizations. The frame section added on top has somewhat compromised the appearance. Fortunately, all other additions have been made to the rear. Removal of the frame upper level would "restore" the feeling of the 1-1/2 story stone house and be a genuine asset to any business.

PHOTO

MAP

USGS QUAD: Hackensack



DESCRIPTION

CONSTRUCTION DATE/SOURCE: 0217-8 page 2
18th century/Architectural evidence

BUILDER: Unknown.

FORM/PLAN TYPE: "A", two door, 2 room plan with one fireplace on each gable end (35'0" x 21'2") and 20th century additions to the rear (north).

FRAMING SYSTEM:
- ☐ Intermediate Summer Beam
- ☐ Intermediate Bearing Wall
- ■ Clear Span
- ☐ Other

EXTERIOR WALL FABRIC:
Front, coursed sandstone. Sides, mixed rubble sandstone and fieldstone. Bad Portland cement patching jobs.

FENESTRATION:
Front: 3'6" x 5'2" M.O. (6/6) with stone trapezoidal lintels and original framing. Sides: 3'6" x 5'6" M.O. (6/6) with wood sill and lintel.

ENTRANCE LOCATION/TYPE:
Two front doors - modern.
3'0" x 6'8" doors in original 4'0" x 7'5" masonry openings.

NUMBER OF STORIES: 1½ orig, 2 now

CELLAR:
- ■ Yes
- ☐ No

CHIMNEY FOUNDATION:
- ☐ Stone Arch
- ■ Brick Arch, Stone Foundation
- ☐ Other

FLOOR JOISTS: 8"x8"w @ 32-33" apart in east half; 9"x10" w @ 26-27" apart in west.

FIRST FLOOR CEILING HEIGHT: 7'3"

FIRST FLOOR WALL THICKNESS: 18-20"

GARRET FLOOR JOISTS: 6½-7" x 9"d @ 36" apart and chamfered.

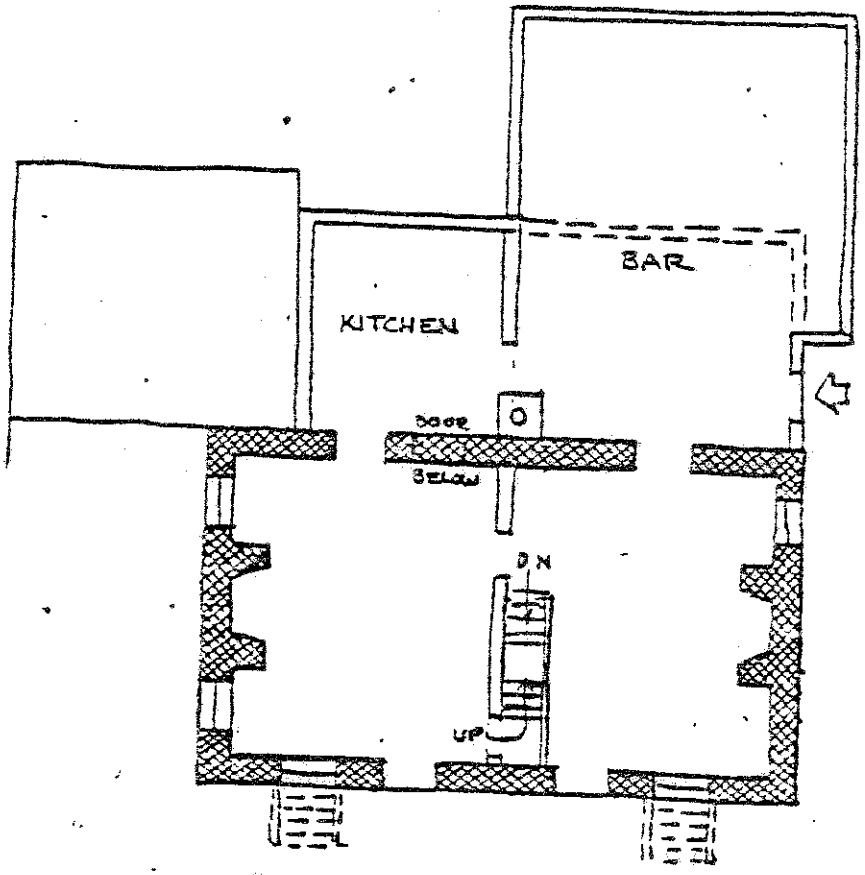
GARRET:
- ☐ Unfinished Space
- ■ Finished Space (a frame section has been added up)

ROOF:
- ■ Gable (altered)
- ☐ Gambrel
  - ☐ Curb
- ☐ Other

EAVE TREATMENT:
- ☐ Sweeping Overhang
- ☐ Supported Overhang
- ☐ No Overhang
- ■ Boxed Gutter (altered)
- ☐ Other

This house, while having been altered through the years, still retains a sufficient amount of its original fabric that it should be recognized and retained. We are therefore including it for its architectural significance, for its association with the exploration and settlement of the Bergen County area, and for its remaining historic fabric. As such, it is included in the Thematic Nomination to the National Register of Historic Places for the Early Stone Houses of Bergen County, New Jersey.

HISTORIC NAME: Richard J. Berdan
LOCATION: 24-07 Fair Lawn Avenue, Fair Lawn



Richard J. Berdan
1" = 12'-0"
G.K.T.

Addition

The Dutch House (BCHSS Inventory #0217-8)

The earliest record for the Dutch House at 24-07 Fair Lawn Ave. is from April 16, 1808, when John P. Vanderbeck (from New York City) sold the property to Richard J. Berdan (B2/123). The 28½ acre lot sold for $1720. The executors of Berdan's will conveyed the property to Samuel Pope (B5/7) for $1800 on 1/23/1857. Pope and his wife Eliza (both from Paterson) sold this 28½ acre tract to John H. Hinchman (also from Paterson) for $2000 (P5/287) on January 21, 1862. Hinchman had purchased an adjacent 9½ acre tract 3 months before from Pope, who himself had bought the tract in 1856. (This lot included the "Milnes Home" listed in the third section.)

On January 1, 1863, John Hinchman and his wife Eliza Ann sold the two tracts to John A. Hopper (S5/19). Hopper paid $2000 for both tracts, which he added to other holdings in Saddle River Township. John Hopper and his wife Mary Ellen sold the same tracts (still 28½ acres and 9½acres) to Ernest Englehardt of Brooklyn on January 7, 1870 (07/633) for $4000.

On January 19, 1882, Ernest Englehardt and his wife Johanna sold a narrow East-West strip of land (3.668 acres) to the Bergen County Railroad Co. to put tracks through (F11/80). On January 6, 1885, Johanna Englehardt (by this time widowed) sold the two tracts to James Cocker of Paterson (Q11/603). The price was $3000 and did not include the small tract sold to the Bergen Co. RR Co. The same lots with the same exception were sold to Harrison Williams of Buffalo on February 15, 1907 (654/365). Harrison Williams and Jane Kirby Abbot (his wife) sold the properties to the Saddle River Corp. that same day (654/367). The mortgage was $4500. On April 2, 1928, the Saddle River Corp. sold the two properties to the City Housing Corp. (1566/270).

Allen H. Lutins
9-22-83

0217-9

Form 10-300
(Rev. 6-72)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY – NOMINATION FORM

(Type all entries – complete applicable sections)

STATE:	New Jersey
COUNTY:	Bergen
FOR NPS USE ONLY	
ENTRY DATE	

SEE INSTRUCTIONS

1. NAME

COMMON: Peter Garretson House

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER: 4-02 River Road

CITY OR TOWN: Fair Lawn

CONGRESSIONAL DISTRICT: 7th district-William B. Widnal

STATE: New Jersey — CODE: 34

COUNTY: Bergen — CODE: 003

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP		STATUS	ACCESSIBLE TO THE PUBLIC
☐ District ☐ Building ☐ Site ☒ Structure ☐ Object	☐ Public ☒ Private ☐ Both	Public Acquisition: ☐ In Process ☒ Being Considered	☐ Occupied ☒ Unoccupied ☐ Preservation work in progress	Yes: ☐ Restricted ☐ Unrestricted ☒ No

PRESENT USE (Check One or More as Appropriate)

☐ Agricultural	☐ Government	☐ Park	☐ Transportation	☒ Comments
☐ Commercial	☐ Industrial	☒ Private Residence	☐ Other (Specify)	on the
☐ Educational	☐ Military	☐ Religious		market.
☐ Entertainment	☐ Museum	☐ Scientific		

4. OWNER OF PROPERTY

OWNER'S NAME: Mr. Feenix Brocker

STREET AND NUMBER: 7-17 Hickory Hill Road

CITY OR TOWN: Wyckoff

STATE: New Jersey — CODE: 34

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC: Bergen County Court House

STREET AND NUMBER: Main Street

CITY OR TOWN: Hackensack

STATE: New Jersey — CODE: 34

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY: New Jersey Historic Sites Inventory (#1073.2)

DATE OF SURVEY: 1962 ☐ Federal ☒ State ☐ County ☐ Local

DEPOSITORY FOR SURVEY RECORDS: Historic Sites Section, Department of Environmental Protection

STREET AND NUMBER: Box 1420

CITY OR TOWN: Trenton

STATE: New Jersey — CODE: 34

STATE: New Jersey

COUNTY: Bergen

FOR NPS USE ONLY

ENTRY NUMBER

DATE

0217-9

7. DESCRIPTION

CONDITION	(Check One) ☐ Excellent ☐ Good ☒ Fair ☐ Deteriorated ☐ Ruins ☐ Unexposed	
	(Check One) ☒ Altered ☐ Unaltered	(Check One) ☐ Moved ☒ Original Site

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

The Garretson House appears to have been build in two sections. On the original building, the wing section of local sandstone was build in 1720-25, while the main section, built of the same stone, was built in 1800. The original gable roof over the main section was changed to a gambrel roof in 1900, the dormer windows were also added at this time.

The buildings were built by Peter Garretson, a farmer. The main building is a 1 1/2 story gambrel roof sandstone structure. The original roof was gable. The windows were 6/6 sash but were changed to 1/1. The entrance of this section is somewhat obscured by the open front porch and modern windows. Other exterior alterations include dormers on each side of the roof, wood siding on the gable end. The stone wing is rectangular, and by size 55 feet by 18 feet. The stone walls are approximately 1'10" thick. There are three rooms and a kitchen on the first floor. The smallest room (16 by 10) was originally the kitchen. This has been altered to 20th century conveniences. Adjacent to the kitchen is the dining room approximately 16' by 12' these comprise the original section, a clapboard vestibule and greenhouse were probably added at the same time as the gambrel roof was installed. The main section is divided in two large rooms of approximate size of 16' by 16' each with large brick fireplaces at each end.

The original upstairs was probably just a high loft for storage and sleeping, perhaps crudely finished into rooms for that use. Presently there are 4 rooms and one bath. Indications are that the rooms were completed in the beginning of the 20th century.

The cellar under the original section has low headroom approximately 5'6" with a new concrete floor. This area supports a 20th century heating system. The original beam in this section was destroyed by fire and replaced approximately 1900. The cellar under the main section has two large vaulted brick arches with a dirt floor. The beams in this area are the original hand-hewn, mortice and tenon beams, approximate size 12" by 12".

The property on which the house stands originally extended from the Passaic River to the Saddle River. Broadway (Route 4) was known as Garretson Lane. The land was acquired from 12 Quaker proprietors by Daniel Danielson. It was purchased from him either in 1719 or 1720, by "Peter Garretson of Slooterdam". The original sheepskin proprietory deed dates from 1708 to Daniel Danielson in the early English language.

SEE INSTRUCTIONS

8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- [ ] Pre-Columbian
- [ ] 15th Century
- [ ] 16th Century
- [ ] 17th Century
- [x] 18th Century
- [ ] 19th Century
- [ ] 20th Century

SPECIFIC DATE(S) (If Applicable and Known) circa. 1720

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- [ ] Aboriginal
  - [ ] Prehistoric
  - [ ] Historic
- [ ] Agriculture
- [ ] Architecture
- [ ] Art
- [ ] Commerce
- [ ] Communications
- [ ] Conservation
- [ ] Education
- [ ] Engineering
- [ ] Industry
- [ ] Invention
- [ ] Landscape Architecture
- [ ] Literature
- [ ] Military
- [ ] Music
- [ ] Political
- [ ] Religion/Philosophy
- [ ] Science
- [ ] Sculpture
- [ ] Social/Humanitarian
- [ ] Theater
- [ ] Transportation
- [ ] Urban Planning
- [x] Other (Specify) Community History

STATEMENT OF SIGNIFICANCE

Community History:

This land was acquired by Daniel Danielson from 12 Quaker proprietors including William Penn. There is also an Indian Deed to the land. This is signed by "Spotted Tail" and is still in the hands of the present owner. The indenture paper (copy enclosed) on sheepskin shows this property was granted to Danielson and two other men in 1687. In 1719-20 it was purchased by Peter Garritse (Garrison, Garretson). Peter was the son of Gerrit Garritse, a Bergen judge. Several of the judge's papers and ledgers were among those found in the house. Peter bought the "land on the Passaic River at Slooterdam", a portion of which was still in the hands of his descendents until the 1950's. He built the first wing of the house. Some of the family took the name VanWagoner but Peter's descendents kept the Garretson name. He had four sons and six daughters. One of the sons, Johnnes or John P. married Geertje Ryerse, and lived and died on the homestead. It is believed to be his uniform of the Revolution that was found on the property. Each piece bears the initials J. G. There are also many ledgers, accounts and notes of the time which seem to indicate a store was run during the Revolution. There are clear accounts of purchases and sales of staples such as sugar, nails, shellfish and rum. The recorded currency changes from time to time indicating trade with both Loyalist British troops and American Armies.

There was a forge at one time, the exact location of which is not known. The Garretson Forge is listed in the Major General Robert Erskine maps of 1771-1780. These were made under the direction of General George Washington and commissioned by the Continental Congress.

Also found on the property were Indian arrowheads and other Indian relics. It is believed this was an Indian campsite before the early purchase. Only archeological diggings could provide more information on the forge and Indian theories.

In the work sheds many 17th century tools and forgings were found. Some of these were buried in the dirt floors.

Johnnes was succeeded by his youngest son Gerrit Garretson, born February 18, 1780. Gerrit and his wife Mary Romaine had

(cont.)

(X) LUTINS CORRECTION: NO EVIDENCE FOR 17th C. BUILDING IN THIS AREA. HOUSE BUILT 1748

SEE INSTRUCTIONS

Form 10-300a
(July 1969)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

STATE	
New Jersey	
COUNTY	
Bergen	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE

Peter Garretson
Bergen County, 003
New Jersey, 34

(Continuation Sheet) 1.

(Number all entries)

8. Significance (cont.)

3 sons, of whom Ralph and Abram remained with the house. R. Garretson is the recorded owner in 1876. In 1925 the house was in the possession of Mamie Garretson Brocker, a descendent in the sixth generation from Peter Garritse, the builder. Mrs. Brocker died in the 1950's leaving no direct descendents. She willed the home and land to her husband Feenix who had been a farm hand there before their marriage.

Feenix Brocker remarried and remained in the house until February, 1974 when his second wife died and her family took him in and put the house on the market.

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Pre-Revolutionary Dutch Houses and Families by R. Fellows Bailey

Revolutionary War in the Hackensack Valley by Adrian C. Leiby

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY

CORNER	LATITUDE Degrees	Minutes	Seconds	LONGITUDE Degrees	Minutes	Seconds
NW	°	'	"	°	'	"
NE	°	'	"	°	'	"
SE	°	'	"	°	'	"
SW	°	'	"	°	'	"

OR

LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES

LATITUDE Degrees	Minutes	Seconds	LONGITUDE Degrees	Minutes	Seconds
40°	55'	26"	74°	07'	51"

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: 1.8

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
New Jersey		Bergen	
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

11. FORM PREPARED BY

NAME AND TITLE: Louis A. Di Geronimo, A.I.A., S.A.H. (minor revisions by T. Karschner, Historic Sites Section, DEP)

ORGANIZATION: Garretson Forge and Farm Restoration, Inc.

DATE: 7/20/74

STREET AND NUMBER: 17 Beekman Place

CITY OR TOWN: Fair Lawn

STATE: New Jersey

CODE: 34

12. STATE LIAISON OFFICER CERTIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National ☐ State ☐ Local ☒

Name David J. Bardin

Title Commissioner, Department of Environmental Protection

Date October 4, 1974

NATIONAL REGISTER VERIFICATION

I hereby certify that this property is included in the National Register.

Director, Office of Archeology and Historic Preservation

Date

ATTEST:

Keeper of The National Register

Date

☆ U.S. GOVERNMENT PRINTING OFFICE : 1973—729-147/1442 3

SEE INSTRUCTIONS

0217-9 page 6

PROPERTY MAP FORM

(Type all entries - attach to or enclose with map)

FOR NPS USE ONLY	
ENTRY NUMBER	DATE

SEE INSTRUCTIONS

1. NAME

COMMON: Peter Garretson House

AND/OR HISTORIC:

2. LOCATION

STREET AND NUMBER: 4-02 River Road

CITY OR TOWN: Fair Lawn

STATE:	CODE	COUNTY:	CODE
New Jersey	34	Bergen	003

3. MAP REFERENCE

SOURCE: U.S.G.S. Map: 7.5 Series: Paterson Quadrangle

SCALE: 1:24,000

DATE: 1955, photorevised 1970

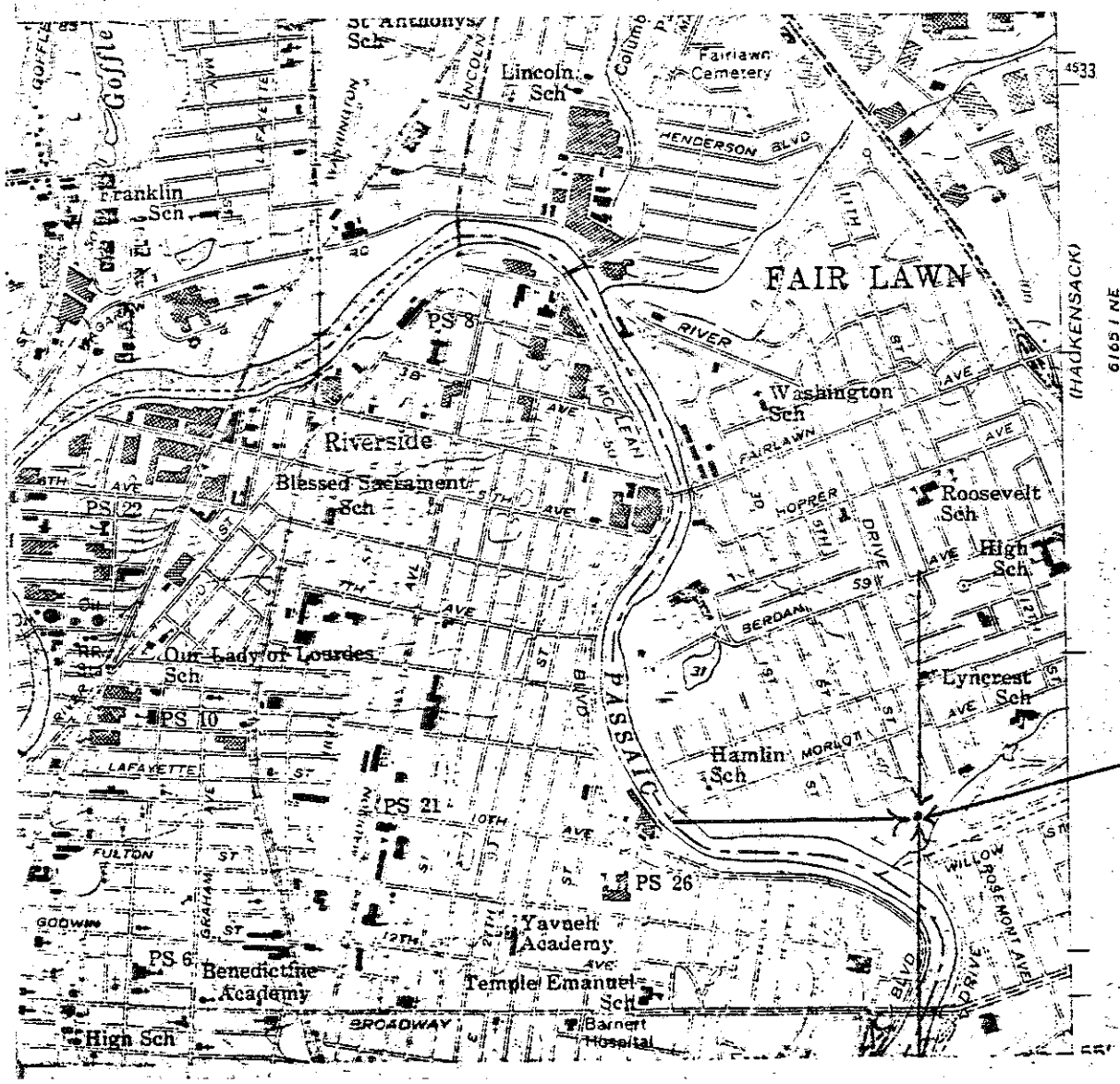
4. REQUIREMENTS

TO BE INCLUDED ON ALL MAPS

1. Property boundaries where required.
2. North arrow.
3. Latitude and longitude reference.

Latitude: 40-55-26
Longitude: 74-07-51

☆ U.S. GOVERNMENT PRINTING OFFICE : 1973—729-148/1441 2-1



Peter Garretson House
Fair Lawn
Bergen County, 003
New Jersey, 34
Lat.- 40-55-26
Long. - 74-07-51

38

BERGEN COUNTY STONE HOUSE SURVEY

INDIVIDUAL STRUCTURE SURVEY FORM

0217-9 page 7

GENERAL

HISTORIC NAME: Garretson House

COMMON NAME: Garretson Forge and Farm

LOCATION: 4-02 River Road (Block 5412, Lot 1)

MUNICIPALITY: Fair Lawn

OWNERSHIP: ■ Public ☐ Private

OWNER/ADDRESS: County of Bergen Administrative Building Hackensack, New Jersey

REFERENCE

MAP REFERENCES:

- ☐ Erskine (1778-80)
- ■ Hopkins-Corey (1861) R.G. Garrison
- ■ Walker's Atlas (1876) R. Garrison
- ■ Bromley (1912) Garrison Smith
- ☐ Other

RECOGNITION:

- ■ National Register
- ☐ BCHS Marker
- ☐ HABS
- ■ Bailey
- ■ Other N.J. Inventory

ENVIRONMENT

HOUSE ORIENTATION: S 50° E

IMPORTANT RELATED STRUCTURES:

1.84 acres

Barn, carriage shed and assorted out buildings.

SURROUNDING ENVIRONMENT:

- ■ Residential
- ☐ Commercial
- ☐ Agricultural
- ☐ Open Space
- ☐ Other

COMMENTS:

USE

ORIGINAL: Residence

PRESENT: Museum

THREATS

THREATS TO STRUCTURE:

- ■ Roads
- ■ Development
- ☐ Zoning
- ☐ Deterioration
- ☐ Other
- ☐ No Threat

COMMENTS:

CONDITION

CONDITION:

- ☐ Excellent
- ■ Good
- ☐ Fair
- ☐ Deteriorated

STATUS:

- ■ Occupied
- ☐ Unoccupied
- ■ Work in Progress

ACCESSIBLE:

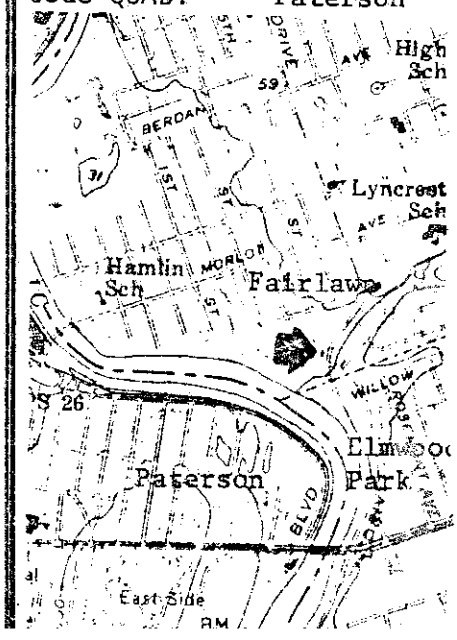
- ☐ Yes, Restricted
- ■ Yes, Unrestricted
- ☐ No

The house and outbuildings were saved from destruction in 1974, and are currently being "restored" and rehabilitated. The house has seen many alterations, mostly occuring in the early 20th century. The roofs were changed from gables to the existing "New England" style gambrel. The floor and ceiling in the wing were raised and the fireplace removed. The interior partition in the main was moved and one of the front doors was blocked up. Five dormers pierce the 20th century gambrel roof.

PHOTO

MAP

USGS QUAD: Paterson



DESCRIPTION

CONSTRUCTION DATE/SOURCE:
Original wing: Early 18th C.
; Main: probably mid-late-18th century/
Architectural evidence

BUILDER:
Member of Garretson family.

FORM/PLAN TYPE:
Main: "A", 2 door, 2 room w/ fireplace on each gable end wall (36'11" x 21'6").
Wing: "C", 3 bay, 1 room, center door, w/ 1 gable end fireplace (28'11" x 21'6").

FRAMING SYSTEM:
- ☐ Intermediate Summer Beam
- ☐ Intermediate Bearing Wall
- ■ Clear Span
- ☐ Other

EXTERIOR WALL FABRIC:
Main: front - well coursed sandstone.
Wing: front - roughly coursed sandstone.
Other sides are rubble.

FENESTRATION:
42" x 69" (1/1); all were modernized, but those in wing were 6/6 before 1900.

ENTRANCE LOCATION/TYPE:
Altered, but originally all 3 front doors were simple with transoms.

NUMBER OF STORIES: 1-1/2

CELLAR:
- ■ Yes
- ☐ No

CHIMNEY FOUNDATION:
- ☐ Stone Arch
- ■ Brick Arch, Stone Foundation
- ☐ Other

FLOOR JOISTS:
Replaced in wing. 11" x 8"-11" deep @ 32"-34" apart.

FIRST FLOOR CEILING HEIGHT:
7'9"±

FIRST FLOOR WALL THICKNESS:
18-22"

GARRET FLOOR JOISTS:
Not exposed.

GARRET:
- ☐ Unfinished Space
- ■ Finished Space

ROOF:
- ☐ Gable
- ■ Gambrel (originally, both were gables)
  - ☐ Curb
- ☐ Other

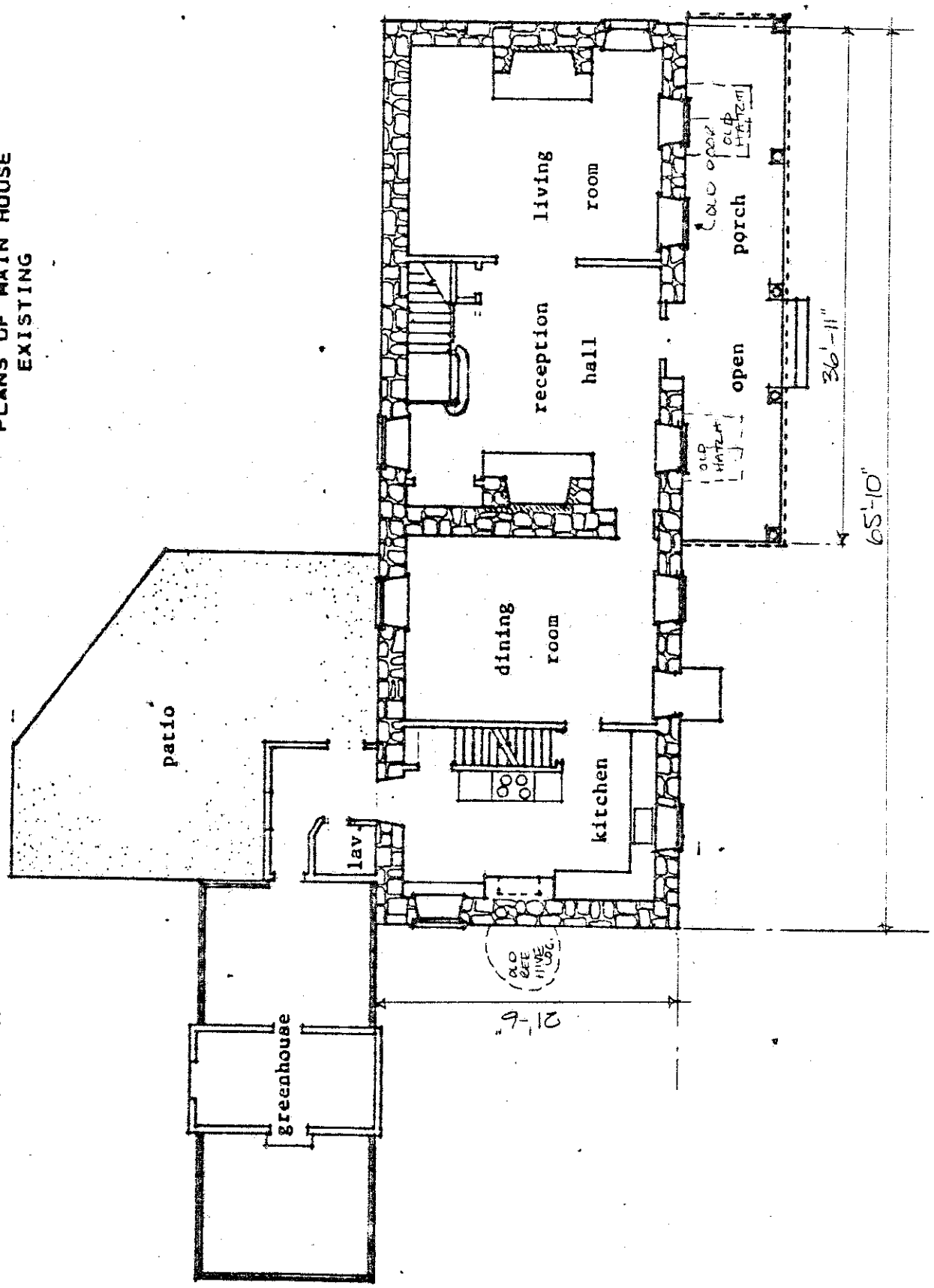
EAVE TREATMENT:
- ☐ Sweeping Overhang
- ■ Supported Overhang (frt. main)
- ☐ No Overhang
- ■ Boxed Gutter
- ☐ Other

This house is significant for its architecture and its association with the exploration and settlement of the Bergen County, New Jersey area. It is a reasonably well preserved example of the Form/Plan Type as shown and more fully described herein. As such, it is included in the Thematic Nomination to the National Register of Historic Places for the Early Stone Houses of Bergen County, New Jersey.

38

FLOOR PLANS

PLANS OF MAIN HOUSE
EXISTING



FIRST FLOOR PLAN
3/32"=1'-0"

GARRETSON FORGE AND FARM

BACKGROUND INFORMATION

Legal title to the land can be traced back to March, 1664, when Charles II of England granted to his brother James, Duke of York, the lands between the Connecticut and Delaware Rivers. In late June of the same year, the Duke in turn granted to two powerful and devoted friends, Sir George Carteret and John, Lord Berkeley, that portion of his new domain which lay between the Hudson and the Delaware. The land was called New Jersey after the Isle of Jersey, one of the Channel Islands and the ancestral home of Carteret...

In 1673 or 1674, Berkeley sold his half interest to a Quaker, Edward Byllynge. Byllynge, together with William Penn and ten other prominent members of the Society of Friends, divided the land into twenty-four grants. One of these grants, the Slooterdam Patent, was sold to Daniel Danielson in 1708. Preceding this, however, the twelve proprietors were forced to surrender their power of government to the crown, and in 1702 New Jersey had become a royal colony. For this reason the original sheepskin proprietory deed is signed in the name of King George. A second deed, granted by the Indians, was signed by one Spotted Tail. Both deeds are still in existence, in the possession of Mary R. Brocker, formerly Mary R. Garretson... These deeds are indicative of the Dutch custom of the period to secure two deeds -- one from the King, and one from the Indians.

Although the north and south boundaries of the Slooterdam Patent are vague, the original property was bounded on the west by the Passaic River and on the east by the Saddle River. In 1719 or 1720, a major portion or the property was purchased by the "Peter Garretsons of Slooterdam". There are indications that Gerrit Garretson, Peter's father, was a co-purchaser of the Slooterdam Patent with Daniel Danielson in 1708, and that Peter had been living on the property ever since.

The original house, the south wing of the present structure, was built sometime prior to 1708 and is mentioned in a deed of that year. It was constructed of rubble and undressed sandstone of varying shapes and sizes...

The first member of the family to settle in the New World was Gerrit Gerritsen (Gerritse, Garretson, Garrison). With his wife and family, he emigrated from Wageningen on the Rhine aboard the Faith in 1660. The family settled at Communipaw on New York Bay, where he became a minor official. The date of his death is April 6, 1703.

Little information has come to light concerning the children of Gerrit Gerritsen and Annetje Hermansse. In fact, all that is known of the second generation American Garretson is that a son, Gerrit of Pembrepogh was a Judge of Bergen Court. Knowledge of his marriage, family and death is limited to the name and date of the birth of a son, named Peter.

Peter was born on October 4, 1684; a third generation American Garretson... In any event, this was the "Peter Garretson of Slooterdam" who in 1719 or 1720 purchased a large tract of land on the Passaic River, at Slooterdam, which was part of the 1708 Slooterdam Patent. In all probability, it was also Peter who built the original wing of the existing house.

(The above is quoted from Michael Steven Lazovick's <u>The Garretson Brocker Homestead</u>. William Paterson College, 1975.)

39

BERGEN COUNTY STONE HOUSE SURVEY

INDIVIDUAL STRUCTURE SURVEY FORM

0217-10

GENERAL

HISTORIC NAME: G.V.H. Berdan House

COMMON NAME:

LOCATION: 1219 River Road (Block 5611, Lot 51/53)

MUNICIPALITY: Fair Lawn

OWNERSHIP: ☐ Public ☒ Private

OWNER/ADDRESS: Frank Bruno

REFERENCE

MAP REFERENCES:

- ☐ Erskine (1778-80)
- ☒ Hopkins-Corey (1861) G.V.H.Berdan
- ☒ Walker's Atlas (1876) G.V.H.Berdan
- ☒ Bromley (1912) Philip Vandemore
- ☐ Other

RECOGNITION:

- ☐ National Register
- ☐ HABS
- ☐ Other
- ☐ BCHS Marker
- ☐ Bailey

ENVIRONMENT

HOUSE ORIENTATION: South

IMPORTANT RELATED STRUCTURES:

SURROUNDING ENVIRONMENT:

- ☐ Residential
- ☒ Commercial
- ☐ Agricultural
- ☐ Open Space
- ☐ Other

COMMENTS: House is located in a completely commercial area.

USE

ORIGINAL: Residence

PRESENT: Two family house

THREATS

THREATS TO STRUCTURE:

- ☐ Roads
- ☒ Development
- ☒ Zoning
- ☐ Deterioration
- ☐ Other
- ☐ No Threat

COMMENTS:

CONDITION

CONDITION:

- ☐ Excellent
- ☒ Fair
- ☐ Good
- ☐ Deteriorated

STATUS:

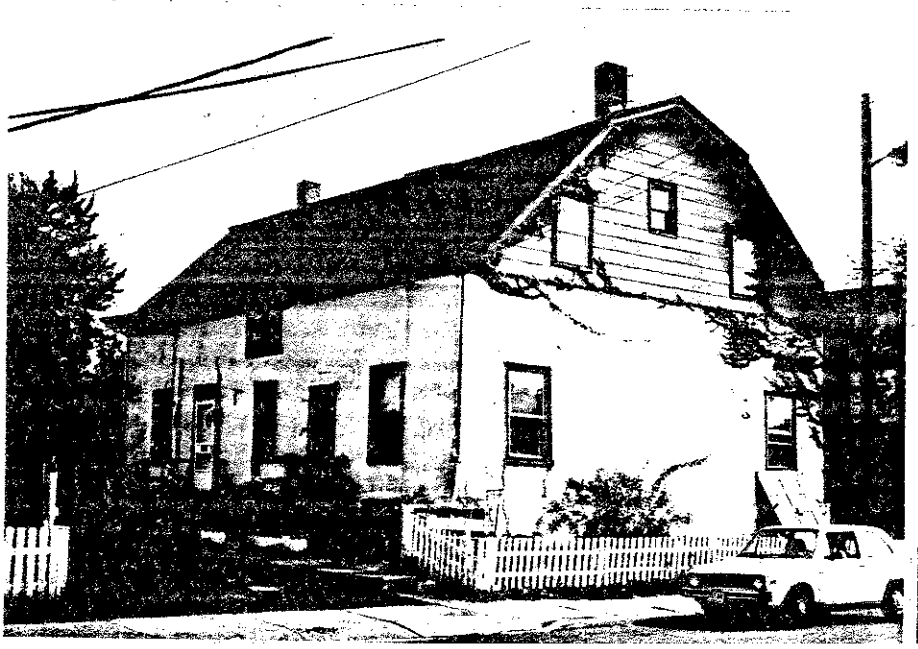
- ☒ Occupied
- ☐ Unoccupied
- ☐ Work in Progress

ACCESSIBLE:

- ☒ Yes, Restricted
- ☐ Yes, Unrestricted
- ☐ No

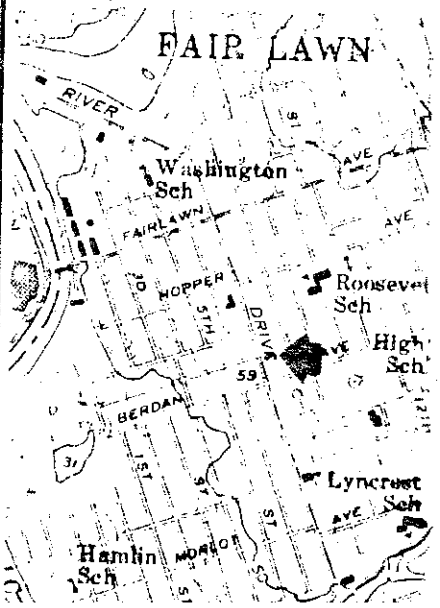
The house has been converted into a 2-family house and has had several interior changes: additional partitions, fireplace closed up and general modernizations. The former entrance has been blocked up, although the lines of its 6'0" opening with fan light transom show through. The rear door has been completely filled in and two windows were changed into doors. The exterior has been stuccoed over.

PHOTO



MAP

USGS QUAD: Paterson



DESCRIPTION

CONSTRUCTION DATE/SOURCE: 0217-10 page 2
1810-30/Architectural evidence

BUILDER:

FORM/PLAN TYPE: Type 'J', 5 bay, center hall, 2 rooms deep, each room with gable end fireplace. (46'0" x 34'9")

FRAMING SYSTEM:
- [x] Intermediate Beam
- [ ] Intermediate Bearing Wall
- [ ] Clear Span
- [ ] Other

EXTERIOR WALL FABRIC:
Stucco over sandstone

FENESTRATION:
Front: 35" x 63" sash

ENTRANCE LOCATION/TYPE:
Was originally in center bay of south front and was 6'0" wide and had a fan light transom above.

NUMBER OF STORIES:
CELLAR:
- [x] Yes
- [ ] No

CHIMNEY FOUNDATION:
- [ ] Stone Arch
- [ ] Brick Arch, Stone Foundation
- [x] Other Stone jamb, wood lintels

FLOOR JOISTS: 7½"d x 5"w @ 25-27" apart with 11" floor boards.

FIRST FLOOR CEILING HEIGHT:
8'9"

FIRST FLOOR WALL THICKNESS:
23"

GARRET FLOOR JOISTS:
Not visible

GARRET:
- [ ] Unfinished Space
- [x] Finished Space

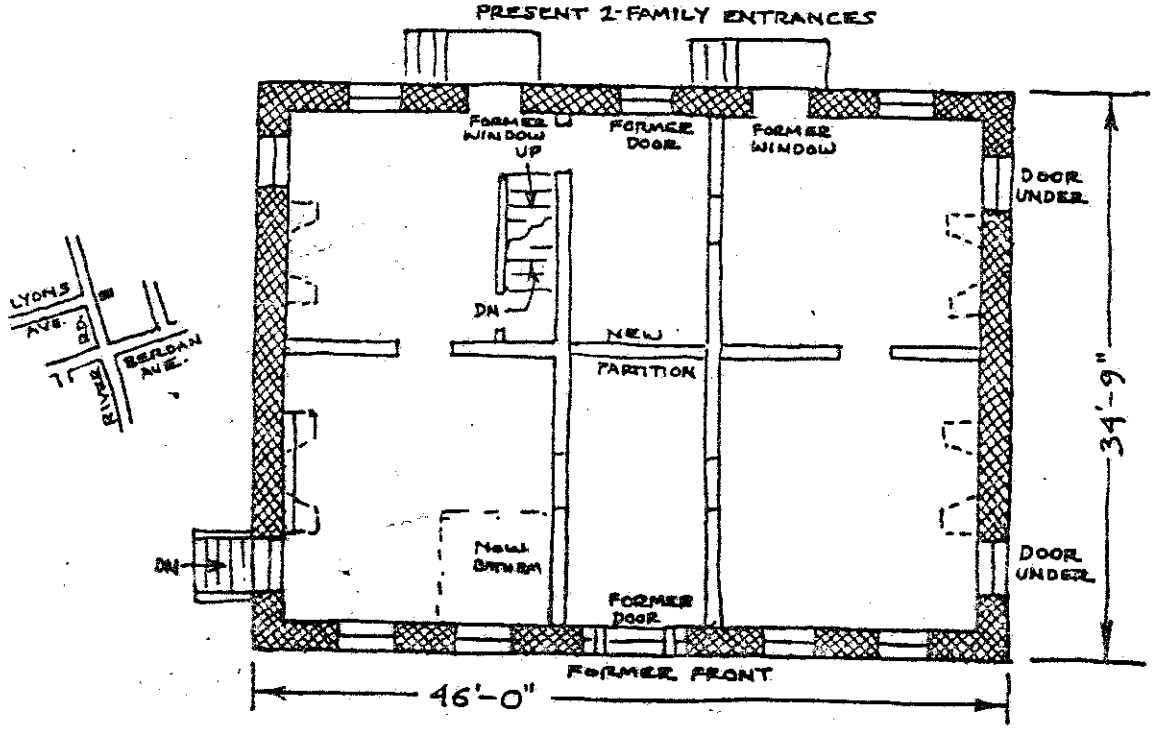
ROOF:
- [ ] Gable
- [x] Gambrel
  - [x] Curb
- [ ] Other

EAVE TREATMENT:
- [ ] Sweeping Overhang
- [ ] Supported Overhang
- [ ] No Overhang
- [x] Boxed Gutter (Overhang on gable ends)
- [ ] Other

This house, while having been altered through the years, still retains a sufficient amount of its original fabric that it should be recognized and retained. We are therefore including it for its architectural significance, for its association with the exploration and settlement of the Bergen County area, and for its remaining historic fabric. As such, it is included in the Thematic Nomination to the National Register of Historic Places for the Early Stone Houses of Bergen County, New Jersey.

39 FLOOR PLANS

G.V.H. BERDAN (1861 & 1876)
PHILIP VANDEMORE (1913)



Inventory #	Location : Name	Date erected	Sig.	Description (use; style; stories; ext. wall fabric; fenestration; roof; major features; alteration; etc.) Statement of significance. Historic owners with dates in ()	Neg. file Number
0217-D11-3	13-02 Fourth Street	c. 1890's	F	House; Vernacular; 2½ stories; brick; 4 bays, 1/1 sash; gabled, gable end to street; unusual angled roof line adjusted to projecting facade bays, returned eaves, interesting brick accents: stringcourses of saw-tooth design, triple arches over windows, wall angles with small lighter brick quoins.	198315-32
0217-D11-4	13-24 Fourth Street	C. late 19th c.-1913	F	House; Vernacular; 1½ stories; replacement roll sheathing ; 4 bays, 1/1 sash; gabled with gable ends to sides; bracketed eaves, small upper windows. It is unfortunate that this cottage's surface has been so altered and its porch changed, for it may originally have been close to an earlier farmhouse type. A similar house stands across the street.	198315-27
0217-D11-5	13-02 Fifth Street	c. late 19th c-1913	F	House; Vernacular; 2 stories; brick; 3 bays, 1/1 sash; gabled with wide angled gable end facing street; slight trim; sawtooth stringcourse aligned with window sills and diamond-shaped brick design on S. wall; altered porch, door, and eaves.	198315-30
0217-D11-6	13-06 Fifth Street	c. late 19th c.-1913	F	House; Vernacular; 1½ stories; brick; 3 bays, 1/1 sash; cross-gabled with bracketed returned eaves on facade; decorative brickwork over windows and in front gable; altered porch.	198315-29
0217-D11-7	13-09 Fifth Street	c. late 19th c.-1913	F	House; Vernacular; 2½ stories; brick; 3 bays, 2/2 sash; steeply pitched gabled roof with gable end to street, returned eaves; small stairwell window on S has border of small panes; altered porch retains one turned post, rear wing has shingled upper story and 2-story open porch, probably additions. In yard: cross-gabled brick barn.	198315-28
0217-D11-8	13-02 Sixth Street	c. late 19th c.-1913	F	House; Vernacular; 1½ stories; artistic concrete block; entrance door and bay with 3 windows, 1/1 sash; low-pitched gabled roof with gable end to street; concrete water table, cobblestoned foundation; porch altered by addition of metal railings. A similar house, also with altered porch, is at 12-80 Fourth Street.	198315-33
0217-D11-9	13-14 Sixth Street	c. late 19th c.-1913	F	House; Vernacular; 2½ stories with 1½ in S. wing; shingle; 3 bays, 1/1 sash and 4-part bay window; gabled with gable ends to sides; enclosed 1-bay vestibule.	198315-31

0217-L2

0217-L3

Inventory #	Location; Name	Date erected	Sig.	Description (use; style; stories; ext. wall fabric; fenestration; roof; major features; alteration; etc.) Statement of significance. Historic owners with dates in ()	Reg. file Number
0217-12	37-01 Broadway; McDonald's Hamburgers	1958	N	Fast Food Take-Out Stand; Vernacular Chain Restaurant, 1 story; red and white candy-striped tile, glass, aluminum; 4 large glass panes on facade, angled corner entrances, canted side windows; shed roof with wide overhang; two "golden arches" (parabolic freestanding forms which intersect roof), open serving area and kitchen with white tiled interior and steel counters, harmonizing freestanding sign between roadway and restaurant with base of railroad ties, golden arches, and white illuminated letters on a red ground. This significant relic of suburban roadside Americana is one of the last of a chain of McDonald's stands designed in 1952 by architect Stanley C. Meston for new franchises. The oldest remaining stand is the one built in 1953 in Downey, California, still in operation, and declared a landmark by the Downey Historical Society. (Letter from Alan Hess, "Preservation News," August 1983, p. 4). The basic design of the golden arches stand served as a corporate logo and could easily be spotted in any suburban milieu. It was commendable for its use of industrial fabrics and striking geometric forms. This stand in FairLawn is to be replaced by a McDonald's which offers indoor seating to its patrons. (A 1955 stand in Des Plains, Illinois, may be moved and preserved as a "museum of fast food"—"Preservation News," February 1983, p. 12).	198315-23 198315-22
0217-13	14-03 Fair Lawn Avenue; Smokehouse on former Berdan property	early 19th century, rebuilt 20th	F Smokehouse	Vernacular; 1 story, coursed stone, clapboard in gable end; 1 bay in gable end; 1 bay, 4-paned window in gable end; gabled roof; Dutch door with vertical boards, large rear brick chimney and small rear wing with door; reconstructed c. 1900; tone repointed, perhaps partially rebuilt, and upper wooden section either added or rebuilt c. 1950's. A Historical Sites Advisory Board report of 1969 remarks that this smokehouse is less authentic than others in Ho-Ho-Kus and Paramus, but that nevertheless it represents a common type of structure now fast disappearing, and therefore it is included in this inventory. Jno. Berdan (1861), C. Z. Berdan (1876).	198315-4
0217-14	83 and 97 Heights Avenue; Columbia Heights Community Church (now Columbia Heights Bible Church) and Columbia Heights Hose Company (later Fair Lawn Fire Co. #2 and now Fair Lawn Heavy Rescue).	1924 (Hose Co.) 1926 (Church)	F M	Fire Company Headquarters; Vernacular; 1 story; shiplap; 3 bays; flat windows, 6 panes upper sash (lower blocked out); hipped roof; large door for vehicles; square cupola at rear, side wall chimney of bricks; little altered save for windows. Church: Vernacular/Stick Style; 1 story; clapboard; 3 bays facade, 3 bays with paired windows, side, 1/1 sash, with diamond-paned transoms; gabled with gable end to front, returned eaves, gabled hood over entrance supported by stick-style brackets. Both firehouse and church are important because of their roles in the Columbia Heights Community of Fair Lawn, which grew up in the 1920's after the coming of the Textile Dyeing and Finishing Company. The spread of this major silk industry from Paterson into Fair Lawn gave impetus to home building in this northwestern area of the	198315-16 (Hose Co.) 198315-17 (Church)

Inventory #	Location ; Name	Date erected	Sig.	Description (use; style; stories; ext. wall fabric; fenestration; roof; major features;alteration;etc.) Statement of significance. Historic owners with dates in ()	Neg.file Number
0217-14 continued				community, which was encouraged by further industrial development nearby. The homes were of working class type, many of them being small cottages on narrow lots. Firehouse and church were fittingly unpretentious as well, with the church having a bit more elaboration. The two were related in the fact that the church began with a Sunday School which met in the firehouse (1925). Both are substantially unchanged, remaining as visual evidence of an early 20th century phase in Fair Lawn's development.	
0217-15	17-15 Maple Avenue; Peter D. Henderson, Jr., House and Barn	between c. 1885 and 1902	M	House; Vernacular Queen Anne; 2½ stories; clapboard; 3 bays, 2 on second story, flat windows, 2/2 sash with lintels on facade; gabled with E and W gablets; L-shaped plan, wraparound porch with turned posts and spandrels with cutout tulip designs, varied patterns of shingles on 1-story E bay window and in each gable, panelled wood door with upper light, 2 small windows bordered with rectangular panes, cellar hatch in rear. Barn; 2 stories; clapboard; gable windows with 6/6 sash; cross-gabled; 2 large W doors, exceptionally large barn with shed-roofed extension. This is a fine example of a basically conservative dwelling elaborated with surface decoration of Queen Anne style, and both house and barn are well preserved. It is historically important in connection with Peter D. Henderson, who ran his father's extensive farm in this Wagaraw section of Fair Lawn, in 1891 started there a wholesale natural ice business, and served as a Bergen County Freeholder. Important also is the fact that the farm by 1913 had been converted into one of Fair Lawn's early housing developments, illustrating the shift the away from a farming economy. In 1913, this house was the only one in the planned development. Maps of 1861, 1867, 1876 show a Peter D. Henderson house nearer River Road. This was the father's house, and the son's, Peter D. Henderson (1902), is the extant one, built later. Both appear on Robinson's 1902 map.	198315-13 198315-15 (House) 198315-14 (Barn)
0217-16	Passaic River; Fair Lawn Avenue Bridge (Passaic County #9) between Bergen and Passaic Counties	probably early 20th c.	M	Bridge; Industrial; steel; through truss, Pratt truss; in two sections of 7 panels each, concrete supports, lateral bracing through top chords; span of 258 feet;pedestrian walk along south side with railing trimmed with rosettes; according to Bergen County Bridge Roster of 1976, #1-9, rebuilt 1968. The structure, however, appears to be substantially unchanged, and remains as a typical example of a popular type of metal truss bridge used in late 19th and early 20th centuries.	198315-10 198315-1

0217 L4

Inventory #	Location; Name	Date erected	Sig.	Description (use; style; stories; ext. wall fabric; fenestration; roof, major features; alteration; etc.) Statement of significance. Historic owners with dates in ()	Neg. file Number
0217-17	Passaic River, about 200 yards north of Fair Lawn Avenue Bridge; Indian Fish Weir	pre-settlement period	M	Indian Fish Trap or Weir; irregular rocks form a V-shaped dam with opening at point of V which could be closed with gate or net to trap fish. This is extremely important as a rare vestige of Indian life along the Passaic River, but it is unfortunately visible only at low tide. The Dutch name for the construction: "Slooterdam" (ditch), was used also to designate this area of Fair Lawn through the late 18th century. Lenni Lenape Indians (Rogers: 1960 p. 2).	
0217-18	Passaic River; Maple Avenue Bridge (Passaic County #10) between Bergen and Passaic Counties	1907	M	Bridge; Industrial; concrete; 3 elliptical spans with the central one the widest; total span of 320 feet; metal railing with metal posts of cylindrical shape decorated with rosettes, small spikes along railing; being repaired. A plaque on the bridge gives the date of 1907, lists Freeholders of that year, names the contractors, Schwiers and Sutton Company, and names Colin R. Wise as County Engineer. This bridge offers not only an example of the arched spans favored in early 20th century concrete bridge building, but is graceful in effect and has quite decorative posts and rails . Listed on Bergen County Bridge Roster of 1976, #1-10.	198315-12
0217-19	12-90 13-00 Plaza Road; Industrial Building	probably 1930's	M	Industrial/ Office Building; Industrial/Art Deco; 1 story; brick, red brick painted white on facade and sides; 25 bays; flat-headed recesses for windows into which are fitted angled bay windows with upper border of small panes, supported on concrete brackets; flat roof; doors (7 in all) are flanked by vertical strips and surmounted by imitation keystones; end unit on north has corner quoins. This long low building situated near the railroad track is of interest in being an early industrial intrusion in the central area of Fair Lawn, after the drastic conversion from farmland to suburban center when Radburn was begun. It is also interesting in its use of features of Art Deco style: the play of intersecting horizontal and vertical strips, the angular metal-and-glass bays, and the general mechanical, streamlined effect.	198315-24

Inventory #	Location; Name	Date erected	Sig.	Description (use; style; stories; ext. wall fabric; fenestration; roof; major features; alteration; etc.) Statement of significance. Historic owners with dates in ()	Neg. file Number
0217-20	16-23 River Road; David D. Acker Estate, Lamring's Dairy; House, Dairy Barn, Barn	probably between 1890-1910	M	House; Vernacular/Second Empire; 1 story plus mansard; cobblestone rubble; 3 bays, flat windows, 1/1 sash; mansard roof with shed dormers; very high basement; much altered: porch enclosed, rear extension, minor changes. Dairy Barn; 1½ stories; cobblestone rubble with shingles above; 10 bays, 1/1 sash windows, 2 doors; gabled roof with gablet; central unit with side wings, rafters extend under eaves, loft doors. Barn: 1½ stories central unit, lower sheds on 3 sides, gabled. Well-house small cobblestone structure with shed roof, extended on rear by wooden addition. This dairy farm is of interest in illustrating the typical building units of a common early 20th century farm industry, and for the stone rubble used in the walls. Shown on Bromley map as part of David D. Acker's large estate (1913) and listed as Lamring property later (1924).	198315-21 (estate) 198315-20 (house) 198315-18 (dairy) 198315-19 (barn)
0217-21	0-78 and 0-82 Saddle River Road; Terhune Houses	probably between 1861 and 1876, with later porch added to #0-82	F	Two Houses; Vernacular/Gothic and Colonial Revival features; 2½ stories; replacement siding; 3 bays, flat windows, 2/2 sash; cross-gabled; bay window on south side, window with pointed arch appears in each gable of #0-82 and in one gable of #0-78; alterations include changes in surfacing and in windows, and probably the front porch of #0-78 was duplicated originally in #0-82 but replaced by the present wraparound porch with Tuscan columns on concrete pedestals. Apparently these two houses, placed side by side, were originally identical or near-identical, but only #0-78 has retained the gingerbread of the eaves and the decorative drops at peaks and corners of the gables. They illustrate a typical common middle-class housing type of the second half of the 19th century, utilizing a slight trim of surviving Gothic Revival style features, but by now altered in appearance. The site was attractive, on a terrace facing the Saddle River, but that also has been altered by later highways. Members of the Terhune family settled at this site early in the 19th century and had a general store here. G. & J. G. Terhune property with store and one house (1861, 1867), with two houses (1876), Stephen Terhune (1913).	198315-2 (#0-78) 198315-1 (#0-82)
0217-22	12-25 Saddle River Road; Mrs. Mary Joralemon Jas. Joralemon, M. Brocker House	probably mid-19th century; S. wing may be early 19th c.	M	Farmhouse; Vernacular; 2 stories larger unit 1½ stories in S and E wings; synthetic siding; 3 bays larger unit, 2 bays in S wing; flat windows, 6/6 sash; gabled with gable ends to sides; stone foundation in S wing; interior end chimney, small upper windows in S wing, cellar hatch on S side; alterations include resurfacing, screened porches. This building still presents a good example of an early farmhouse, although altered. It is set on a large piece of property, east of Saddle River Road. The S wing appears to be earlier than the attached 2-story unit, because of its stone foundation and small upper windows. Mrs. Mary Joralemon (1861; 1867), James V. Joralemon, Township Clerk 1862-64, Justice of Peace and Assessor 1867-72 (1876), H. Brocker (1913).	198315-3

0217 16

Addition

The Peony Farm (BCHSS Inventory #0217-22)

Although a cellar beam in the Peony Farm (12-25 Saddle River Road) carries the date 1866, the house is shown on an 1861 map*. I was only capable of tracing the ownership of this homestead back to 1896.

On December 18, 1896, Mary Graham et al conveyed the property to James V. Joralemon (441/335) which was then app. 14 acres. It was noted in the deed that this was "a part of the premises of which Mary C. Joralemon lately died siezed." Mary Graham et al were probably the executors of Mary Joralemon's will.

Martha J. Joralemon, James V.'s widow, sold the 14 acre property to Marinus Brookman and his wife Melanie on October 19, 1907 (678/43). They in turn sold it to Matilde Brocker on May 11, 1910 (747/601). On September 29, 1924, Matilde Brocker sold the property to Henry and Margaret Stein (1295/191) for $8000. The property was conveyed to Margaret Stein when she became Henry's guardian, due to his deteriorating health, on June 15, 1927 (Surrogate's office; Letters of Guardianship, Liber C page 420).

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*1861 GM Hopkins, Map of the Counties of Bergen and Passaic, NJ Philadelphia:GH Corey, 1861

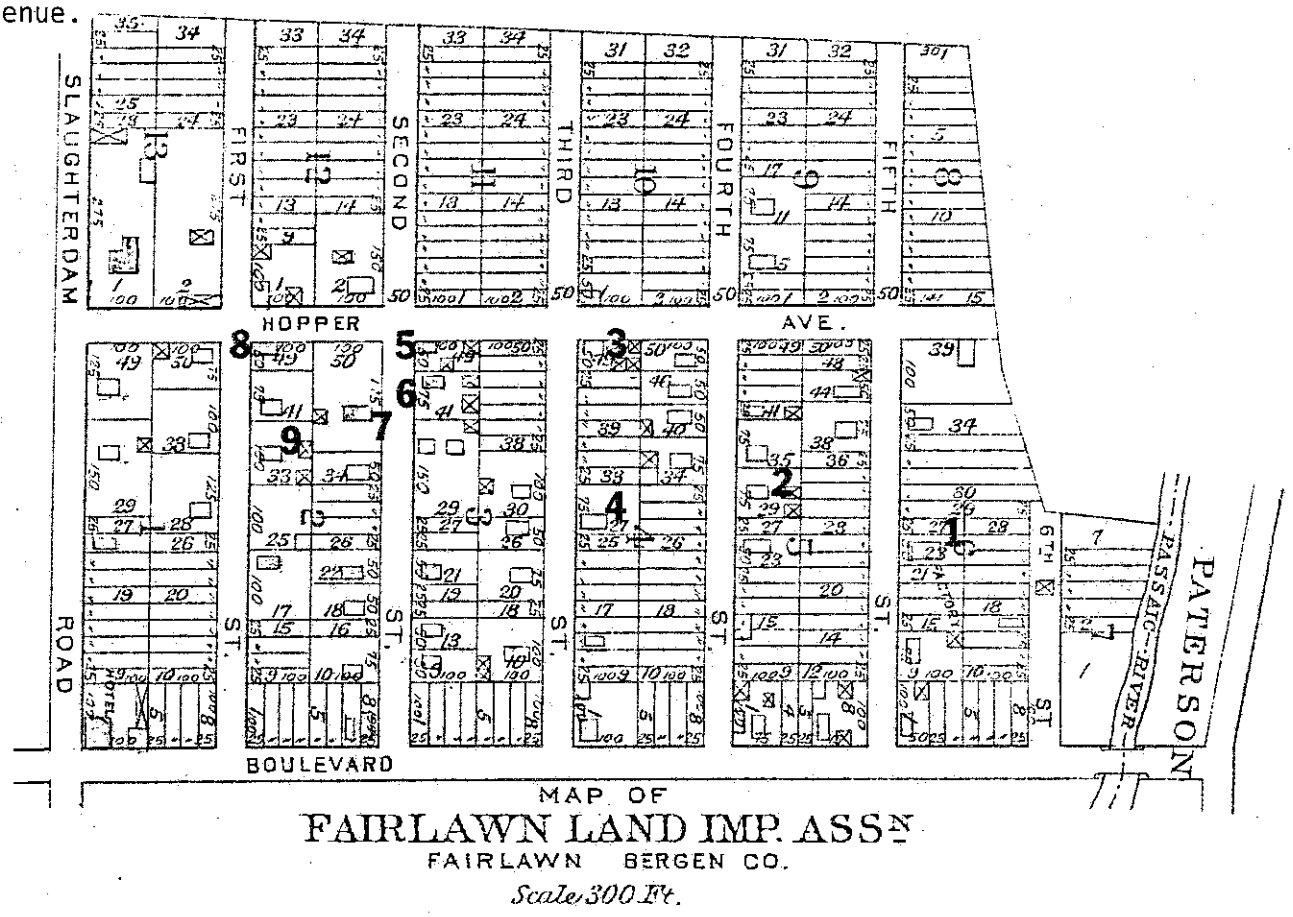
Allen H. Lutins
9-22-83

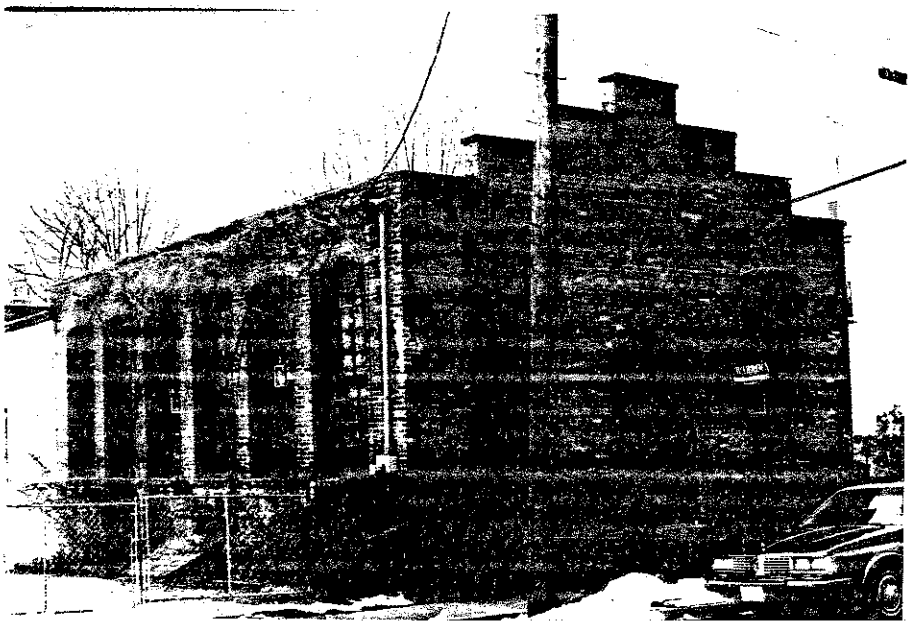
PHOTOGRAPHS OF PROPERTIES ON INVENTORY LIST

0217-D11 FAIRLAWN LAND IMPROVEMENT ASSOCIATION DISTRICT

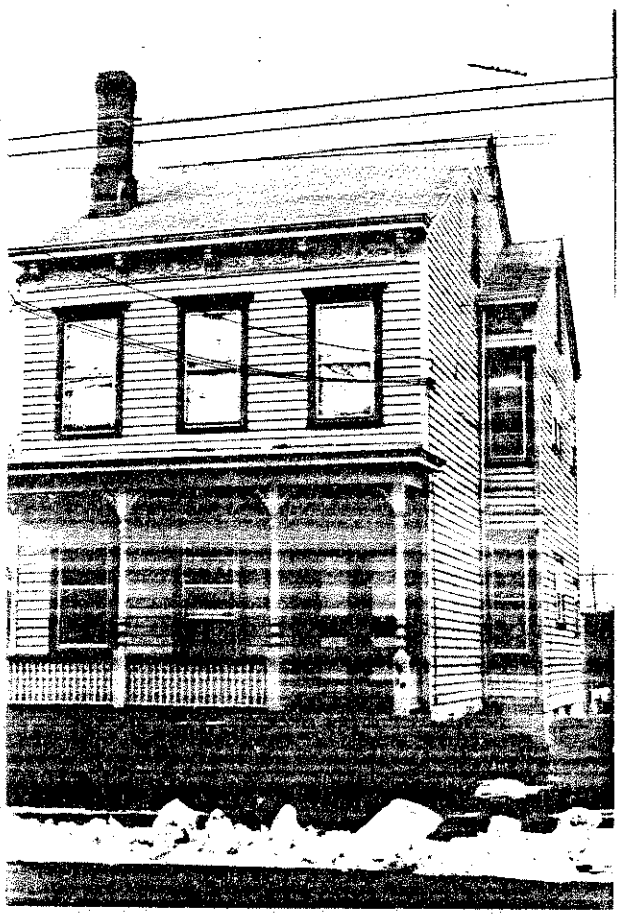
Blocks 5614, 616, 5620, 5622, 5624

Map of Fairlawn Land Improvement Association published in Bromley's Atlas, 1913, Vol. II, plate 34. Numbers assigned to buildings in inventory have been added. Street names have been changed. Fifth Street on map is now Second Street, Fourth is Third, Third is Fourth, Second is Fifth and First is Sixth. Slaughterdam Road is now River Road;Boulevard is now Fair Lawn Avenue.

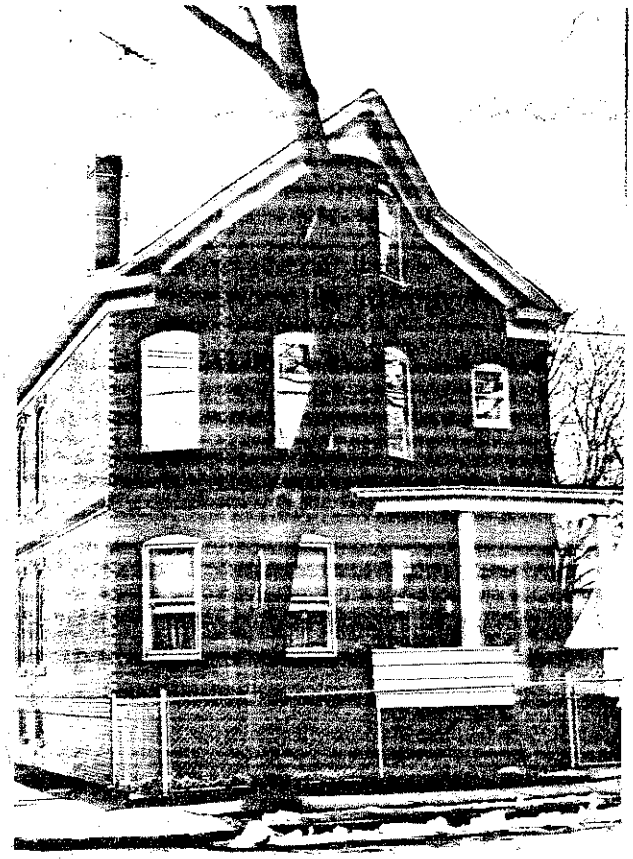




0217-D11-1
13-28 Second Street
Warren Bronze and Aluminum Factory
Neg.file #
198315-25

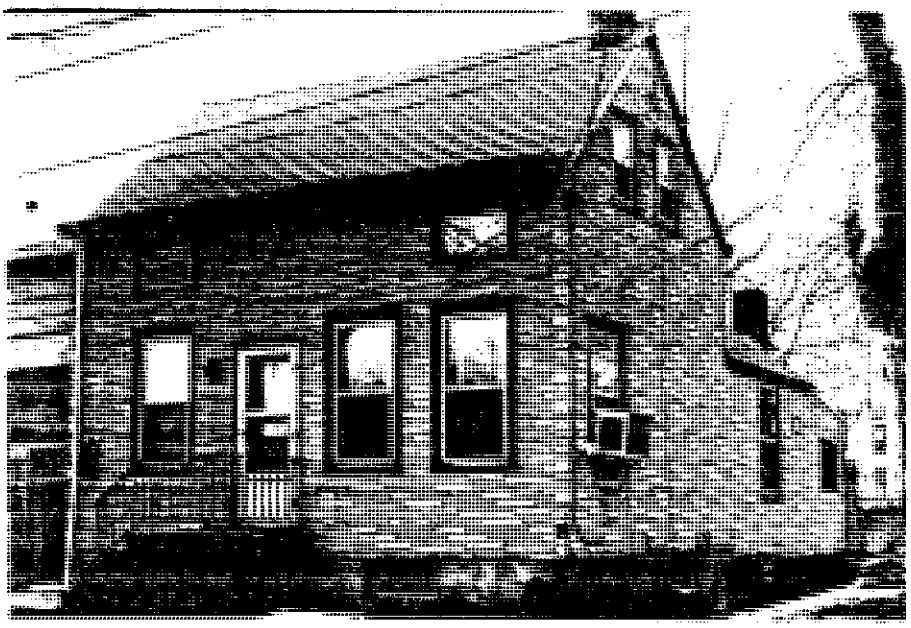


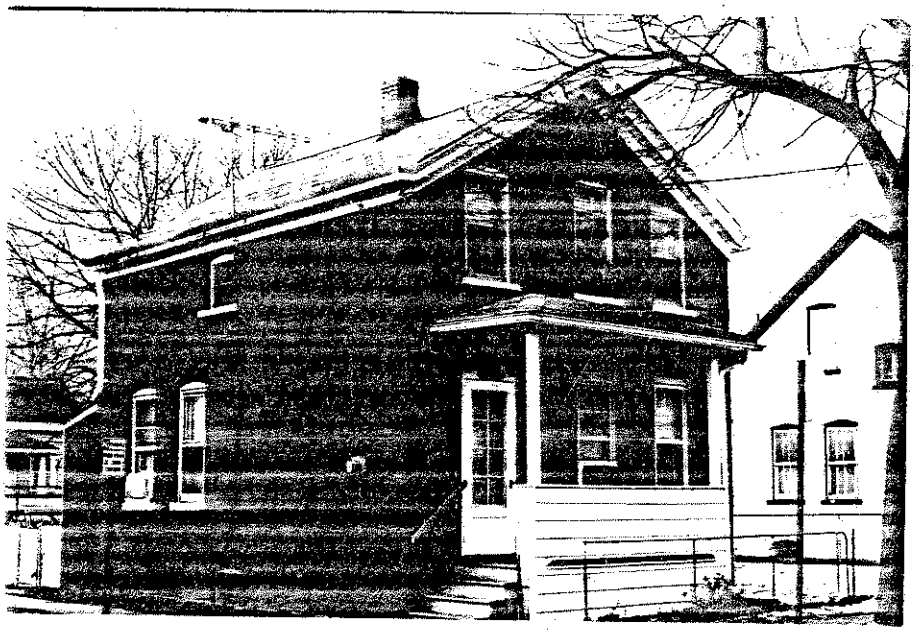
0217-D11-2 13-20 Third Street
Neg. file # 198315-26



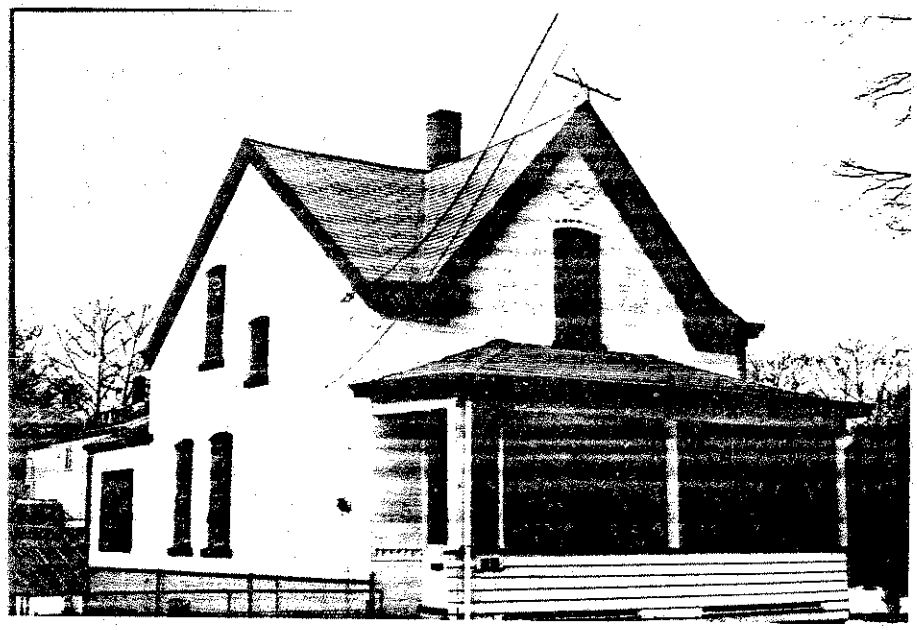
0217-D11-3 13-02 Fourth Street
Neg. file # 198315-32

0217-D11-4
13-24 Fourth St.
Neg. file #
198315-27





0217-D11-5
13-02 Fifth Street
Neg. file #
198315-30



0217-D11-6
13-06 Fifth Street
Neg. file #
198315-29

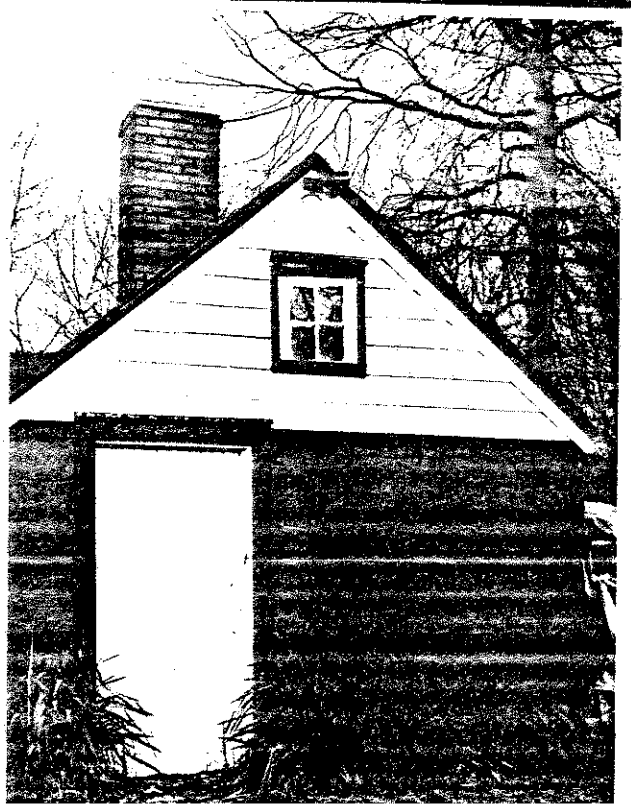
0217-D11-7
13-09 Fifth Street
Neg. file #
198315-28

0217-D11-8
13-02 Sixth St.
198315-33

0217-D11-9
13-14 Sixth Street
Neg. file #
198315-31

0217-12
37-01 Broadway
McDonald's
Neg. file #
198315-23

0217-12
37-01 Broadway
McDonald's Sign
Neg. file #
198315-22



0217-13 1403 Saddle
River Road & Fair Lawn Avenue
Smokehouse on
former Berdan property
Neg. file #
198315-4

0217-P6

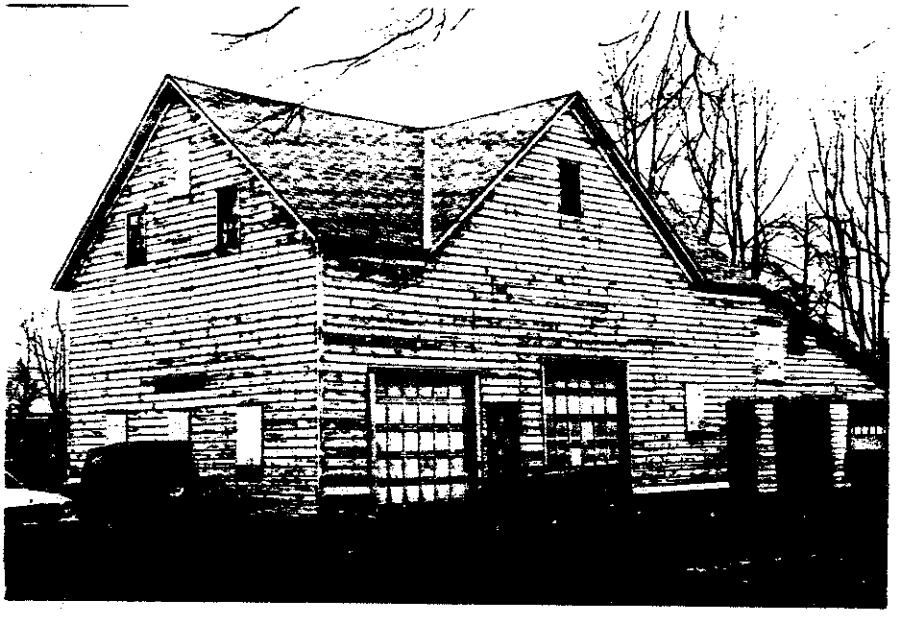
0217-14
83 Heights Avenue
Columbia Heights
Community Church
Neg. file #
198315-17

0217-14
97 Heights Avenue
Columbia Heights
Hose Company
Neg. file #
198315-16

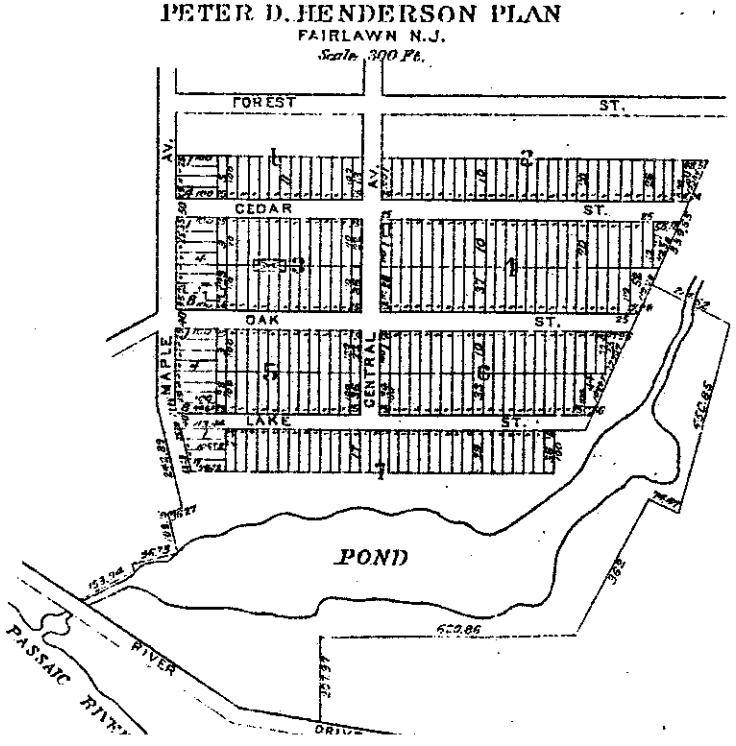
0217-15
17-15 Maple Avenue
Peter D. Henderson, Jr.
House, view toward east
Neg. file #
198315-13

0217-P7

0217-15
17-15 Maple Avenue
Peter D. Henderson, Jr
House, view toward
Southwest
Neg. file #
198315-15



0217-15
17-15 Maple Avenue
Henderson Barn
Neg. file #
198315-14

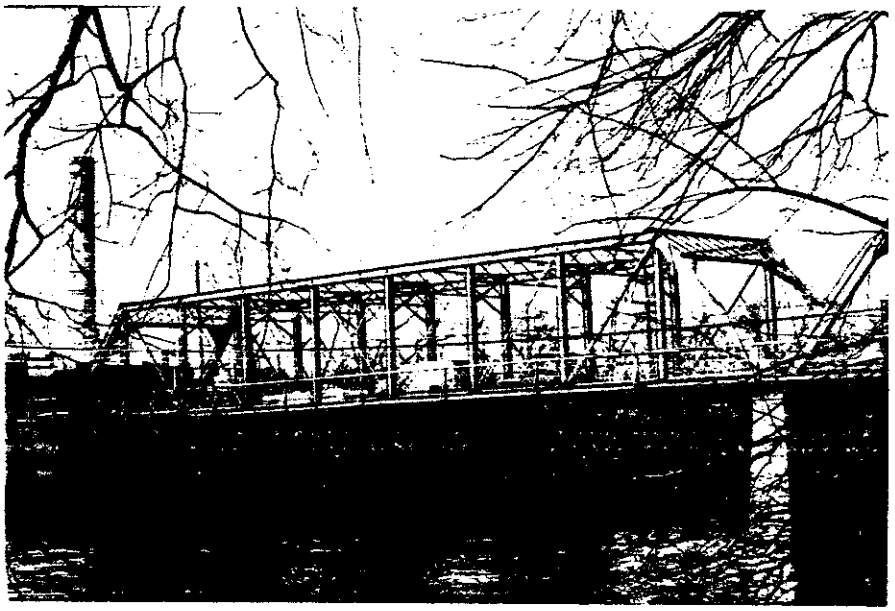


Peter D. Henderson
Development Plan
Published in
Bromley's Atlas
1913, vol. II,
Plate 34. House
and barn are shown
in Block 3.

0217-P8

0217-16
Passaic River
Fair Lawn Avenue
Bridge
Neg. file #
198315-11

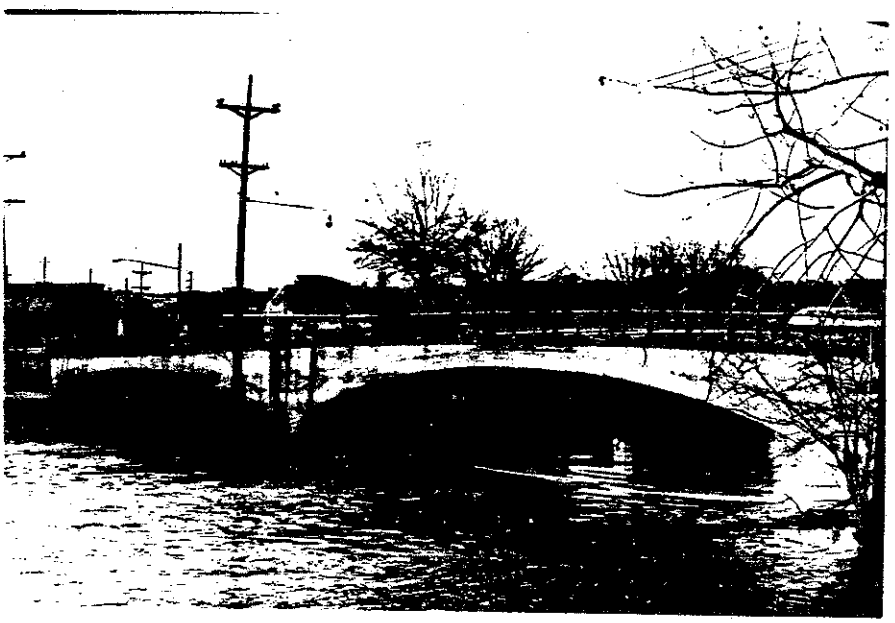
0217-16
Passaic River
FairLawn Avenue
Bridge, 1 unit
Neg. file #
198315-10

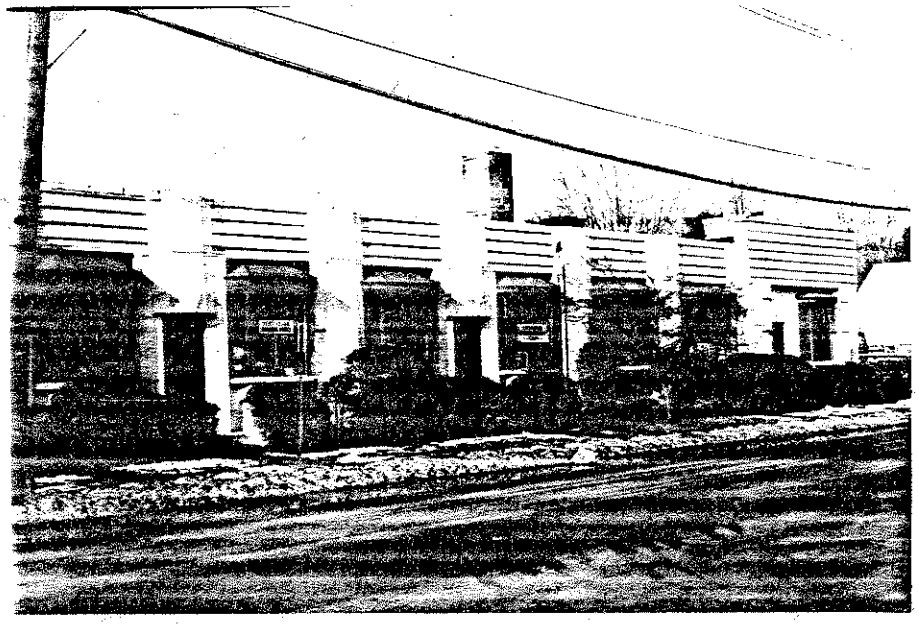


0217-17
Passaic River
Indian Weir
No photograph

See Ill. 3 in Text

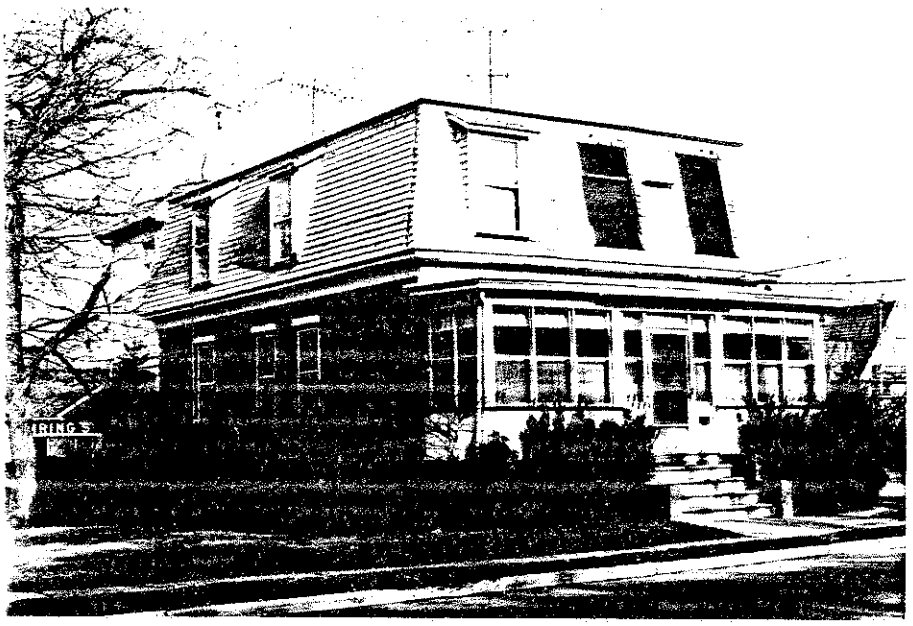
0217-18
Passaic River
Maple Avenue
Bridge
Neg. file #
198315-12





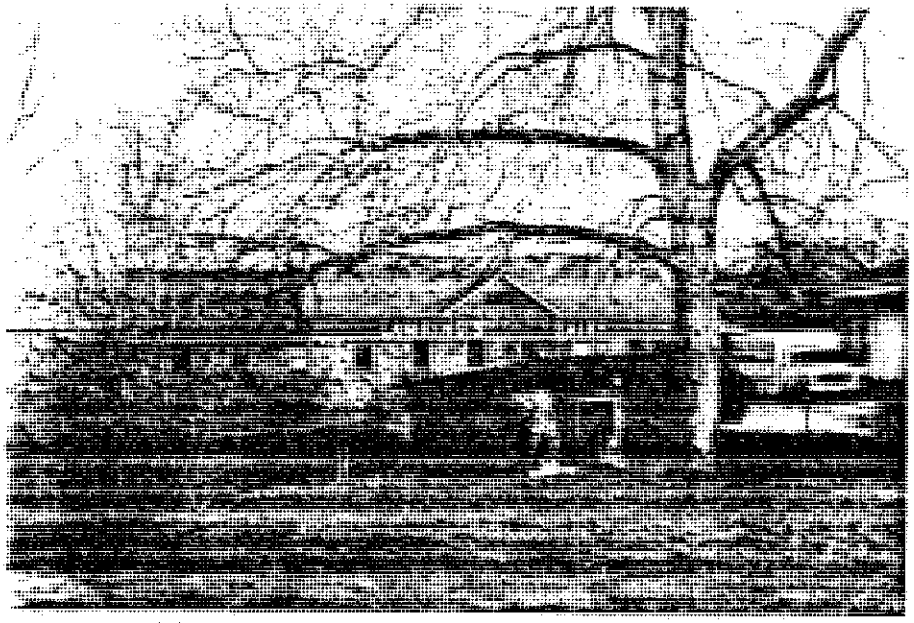
0217-19 12-90-
13-00 Plaza Road
Neg. file #
198315-24

0217-20
16-23 River Road
Lamring's Dairy
Complex
Neg. file #
198315-21

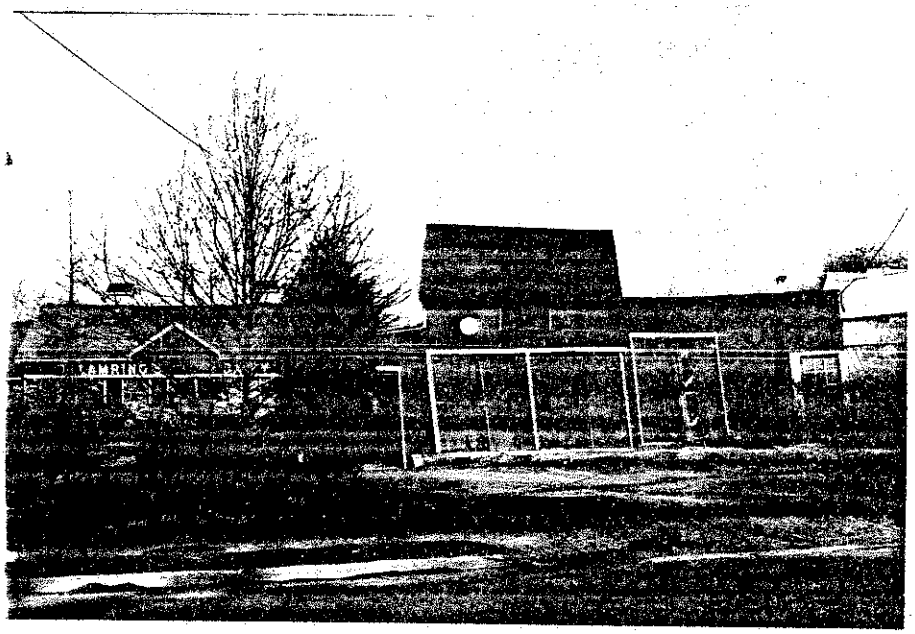


0217-20
16-23 River Road
Lamring's Dairy;
House
Neg. file #
198315-20

0217-P10



0217-20
16-23 River Road
Lamring's Dairy;
Well-house in fore-
ground, Dairy in back
Neg. file #
198315-18



0217-20
16-23 Road
Lamring's Dairy,
Barn
Neg. file #
198315-19

0217-21
0-78 Saddle River Road
Terhune House
Neg. file #
198315-2

0217-21
0-82 Saddle River Rd.
Terhune House
Neg. file #
198315-1

0217-22
12-25 Saddle River Rd.
Joralemon House
Neg. file #
198315-3

0217-22
Photograph of
Joralemon House
Published in R. Q.
Rogers, From
Slooterdam to Fair Lawn
(1960), p. 87.

1. NAME OF PROPERTY

Historic Name: Radburn

Other Name/Site Number:

2. LOCATION

Street & Number: N/A Not for publication: N/A

City/Town: Borough of Fair Lawn Vicinity: N/A

State: New Jersey County: Bergen Code: 003 Zip Code: 07410

3. CLASSIFICATION

Ownership of Property		Category of Property	
Private:	X	Building(s):	
Public-Local:		District:	X
Public-State:		Site:	
Public-Federal:		Structure:	
		Object:	

Number of Resources within Property

Contributing	Noncontributing	
314	188	Buildings
2		Sites
4		Structures
		Objects
320	188	Total

Number of Contributing Resources Previously Listed in the National Register: 320

Name of Related Multiple Property Listing: N/A

4. STATE/FEDERAL AGENCY CERTIFICATION

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this ____ nomination ____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ____ meets ____ does not meet the National Register Criteria.

_____

Signature of Certifying Official Date

_____

State or Federal Agency and Bureau

In my opinion, the property ____ meets ____ does not meet the National Register criteria.

_____

Signature of Certifying Official Date

_____

State or Federal Agency and Bureau

5. NATIONAL PARK SERVICE CERTIFICATION

I hereby certify that this property is:

___ Entered in the National Register
___ Determined eligible for the National Register
___ Determined not eligible for the National Register
___ Removed from the National Register
___ Other (explain):

_____ _____

Signature of Keeper Date of Action

6. FUNCTION OR USE

Historic:	Domestic Landscape Transportation Education Recreation and Culture Commerce	Sub:	Single Dwelling, Multiple Dwelling Park, Plaza, Garden, Street Furniture Road-related, Pedestrian-related, Rail-Related School Sports Facility, Auditorium Specialty Store, Organizational
Current:	Domestic Landscape Transportation Education Recreation and Culture Commerce	Sub:	Single Dwelling, Multiple Dwelling Park, Plaza, Garden, Street Furniture Road-Related, Pedestrian-related, Rail-related School Sports Facility Specialty Store, Business

7. DESCRIPTION

ARCHITECTURAL CLASSIFICATION: LATE 19th & 20th Century Revivals/ Colonial Revival, Tudor Revival, Classical Revival
Modern Movement/ Art Deco

MATERIALS:

Foundation:	Concrete
Walls:	Brick, Wood, Stone, Metal, Synthetics
Roof:	Asphalt, Slate
Other:	Wood, Brick, Glass, Concrete, Metal, Stone, Copper

Describe Present and Historic Physical Appearance.

Amid the spinach fields of northern New Jersey the experimental community of Radburn germinated and established roots in 1928. Approximately 12 miles west of New York City, the open fields of the sparsely populated rural borough of Fair Lawn were well suited for the development of a large-scale "new town" by the City Housing Corporation, headed by Alexander Bing, and a team of talented designers, led by Clarence S. Stein and Henry Wright. By 1934, Radburn had reached the size of a single neighborhood unit with construction begun on a second, slightly less than half of the size envisioned in the original plan. All of the necessary elements were in place: a variety of housing types, an elementary school, a community center, a commercial plaza, and interior parks providing safe and healthy recreational space for the residents. Tangibly visible on the ground, the plan for the new community included a hierarchy of roads from perimeter roads to short cul-de-sacs, the division of land into superblocks, an interconnected system of pedestrian walkways, and spacious interior parks. The financial collapse of the City Housing Corporation in 1934, caused by the Great Depression, resulted in an incomplete town plan and the eventual sale of the surrounding land. The portion of the whole town plan that was completed remains intact and is clearly discernable from its surroundings. Originally Radburn appeared as an island of planned development surrounded by farmland. Surrounded by suburban development typical of the postwar period, the community today remains an island dominated by open parkland, mature trees and shrubs, and unified clusters of small dwellings. Although its setting has changed drastically, Radburn stands out because of the clearly defined and distinctive plan that remains imprinted on the land and its fulfillment of the garden ideal in the midst of the growing metropolis of New York City. Although derived from English garden city planning, Radburn's distinctive plan reflects an innovation in community design that, responding to the increasing presence of the mass-produced automobile in daily life, is characteristically American. Its creation, furthermore, reflects the forward-thinking vision of the Regional Planning Association of America (RPAA) and what scholar Kermit C. Parsons has called the "collaborative genius" of Stein and Wright and an interdisciplinary team of economic advisors and designers that represented town planning, engineering, architecture, and landscape architecture.[1]

Located in Bergen County, New Jersey, Radburn is situated just east of the Erie Railroad and straddles Fair Lawn Avenue, a road established prior to the development of Radburn. As it exists today, Radburn is bounded generally on the west by the railroad, Owen Avenue on the northwest, Radburn Road on the northeast, Sandford Road on the southeast and Berdan Avenue on the south. The National Historic Landmark boundaries lie within this area and are limited to the three superblocks, system of streets and roads, and associated areas that had been laid out according to the "Radburn Idea" between 1928 and 1934. The boundary extends west along Fair Lawn Avenue to include the Radburn-Fair Lawn Passenger Station (1930), which was designed by Clarence Stein to serve the community and harmonize with the new town's Colonial revival architecture. Although the community represents only a portion of the plan originally envisioned in 1928 by the RPAA, it strongly reflects the essential features for which Radburn would become internationally known: the "Town for the Motor Age"-- a unified plan featuring an innovative circulation network of roads and separate pedestrian paths, the subdivision of land into superblocks, and the clustering of reverse-fronted houses on short cul-de-sacs so that homes faced open parks and pedestrian walkways. Twenty years later in *Toward New Towns for America*, Clarence Stein would refer to this as the "Radburn Idea," a concept in planning he remained a proponent of throughout

[1] Kermit C. Parsons, "Collaborative Genius: The Regional Planning Association of America," *Journal of the American Planning Association* 60, no. 4 (Autumn 1994): 462-82; Lewis Mumford, "Introduction," in *Toward New Towns for America* by Clarence S. Stein (1957; repr., Cambridge, Mass.: MIT Press, 1966), 11-17. Together these sources provide a close look at the leadership, varied talents, and interactions of the members of the RPAA and the City Housing Corporation.

his career, advocating voraciously in the 1930s for its adoption as a basis for federal housing policy and continual expansion of its application to modern housing design. [2]

The original plan for Radburn called for the development of three neighborhood units, each based on the Neighborhood Unit Formula developed by Clarence Perry for the Russell Sage Foundation and promoted by the Committee on the Regional Plan of New York and Its Environs.[3] Each neighborhood was to be made up of two superblocks, 30-50 acres in size, having its own elementary school and recreational facilities.[4] Development occurred in stages, with the perimeter roads being laid out and construction of the first neighborhood (Parks A and B) north of Fair Lawn Avenue beginning in 1928. By 1934 when the City Housing Corporation went bankrupt and the original plan was abandoned, most of the house lots in Parks A and B had been developed according to the Radburn Idea, but only the perimeter roads and a small portion of Park R had been completed in the neighborhood planned south of Fair Lawn Avenue. After 1934, the development of vacant land within the original layout of roads and streets departed from the Radburn Idea and followed the conventional pattern of American suburbs, where homes fronted on the street and were centrally sited on their lot with open lawns and private driveways. Homes built after 1934 reflected the conventional house types of the1930s, 1940s, and 1950s, including Cape Cod, two-story brick colonials, and split-level houses.

Radburn Chronology

1928 – Radburn construction begins.

1929 – Declaration of Restrictions established in March as a legal attachment to Radburn property deeds. Approximately 78 single-family houses and duplexes and 2 multi-story apartment buildings on the ground, first houses are sold in May.[5] New York stock market crash occurs in October.

1930 – Approximately 62 more single-family detached and multiple-family group dwellings constructed (see accompanying aerial photo); Radburn Plaza Building, telephone building, school, and brick supply co. also visible in the photograph. The Radburn-Fair Lawn Passenger Station, designed by Clarence Stein for the Erie Railroad, constructed.

1931 to 32 – Approximately 51 additional houses are constructed over these two years, all apparently the larger Tudor and Colonial Revivals of the northeast cul-de-sacs of Park B.[6]

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[2] The term, "Radburn Idea," as used in this document follows Stein's definition of the term in *Toward New Towns* for the plan's organization into superblocks where the interior is developed as commonly accessible parkland and the periphery of each block is developed with clusters of "reverse-front" dwellings that face private gardens and parkland and back on short cul-de-sacs, that provide automobile access and function as service courts.

[3] Clarence A. Perry's Neighborhood Unit concept was well-formulated by the time Radburn was planned, having been based on Forest Hills Gardens (1909-1914), the garden-city community developed by the Russell Sage Foundation on Long Island. Although not a member of the RPAA, Perry contributed to the early planning of Radburn and featured the new town in his 1929 monograph, "The Neighborhood Unit," *Neighborhood and Community Planning*, vol. 7, *Regional Survey of New York and Its Environs* (New York: Regional Plan of New York, 1929) pp. 20-89. Although no formal relationship existed between the RPAA and the Sage Foundation which sponsored the New York Regional Plan, both Perry and Thomas Adams, the Plan's General Director of Plans and Survey, recognized Radburn's importance as a model for residential planning in the age of automobiles and an antidote to the typical pattern of unplanned, speculative home building.

[4] Stein, *Toward New Towns for America*, 9.

[5] From a 1929 aerial photo in Stein's *Toward New Towns for America*, 46, and text on 37.

[6] These are the remaining houses built according to the Radburn Plan, minus the twelve noted by Stein as having been built in 1933; they appear on the 1940 photograph but not on the c. 1930 photograph (see attached photos).

1933 – Twelve houses built, presumably the last constructed by the City Housing Corporation.[7]

1934 – The City Housing Corporation goes bankrupt. It is replaced by the Radburn Corporation (not to be confused with the Radburn Association). The Radburn Association retains ownership of the common interior parks, but the vacant land that had been slated for development is sold off, presumably through the Radburn Corporation.

Today Radburn's site plan is defined by a hierarchy of roads that encompass three superblocks, named Parks A, B, and R; as well as a number of adjoining blocks where the Plaza Building, tennis courts, and additional housing are located. Several main thoroughfares carry the heaviest traffic: Fair Lawn Avenue runs east and west and divides the northern and southern sections of the community; to the east, Radburn Road, forms a curvilinear arc roughly running north and south; on the west, Plaza Road, North and South, is laid out perpendicular to Fair Lawn Avenue. These roads are interconnected by a series of more lightly traveled secondary roads that divide the interior of the Radburn site-plan and define the edges of the three superblocks. Howard Avenue, a curvilinear road extending northeast from Plaza Road North, defines the northern edge of Park A and the southern edge of Park B, while Owen Avenue, drawn north of and parallel to Howard defines the northern edge of Park B. High Street and Warren Road run parallel to Fair Lawn Avenue forming an axial east-west corridor, with High Street forming the southern edge of Park A and Warren Road the northern edge of Park R. Park R is further bounded by Plaza Road South to the west and the less traveled streets to the east and south (Sandford Road, Rutgers Terrace, and Ramsey Terrace). The periphery of each superblock is pierced by a series of short, narrow cul-de-sacs that function as service entrances and provide vehicular access to each home. With the exception of Plaza Road North that was spaciously laid out in the form of a parkway with a planted median, the width of most Radburn roads was determined solely by economics and limited to the needs of the traffic it was intended to serve.

Each of Radburn's superblocks is named alphabetically for its interior landscaped park; Park A forms the central section between High Street and Howard Avenue; Park B to the north between Howard Avenue and Owen Avenue, and Park R south of Warren Road. Each cul-de-sac begins with the same letter as the park it adjoins; those on Park A with names such as Audubon Place and Ashburn Place; those on Park B with names such as Burnham Place and Berkeley Place, and those on Park R with names such as Randolph Terrace and Ramsey Terrace. The cul-de-sacs function as service entrances for automobiles, connecting homes, many with built-in garages, with the lateral and perimeter streets. No two cul-de-sacs are identical in either plan or overall design; some, such as Burnham Place, feature a one-way turning circle to facilitate the movement of traffic. Sharing common architectural elements, houses on the individual cul-de-sacs are closely arranged in irregular, staggered clusters to provide both unity and variety in sharp contrast to the monotonous rows of speculative housing typical of the period. Backing on a service court, or cul-de-sac, each home faces a small private yard or garden that opens directly onto an interior park or one of the carefully planted pedestrian walkways leading to the park. Many private gardens are screened from public view by hedges, plantings of shrubbery and trees, and garden fences.

Designed as open parkland and planted with lawns, shade trees, and shrubbery, the interior of each block functions as a community park and provides various forms of outdoor recreation. The interior parks are interlaced with gently meandering paths that provide pedestrian circulation throughout the community and connect to the walkways leading to and from the small private gardens that form the front yard of each house. Passing through the parks, pedestrians can reach the neighborhood school, swimming

[7] Stein, *Toward New Towns for America*, 37.

pools, and community facilities. The secondary roads for the most part do not have sidewalks or connecting paths, giving pedestrians little opportunity to move between the system of walkways and major vehicular streets and further emphasizing the separation of pedestrian and automobile traffic, a key element of the Radburn Idea.

Several other features contribute to Radburn's innovative circulation network. To further enhance the park experience and ensure safety, the designers incorporated a pedestrian underpass below Howard Avenue to connect Parks A and B in the vicinity of the neighborhood school and community pool. Echoing Olmsted & Vaux's design of "arches" for the carriage roads of New York City's Central Park, the underpass was faced with native stone to blend with the surrounding naturalistic park setting; today it continues to enable pedestrians to pass safely below the grade of Howard Avenue. A footbridge with connecting pathways originally connected Parks A and R, crossing over Fair Lawn Avenue east of the Radburn Plaza Building and Abbott Court (now Eldorado Village Apartments); both the paths and the bridge are now gone and pedestrians must cross at the grade of the road. The first of a number of multiple-family dwellings to provide rental housing at a reasonable cost for lower-income residents, Abbott Court was built at the western edge of Park A not far from the Plaza Building. Consisting of two multi-story apartment houses, each in the form of an elongated and somewhat irregularly shaped "L," are arranged to face onto a diagonal pedestrian pathway leading from the street corner to the western entrance of the block's interior park. Abbott Court was laid out and planted with trees and shrubbery to anchor the western edge of Park A and function architecturally as an entrance to Radburn's first neighborhood. The community was conveniently bordered on the west by the Erie Railroad and easy commuting by train became a promised amenity. By 1930, an attractive passenger station, designed by Clarence Stein, with a parking lot and pedestrian waiting areas and paths, had replaced the former freight depot and become the western terminus for what was envisioned but never realized as a spacious civic center. Today passengers reach the station by car, parking in one of several large lots surrounding the station, or on foot along Fair Lawn Avenue.

Radburn defines itself, both historically and currently, by its parks. Covering 23 acres, the parks are a highly significant element of the Radburn Plan and form the backbone of the community. Conceived as the agricultural greenbelt in Ebenezer Howard's theoretical diagram for ideal garden city turned inward, Radburn's interior parks reflected not only the example of the English garden cities at Letchworth and Hampstead Gardens by Barry Parker and Raymond Unwin but moreover a blending of influences from the naturalistic American urban parks of the late nineteenth century, such as Brooklyn Park, and the nation's Colonial heritage as embodied in the New England village green. In the form of long, meandering grassy meadows, the parks were designed to mirror the native landscape of the surrounding region by presenting a naturalistic landform of gently rolling hills and streams and plantings of indigenous trees, shrubs, and ground covers. Despite their naturalism, the parks resulted from a careful study of existing conditions as well as conscious adherence to the principles of unity, variety, and harmony. In the design process, close attention was given to spatial organization, the contouring of the land, the placement and selection of plant materials, and recreational pleasures of Radburn's prospective residents. Although the native oaks have matured and some specimen trees have been added, the interior parks retain their spaciousness and meadow like quality with copses of trees and shrubs. Flowering trees and shrubs are intermingled with stands of large deciduous hardwood trees and clusters of evergreens.

With original plantings now more than 70 years old, trees have matured and low shrubs and bushes have in many instances been replaced. While replacement plants have not necessarily replicated the original material, ornamental and flowering trees and shrubs are the most frequent replacement choice. Parks A

and B were designed in the naturalistic landscape style practiced by Frederick Law Olmsted and his associates in America in the mid- and late nineteenth century. The emphasis was on creating a natural appearance with curvilinear pathways and open expanses of lawn with clusters of trees and shrubs. The broad views of the open interior parks give way to the intimate private gardens around the individual houses. Hedges and occasional fences indicate property lines, their height dependent on the owner's desire for privacy although restrictions require that no hedge or fence may obstruct a neighbor's view of the interior park.[8] Although designed plantings were placed around every building prior to sale, residents retained the right to change plantings. Each private yard is clearly the personal space of the occupants, some with flowering gardens, some with flagstone or brick patios, and others with children's play equipment.

Marjorie Sewell Cautley, the landscape architect responsible for Radburn's planting and the interior design of the parks, intentionally selected plants native to northern New Jersey and common to the bottomlands of the nearby creeks for which Radburn was named intending that, once developed, the new community might evoke images of the site's original setting. Her selections included hawthorn, dogwood, willow, birch, viburnum, azalea, spirea, wild roses, pine, hemlock, oak and maple. Despite her selection of native species, Cautley arranged the plantings in a highly organized fashion to achieve artistic effect and attractiveness as part of an overall program of planting themes. Cul-de-sacs and public walkways were given different flowering or foliage schemes, such as sweet mockorange on Ashburn walk or hawthorne on Berkeley Place. Today many of the oaks, maples, and sycamores transplanted from nearby woods and fields and planted under Cautley's supervision between 1929 and 1933 have achieved considerable height and form a dense canopy. Scattered remnants of her other plantings, including flowering dogwoods and hemlock hedges, are visible along Radburn's walkways and paths.[9]

Incorporated into the parks are both recreational and reposeful areas designed to encourage healthful recreation, relaxation, and neighborly interaction. Parks B and R include permanent play areas with equipment for small children, and in-ground concrete swimming pools with attendant pool houses. Park B features a terrace known as the "stage" having a low wall of stone masonry and a permanent table and bench, which serves as a quiet spot for conversation or a game of chess; a curvilinear stone wall lies at the eastern end of Park B. At the head of Park R, where the grade rises toward the front yards of the rows houses along Randolph Terrace, lies an elaborate terrace with a wall and deck of stone masonry, a long built-in stone bench, and concrete steps with a pebbled surface (this area was designed by Cautley); an original octagonal shelter, designed in the rustic Adirondacks style, stands in the park. Park A, which has no play equipment, is provided with a small replacement wood-frame gazebo near its center, set within an outcropping of bedrock. Tennis courts constructed by the City Housing Corporation are located on the west side of Plaza Road near the Foster Garage complex. Daly Field forms the southwestern boundary of the district; although, originally planned to accommodate industrial use, the site appears to have been used for outdoor recreation since the 1930s. The earliest playing fields were located midway along Plaza Road; these blocks were later sold and developed for multiple family housing and commercial use.

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[8] "Declaration of Restrictions No. 1 Affecting Radburn, Property of City Housing Corporation," March 15, 1929, (The Radburn Association, Radburn, N.J.), 6.

[9] Information about Radburn's plantings comes from, Marjorie Sewell Cautley, "Planting at Radburn," *Landscape Architecture* 21, no. 1 (October 1930): 23-29. Cautley's professional practice in the 1920s was centered in and around Ridgewood, New Jersey, where she designed the gardens and grounds of suburban homes. A Cornell graduate, she is best known for her work at Radburn and several of Stein's other projects, Sunnyside, Hillside Homes, and the Phipps Apartments.

Houses designed for Radburn are identifiable by their signature, reverse-front designs. This simply means that the front door faces the interior park rather than the street and that the interior of each house has been arranged so that the living room at the front provides a view of the private yard and park or walkways beyond it. The kitchen and laundry, as well as garage, were located at the rear of the house near the entrance from the cul-de-sac. Houses were built in various sizes, ranging from two to four bedrooms and having a total of six or eight rooms. Typically the single family houses are two story dwellings with a living room, dining room and kitchen on the first floor and bedrooms on the second floor. Some houses are free-standing while others are semi-detached, sharing a common garage wall with an adjoining house. Some of the houses on Burnham Place are interconnected in groups of three. The largest houses with the largest lots are located in Park B; here Tudor Revival style buildings dominate, but there are also Colonial Revival houses. Park A has smaller, more tightly arranged houses, mostly in the Colonial Revival Style. The Tudor Revival houses are primarily of brick with implied half-timbering and steeply pitched roofs. Some are partly wood sided with dark stained or painted lapped weatherboard. Colonial Revival styled dwellings are constructed of brick or frame with weatherboard or clapboard siding; their front (park side) facades generally reflect symmetrical designs with three-bay fenestration and decorative elements, such as elliptical fanlights, pediments, door surrounds, and other millwork typical of early twentieth- century Colonial Revival domestic architecture. While some of the Colonial Revival houses distinctly recall the region's Dutch Colonial origins, others reflect the popular and stylized elements that become associated with Colonial Revival domestic design in the first three decades of the twentieth century. Many of the front entrance porches have been enclosed with screens. Those houses with siding are generally white or "Williamsburg" colors. Several houses have replacement aluminum or vinyl siding. Garages on all houses are attached to the house structure and face the street; although many garage doors have been replaced, the few original ones that have survived indicate that a wide variety of designs were used.

Abbott Court (now Eldorado Village Apartments) lies at the head of Park A, on the corner of High Street and Abbott Court, and consists of two three-story apartment buildings carefully arranged on spacious, irregularly shaped grounds designed with paths, trees and shrubs to form a principal entrance to the interior park as well as provide rental accommodations that, airy and light-filled, were set in a gardenlike environment. The complex was designed by Andrew J. Thomas, a New York architect known for the progressive design of multi-story urban apartment communities offering sunlight, fresh air, and a park-like setting.[10] Irregular in their massing and Tudor Gothic Revival in style, the two buildings are constructed of brick, three and a half stories in height, with steeply pitched slate roofs and a below ground level. They house 93 apartment units and are arranged in an opposing double "L" pattern to form an open courtyard, which can be accessed through central, arched passageways that pierce the ground level of each building. The arched passageways of each building are paved with brick laid in a herringbone pattern; they are reached through arched portals and low steps laid in brick and designed to curve inward toward each side of the portal. A diagonal path that radiates from Radburn's commercial center and railroad station on the west leads through the courtyard and connects with the pedestrian loop in Park A. Although much of the original shrubbery planted along the foundations is gone, the grounds today are shaded by towering sycamores, being native to the streams of northern New Jersey, were part of the original planting plans for the community.

Abbott Court reflects the commitment of Radburn's designers to provide a variety of housing types to

[10] Andrew J. Thomas's most notable projects in the 1920s were the large-scale Metropolitan Life project in Queens and the Paul Lawrence Dunbar Apartments in Harlem, a philanthropic project of the John D. Rockefeller II Foundation. Both projects drew considerable attention in the New York Regional Plan and at the 1931 President's Conference on Home Building and Home Ownership.

meet the needs and incomes of a broad range of prospective residents and demonstrates how multi-story apartment buildings can be designed to reflect garden city principles. A row of brick-faced duplexes and interconnected multiple family groups on Plaza Road, North, also provided rental housing. Designed by Clarence Stein, the multiple family groups were innovative in their interior layout which offered four sets of two-family flats, and exterior elevations that integrated staggered setbacks and varied roof types to avoid the monotony usually associated with row-housing. The dwellings featured a variety of architectural details in the Colonial Revival style, including doorways, windows, and moulded cornices, and were situated to overlook that portion of Plaza Road designed as a parkway with a shrub-lined, grassy median.

The houses forming Radburn's first neighborhood (Parks A and B) were designed through the collaboration of architect-planners Clarence Stein and Henry Wright, architect Frederick Ackerman, and engineer Ralph Eberlin. Ackerman, an RPAA member, was particularly instrumental in the design of the unified groups of detached and semi-detached houses that lined the cul-de-sacs.[11] As the Great Depression worsened, Stein and Wright revised the plan for the neighborhood south of Fair Lawn Avenue to accommodate less expensive row house groups. A new style of row housing was introduced for Park R along Randolph and Reading Terraces. Similar in concept to the City Housing Corporation's housing groups at Sunnyside on Long Island, the houses also were influenced by the arrangement of brick-faced row houses in cities such as Philadelphia and Baltimore. Designed by architect James Renwick Thomson, the buildings are three-story Colonial Revival attached row houses built into a sloping terrain with park-like terraces alternating with service courts between each group. The dwellings within each group were designed to face the common green, with the main entrance leading to the house's second level. Another entrance was located on the lowest level of each house leading from the service road and a basement garage.

Rows along Randolph, Reading, Ramapo, and Townley were completed by 1934. Although most Park R rows have brick walls or a combination of wooden shingles and brick, the exterior walls of the houses on Reading Terrace are a combination of wooden shingles and clapboards. The brick rows on the west side of Townley Road echoes the massing and architectural details of the rows of rental units designed by Clarence Stein for Plaza Road North, and are likely to be his design also. The multiple-family rows are constructed in groups of four with generally six to eight units per building in each group and every two units sharing a common entrance porch having either frame or brick piers and a pedimented gable. Bay windows, semi-circular fanlights and panels, wooden shutters, gabled porches, and the occasional garage with forged-iron hinges and latches reflect original architectural details and add to the unified yet varied Colonial Revival design. The row buildings are built into the terraces and an exterior system of brick garden walls, end piers, and steps between each group makes it possible for pedestrians to move from the lower service roads to the upper elevation of the terrace where the gardens, walks, park entrance are located. The design of the exterior stairways harmonizes with the Colonial Revival style of the adjoining houses, and exhibits a high degree of workmanship and design. The brick piers framing each corner or set of stairs are topped with concrete pyramidal caps.

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[11] Frederick Lee Ackerman (1878-1950) was a well-established New York architect with an extensive knowledge of small house design and garden city planning. He graduated in architecture from Cornell in 1901 and became a partner in the firm of Trowbridge & Ackerman. In 1917 Charles Harris Whitaker of the AIA sponsored Ackerman's study of English garden cities and defense communities. Through this study and his leadership as chief of housing and planning for the U.S. Shipping Board under Robert Kohn, Ackerman influenced World War I emergency housing programs in the United States. His independent small house designs frequented the pages of the *New York Sunday Tribune* in the 1920s and appeared in Henry Atterbury Smith's *Books of a Thousand Homes* (vol. 1). He assisted Stein and Wright in the design of Sunnyside before working at Radburn, and in the 1930s he became a technical consultant for the New York Housing Authority.

In keeping with Perry's Neighborhood Unit formula, Radburn's plan called for the integration of commercial, community, and other facilities that directly supported the predominantly residential land use. Most prominent among the facilities constructed in the formative period of construction is the Radburn Plaza Building, a large, multi-story brick commercial building in the Colonial Revival style, fronting on Plaza Road, between Fair Lawn Avenue and High Street. The building wraps around the west end of the block facing Plaza Road North between Fair Lawn Avenue and High Street. Designed by architect Frederick Ackerman, the building is highlighted with cast-stone quoins and decorative horizontal bands, copper gutters and downspouts, and contrasting painted millwork and mouldings. The steeply pitched roof is sheathed with slate and has regularly spaced hip-roofed dormers. A central three-story projecting section of the building has a steep hipped roof topped with a clock tower and cupola. The Plaza Building dominates the townscape and provides a focal point for those approaching Radburn by train from the west or by automobile along Plaza Road North and South and Fair Lawn Avenue. The building contains multiple commercial spaces, each with its own entrance doorway and display windows (appropriating/imitating the scale of a village --) on the first story fronting toward Plaza Road. The principal corners are beveled and designed with attractive Colonial Revival entrances with elliptical fanlights. The treatment of the corners was intended to alleviate the effects of the building's large scale and guide shoppers easily from the front to the shops on the side streets. Radburn's designers included off-street parking along the front of the building, further reflecting the community's role as a "Town for the Motor Age" as well as the emerging national trend for shopping centers designed to accommodate the automobile. Upper stories of the building were originally designed to house the offices and community rooms of the Radburn Association (since moved to the Grange Hall) as well as the community library and meeting hall. These rooms are now leased for office space. A fire in October 2002 destroyed the roof and gutted the upper story of the south wing of the building which extends from the south wall of the central clock tower and wraps around the corner onto Fair Lawn Avenue. The building is currently being rehabilitated according to plans mutually agreed upon by the property owners and the Radburn Association. Due to the structural damage caused by the fire, the structural ironwork and masonry walls of the south wing have been rebuilt. The slate roof, cooper gutters and downspouts, and many architectural details have been replicated.[12]

West along Fair Lawn Avenue on the far side of the railroad right of way, lies the Radburn-Fair Lawn Passenger Station (1930). Designed by Clarence Stein, the station was built by the Erie Railroad to replace the wooden rural freight depot that had served the surrounding agricultural region for several decades. Intended to be an efficient, "modern" station, the building was designed in the Dutch Colonial Revival style to harmonize, in scale and character, with the Radburn architecture and to recall the region's colonial heritage. Its compact design has three parts: a central pavilion, having a steeply sloping, overhanging roof and gambrel gables, houses the waiting room and ticket office; a side wing to the south provides restrooms for men and women; and a side wing to the north accommodates the track supervisor's office, a baggage room, and an open porch. The exterior walls are constructed of load-bearing sandstone set upon a foundation of concrete blocks. The roof is constructed of quarried slate, and the gables of the frame roof have clapboard siding. On the interior, fourteen-foot ceilings give the rectangular, 640-square-foot waiting room a sense of spaciousness, while the buff-colored common bond, brick walls, light-colored terrazzo floors, multi-paned windows and doors, and a rock-faced ashlar fireplace at the south end brought warmth and light to the interior. A rock-faced chimney pierces the slate roof at the south end of central pavilion. Off the waiting room are separate restrooms for men and women (each consisting of a lounge and toilet and having tan terrazzo floors, buff-colored brick walls, marble partitions, wood molded surrounds, and cast-iron radiators. A ticket office in the form of a

[12] Information about the October 2002 fire and subsequent rehabilitation was provided in a telephone interview with Louise Orlando, Radburn Association, 7 June 2004.

projecting wooden bay faces the train platforms and tracks. The train station was listed on the National Register in 1984, and an interpretive plaque on the wall of the waiting room recalls its association with the planned community of Radburn and architect Clarence Stein. Historically the station was located on the Erie Railroad's Bergen Cut-off and provided service between Suffern and Hoboken. Rehabilitation work in the 1980s replaced the clapboard siding in the gable ends and returned the woodwork and other painted surfaces to white in keeping with its Colonial Revival style. The outbound and inbound platforms are surfaced with asphalt and flanked by macadam paths that provide access to commuters on foot. A narrow landscaped corridor extends south of the station building alongside the train platform and path and connects the station and Fair Lawn Ave; today containing shade trees, a grassy lawn, and benches today, this area originally served as the automobile entrance and was planted with shade trees. The area immediately west of the building has recently been improved with a concrete entrance and curb and historical lighting (approximating the original incandescent lights). Although parking has always been integral to the station's design and purpose, the parking lot has been expanded and reconfigured and is not included in the NHL boundary.[13]

The Art Deco Bell Telephone Building, built about 1930, at 2702 Fair Lawn Avenue provided telephone service for the community and continues to operate in that capacity today. Fronting on the south side of Fair Lawn Avenue, the brick building is distinctive in its Art Deco design, with vertical three light window sash and bands of vertical brick corbelling. It represents the designs for public service buildings deemed suitable for the business center of a residential neighborhood by the New York Regional Plan and were being designed for various locations in the metropolitan region by the architectural firm, Voorhees, Gmelin and Walker. A later addition to the building follows the original brick design and does not detract from its original appearance.

The Grange Hall (1909) located at 2920 Fair Lawn Avenue today serves as a community center and houses the library and offices of the Radburn Association. It is a two-story, three-bay gable front frame building set on a cobblestone foundation. Although its original construction predates the Radburn Plan, the Grange Hall, built in 1909 as a cooperative for local farmers, was adapted for use as a community gymnasium when Radburn was built. Since 1953, it has housed the Radburn Association office and community center. A two-story stucco addition from a later period, houses a new gymnasium.

At the eastern edge of Park B lies Radburn Elementary School. Representing the key element used in the Radburn Plan (and in Perry's Neighborhood Unit formula) to define neighborhood size, the school was originally built to serve the children who lived in Parks A and B. Designed by James O. Betelle of the Newark architectural firm, Guilbert & Betelle, well-known for school design, the building was constructed by the borough of Fair Lawn on land donated by the City Housing Corporation. The multi-story building is of brick construction with cast stone detailing and reflects the Classical Revival style and an institutional character typical of American school construction in the 1920s and 30s. Semi-circular fanlights above the door entrances are representative of the school's rich architectural details. Although the original town plan called for the development of three complete neighborhoods, each

[13] The description of the passenger station comes from several sources, including Richard Meyer, Radburn-Fair Lawn Station, National Register of Historic Places Inventory Form, 22 June 1984, in "Operating Passenger Railroad Stations in New Jersey TR;" and information provided by Louise Orlando of the Radburn Association in October 2004, and Radburn residents Felice and Laurence Koplik in correspondence to the National Historic Landmarks Survey, 12 September 2004. The "Plan of Development Completed by 1930" (Stein, fig. 26, p. 49) indicates that the block between the passenger station and the Radburn Plaza Building to the east, was originally intended to be open parkland affording commuters a broad sweeping view of the new community from the train platform and forming a western terminus to the Radburn civic center, which envisioned by the town's planners was never fully realized. This block was later sold and developed for commercial purposes, including a grocery store with a large parking area, and is therefore excluded from the NHL boundary.

having its own elementary school and sharing a high school, the Radburn Elementary School was the only school constructed within the original Radburn town plan. It still functions as a neighborhood elementary school.

Brick is the predominant building material used throughout Radburn during the early years of construction. Many of Radburn's homes are faced with brick, sometimes in combination with clapboards, shingles, or weatherboards. Brick, load-bearing walls make up the structural system of the Radburn Plaza Building, Abbott Court Apartments, and the Radburn Elementary School. The Radburn Brick and Supply Company, a brick manufactory, was located between Plaza Road, South, and the railroad right-of-way. Photographs and plans from the 1930s indicate that it was in active production during the early stages of Radburn's development, and, although not verified by documentary evidence, it is believed to have supplied the building materials for the Radburn buildings. The company building was demolished in the 1980s, but the industrial site remains undisturbed, retaining the potential to provide important information about building materials and construction methods used at Radburn and elsewhere in suburban New Jersey.

A substantial number of homes and other buildings were built at Radburn after 1934, the closing date of the period of national significance recognized by the National Historic Landmark. Classified as "noncontributing," they consist of single family dwellings, several low-rise apartment complexes (some now condominiums), and commercial buildings, and are included in the boundaries because they lie within that portion of the Radburn Plan that was laid out during the years between 1928 and 1934. Of the original six superblocks envisioned in 1928, only Park A and Park B were substantially completed. Although the perimeter streets for Park R were laid out, only a portion of the superblock was built according to the Radburn Idea. As a result, many noncontributing houses fill lots within the original layout of streets that had not yet been developed when the City Housing Corporation went bankrupt in 1934 and the Radburn Idea was abandoned. Several dozen single-family frame dwellings, reflecting a mix of two-story Colonial Revival and one-and-one-half-story Cape Cod houses with an occasional bungalow, were built in the late 1930s and early 1940s on Addison Terrace and Andover Terrace in Park A and on the streets bounding Park R to the south, east, and west (Rampo, Ramsey, Rutgers, Sandford, and Townley, west side). Along Plaza Road, South, are a series of c. 1940 Bungalows and FHA-influenced, c. 1940s-1950s brick Cape Cods. The postwar houses built along Radburn Road, Alden Terrace, and Fair Lawn Avenue are primarily c. 1955 frame, split-level single-family dwellings, intermixed with houses in the Ranch, late Colonial Revival, and contemporary styles.

Low-rise apartment and condominium buildings fill the blocks along High Street, Fair Lawn Avenue, and Warren Road and the block originally set aside for playing fields north of the Plaza Building and west of Abbott Court. These buildings appear in the 1955 aerial photograph of Radburn (attached) and were constructed in the late 1940s. These are primarily utilitarian brick two-story garden apartment buildings with minimal Colonial Revival detailing. Several clusters of garden apartments in the vicinity of Warren Road and Fair Lawn Avenue were developed in the late 1940s by Gustave Ring, one of the nation's most successful operative builders to capitalize on FHA-insured loans for large-scale rental housing in the 1930s and 1940s. Designed in the Georgian Revival style and arranged in courts with landscaped grounds, they blend well with the Radburn landscape, some even occupying land originally intended for garden-type apartments. Because they were constructed after the period of national significance, they are classified as noncontributing buildings.[14] On the west side of Plaza Road, the

[14] Paradoxically they represent a later generation of FHA-approved rental housing directly influenced by the RPAA projects at Radburn and Chatham Village; for this reason they would be considered "contributing" to the local and statewide significance of the Radburn National Register district.

Foster Garage Complex was originally built as a complex of one-story brick garages for Radburn residents not having built-in garages; it has recently been remodeled into a 10-unit two-story condominium and is now classified as a noncontributing building. Several noncontributing commercial shopping strips along Fair Lawn Avenue and the Post Office building date from c. 1940 to the 1960s. They are typical one-story brick and metal buildings, with plate glass storefronts. A two-story, beige brick office building, c. 1980, is also located on Fair Lawn Avenue. The Methodist Church, located at the intersection of High Street and Craig Road, was constructed in 1948 (date on cornerstone) and therefore is classified as noncontributing. It is a brick Gothic Revival church building and is adjoined by a c. 1960s two-story brick parish hall. Associated with the church property is a two-story frame Late Victorian farmhouse, c. 1900, currently used as the parsonage. Although remarkably intact, a c. 1790 Dutch vernacular stone and frame farmhouse, located on Fair Lawn Avenue behind the Plaza Building, is classified as noncontributing because, although present on the site, it was not incorporated into the Radburn Plan.

The formal count recognizes 320 resources as “contributing” and 188 as “noncontributing.” The count includes the 153-acre landscape that makes up the Radburn National Historic Landmark as one contributing site. Single family homes--detached, semi-detached, and interconnected to form rows--make up the majority of Radburn’s 314 contributing buildings; the count also includes several multiple-family dwellings, commercial buildings, the railroad station, a former grange hall, and two pool houses. The stone and concrete underpass below Howard Avenue, the tennis courts on Plaza Road, North, and the swimming pools in Park B and Park R are included as four contributing structures. The industrial site once housing the Radburn Brick and Supply Co. is included as a contributing site.

The 153-acre site represents the Radburn town plan and corresponds to that portion of Stein and Wright’s original Radburn Plan as laid out between 1928 and 1934, the year when the RPAA-influenced City Housing Corporation went bankrupt and development according to the Radburn Idea was abandoned. Defined by perimeter roads, the site encompasses the hierarchy of roads that form the vehicular circulation network, the two fully laid out and nearly completed superblocks forming Parks A and B, that portion of Park R laid out according to Wright and Stein’s plans, and adjacent associated blocks that form the approaches along North and South Plaza Road and Fair Lawn avenue. Many of the component elements that formed the Radburn town plan in its early years remain intact and add to the community’s significance as a planned community and an historic designed landscape; these include the interior parks, house lots with service areas and gardens, the pedestrian circulation network, and small-scale elements such as vegetation, paths, gazebos, stone steps, benches, and walls. These features are all considered important historic elements of the Radburn National Historic Landmark and collectively contribute to its historic significance and integrity.

Within the National Historic Landmark boundaries, the few buildings and structures dating from before the construction of Radburn in 1928 are considered “noncontributing” unless like the Grange, they were incorporated into the community plan. Buildings constructed after 1934, when construction according to the Radburn Idea ceased, are also considered “noncontributing.” Roads and blocks laid out by the City Housing Corporation remained in place and new construction took place on the remaining unbuilt lots. Unlike the “reverse-front” design of the original Radburn houses, the houses built after 1934 are single-family, detached modest one and two-story houses designed to be centered on their lot facing the street; they reflect popular house types of the 1930s and 1940s that qualified for FHA mortgage insurance. In addition some infill has occurred along perimeter roads and in what was originally intended as a small park between Brearly Crescent in Park B and Howard Avenue. Later construction consisted of ca. 1950 to 1960 split-level and two-story Colonial Revival houses.

Although the number of noncontributing resources appears high, the Radburn Plan represented as a single contributing site remains intact and its component parts -- interior parks, pedestrian walkways, housing clusters, and thoroughfares -- retain a high degree of integrity throughout. It forms a clearly distinguishable entity that represents the ideals of the RPAA, the plans of Radburn's many designers, and the innovative and influential methods of large-scale residential development and neighborhood unit planning practiced by the City Housing Corporation. Later additions reflect similar land uses, scale, materials, and park-like setting and for this reason they do not detract significantly from the overall integrity of Radburn's historic design, materials, setting, feeling, and association, which is best experienced from the interior of each superblock and the pedestrian pathways, and short private cul-de-sacs. In addition, the community reflects a high degree of integrity in the shrubs and trees that were planted under the supervision of landscape architect Marjorie Sewell Cautley.

The count for contributing and noncontributing buildings by general type and location is described below. Unless otherwise indicated, resources are classified as "contributing." Most of the single-family dwellings classified as contributing form housing groups laid out according to the Radburn Idea; they may be detached or semi-detached. Apartment houses, duplexes, and rows of interconnected dwellings are described as "multiple-family dwellings." A more detailed inventory is found in Appendix A.

Park B

Radburn Road: 8 noncontributing 1950s split-level infill; Barry Place: 13 Colonial Revivals; Ballard Place: 15 Tudor Revivals and 1 Colonial Revival; Bristol Place: 13 Tudor Revivals, 1 Colonial Revival; Bedford Place: 15 Colonial Revivals and Tudor Revivals; Beckman Place: 17 Colonial Revivals; Bolton Place: 20 Colonial Revivals; Burnham Place, 18 Colonial Revivals; Brighton Place: 16 Colonial Revivals; Brearly Crescent: 10 Colonial Revivals, 3 noncontributing 1940s-1960s infill; Burlington Place: 15 Colonial Revivals; Bancroft Place: 20 Colonial Revivals; Berkeley Place, 17 Colonial Revivals; 300-315 Plaza Road, North: 7 Colonial Revivals; Radburn Elementary School; one swimming pool (structure) and one pool house.

West side of Plaza Road, North

5 Colonial Revival duplexes, 2 Colonial Revival multiple-family attached dwellings, one noncontributing condominium building (formerly the Foster Garages); tennis courts (one contributing structure).

Park A:

Howard Ave, one pedestrian underpass (structure), 2 noncontributing 1950s split-levels; Allen Place: 16 Colonial Revivals; Aberdeen Place: 20 Colonial Revivals; Arlington Place: 15 Colonial Revivals; Ashburn Place: 10 Colonial Revivals; Abbott Court (later called Eldorado Village Apartments): 2 Tudor Gothic Revival multiple-family dwellings; Audubon Place: 10 Colonial Revivals; Addison Place: 12 noncontributing late 1930s Colonial Revivals; Andover Place: 13 noncontributing late 1930s Colonial Revivals; Alden Terrace: 30 noncontributing 1950s split-levels; Radburn Road: 18 noncontributing 1950s split-levels; Block bordered by High St./Plaza Rd. North/Howard Ave./Abbott Rd.: 2 noncontributing c.1950 apartment/condominium buildings, 3 noncontributing duplexes.

Fair Lawn Avenue, north side

Radburn-Fair Lawn Passenger Station: one contributing Dutch-Colonial Revival building; Radburn Plaza Building: one contributing Colonial Revival commercial block; one noncontributing 1960s Post Office building; 2 noncontributing 1940s multiple-unit shopping strips; one noncontributing c. 1790 Dutch-Colonial farmhouse; 6 noncontributing c. 1950 condominium buildings; one noncontributing 1980s commercial building; one noncontributing c. 1900 farmhouse; one noncontributing 1948 church building; one noncontributing 1960s parish house; 16 noncontributing 1950s-60s split-level and ranch houses; one noncontributing 1980s Colonial Revival; one noncontributing 1970s contemporary house.

Fair Lawn Avenue, south side

One noncontributing 1960s shopping center; 8 noncontributing c. 1950 apartment/condominium buildings; one c. 1930 Art Deco commercial building (telephone company); one community building (formerly the Grange Hall).

Park R

Randolph Terrace: 8 multiple-family attached dwellings; Reading Terrace: 8 multiple-family attached dwellings; Townley Road: 3 multiple-family attached dwellings, 9 noncontributing c. 1940 Colonial Revivals; Ramapo Terrace: 6 Colonial Revivals (pairs attached by garage), 10 noncontributing Cape Cods; Ramsey Terrace (north side): 9 noncontributing c. 1940 Colonial Revivals; Ryder/Rutgers Road: 11 noncontributing 1940s Colonial Revivals; Sandford Road: 4 Colonial Revivals (reverse-front), 5 noncontributing 1940s Colonial Revivals; one swimming pool (structure), one pool house.

West side of Plaza Road, South

Five noncontributing 1940s/1950s Cape Cods, 6 noncontributing c. 1940 Bungalows, one contributing industrial site.

8. STATEMENT OF SIGNIFICANCE

Certifying official has considered the significance of this property in relation to other properties:
Nationally: X Statewide: _ Locally:

Applicable National Register Criteria:	A X B _ C X D
Criteria Considerations (Exceptions):	A _ B _ C _ D _ E _ F _ G
NHL Criteria:	Criteria 1 and 4
NHL Theme(s):	Peopling Places 4. community and neighborhood Expressing Cultural Values 5. architecture, landscape architecture, and urban design
Areas of Significance:	Social History Politics and Government Community Planning and Development Landscape Architecture Architecture
Period(s) of Significance:	1928-1934
Significant Dates:	1928, 1934
Significant Person(s):	N/A
Cultural Affiliation:	N/A
Architect/Builder:	Stein, Clarence S.; Wright, Henry; Ackerman, Frederick L.; Cautley, Marjorie Sewell; Eberlin, Ralph; Thomas, Andrew J.; Thomson, James Renwick; and The City Housing Corporation – builder.
Historic Contexts:	XVI. Architecture M. Period Revivals (1870-1940) 3. Tudor (1890-1940) T. Moderne-Art Deco (1920-1945) V. Historic District W. Regional and Urban Planning 2. Suburban Areas XVII. Landscape Architecture

State Significance of Property, and Justify Criteria, Criteria Considerations, and Areas and Periods of Significance Noted Above.

Summary and Introduction

Designed as "The Town for the Motor Age" for the City Housing Corporation, the community of Radburn, New Jersey, begun in 1928, is significant under National Historic Landmark Criterion 1 as the origin of the internationally acclaimed model of community design known as the "Radburn Idea." It is also associated with efforts of the Regional Planning Association of America (RPAA) to promote social reform and improvement in housing for Americans of moderate income derived from the principles of English Garden City planning. Radburn is also significant under Criterion 1 for its demonstration of the Neighborhood Unit formula, a concept in community planning that was overwhelmingly endorsed by the President's Conference on Home Building and Home Ownership in 1931, directly affected national housing policy during the Great Depression, and had far-reaching influence on suburbanization in the United States. Radburn is also significant under National Historic Landmark Criterion 4 (Architectural Distinction) as a distinctive and exceptional example of garden city planning applied to the needs and conditions of metropolitan growth in the United States, including the increasing presence of the mass-produced automobile in American daily life. The carefully orchestrated, multi-faceted design and distinctive community plan make Radburn an outstanding example of American suburban design planning – one that continues to influence community design nationally and internationally. Radburn is also significant under Criterion 4 as the most innovative and influential project to result from the highly creative, ten-year collaboration of planner-architects Clarence S. Stein and Henry Wright, leading members of the RPAA. Innovations in subdivision design introduced at Radburn include superblock planning, the accommodation of the automobile through a hierarchical system of roads from perimeter roads to short cul-de-sacs, interplay of spacious interior parks and private gardens, reverse-front house design, separate system of pedestrian paths, and inclusion of recreational facilities and a shopping plaza. Radburn's significance under Criteria 1 and 4 relates to the National Historic Landmark themes Peopling Places and Expressing Cultural Values.

The Radburn Idea, with its hierarchy of roads and pedestrian pathways, dealt directly and successfully with automobile safety issues of congestion and pedestrian deaths and provided a model for economical large-scale development and collaborative planning. Built during a time of rapid technological change, the "reverse-front" design of the Colonial Revival and Tudor Revival style houses, facing the open greens or pedestrian walkways, evoked the comfort of the traditional early American village. With their careful arrangement of dwellings and overall landscape design, the superblocks provided the healthy environment thought to be necessary for modern living. Rapidly expanding automobile ownership ensured the success of the Radburn experiment; located miles from New York City, the community effectively attracted moderate-income residents whose employment was in the city. The superblock design, central to the Radburn Idea, produced cost-savings in reduced infrastructure investment, which held the housing costs at an affordable level while providing a park setting previously thought to be too costly for moderate-income working families. Taken together, the distinctive elements that identified Radburn as innovative produced the embodiment of the ideal suburban development.

The Radburn Idea had substantial impact on the development of city and suburban planning in the United States and directly influenced the design of several private and philanthropic large-scale housing communities in the early 1930s, the three Greenbelt towns of the New Deal, the Norris town plan by the Tennessee Valley Authority, numerous FHA-insured large-scale rental communities of the 1930 to 1950s, and new towns of the 1960s. These planned communities include Chatham Village in Pittsburgh, and two previously designated

NHLs, Greenbelt and Baldwin Hills Village.[15] Radburn's distinctive design included the neighborhood unit, superblocks with interior parks, cul-de-sacs, and the complete separation of automobile and pedestrian traffic. The Great Depression of the 1930s, which made the fulfillment of the complete Radburn design impossible, also enabled the use of the Radburn Idea in the Federal government's three greenbelt towns begun in 1935. Constructed specifically to provide quality housing for low-income displaced workers, the greenbelt town designs drew heavily on Stein and Wright's plan for Radburn and the design philosophy of the RPAA. Some of Radburn's design elements, used in combination with the cost-analysis developed by its designers impacted the Federal Housing Administration design guidelines for moderate-income neighborhoods of the 1930s, 40s, and 50s. As metropolitan expansion continued at an astonishing rate after World War II, regional planning through Radburn-influenced "new town" development was revived in the 1960s and influenced the town plans for Reston in Virginia, Columbia in Maryland, and other "new towns" in the United States. Internationally, the Radburn Idea influenced the design of New Earswick and Wythenshawe in the United Kingdom, Vallingby in Sweden, Chandigrah in India, and Kitimat in British Columbia.

Radburn was immediately recognized for its demonstration of Neighborhood Unit planning and its innovative methods of large-scale community development. The Neighborhood Unit idea was formulated by Clarence A. Perry of the Russell Sage Foundation and described in detail in *Neighborhood and Community Planning* (1929), the seventh volume of the *Regional Survey of New York and Its Environs*, as a solution for the expansion and suburbanization of metropolitan New York. Two years later, the concept was overwhelmingly endorsed at the 1931 President's Conference on Home Building and Home Ownership, which had monumental influence on housing policy and suburban development in the United States. Radburn exemplified the ideal neighborhood unit through the variety of moderate-priced homes, the physical beauty and spaciousness of its interior parks, a hierarchy of automobile roads and separate circulation network for pedestrians, and community amenities such as a neighborhood school, shopping plaza, and recreational facilities. Gaining considerable attention at the 1931 housing conference, Radburn established an ideal for community planning and influenced the thinking of planning professionals, designers, and public officials nationwide. The concept of neighborhood planning guided the design of "greenbelt" and other communities by the Resettlement Administration as well as influenced the design policies of other federal agencies during the 1930s, including the Public Works Administration, Tennessee Valley Authority, and United States Housing Authority. Most far reaching and extensive, however, was the influence of Neighborhood Unit concept on the standards issued by the Federal Housing Administration (FHA) for the design of residential neighborhoods, which were used by private builders and developers nationwide to qualify their projects for FHA-insured builders' loans as well as enable home buyers to secure FHA-insured mortgages, under the financing and mortgage reforms established by the Federal Home Loan Board Act of 1932 and the National Housing Act of 1934.[16] To government officials concerned with stimulating the home building industry and bringing long-term stability to the real estate market during the Great Depression, the Neighborhood Unit concept promised not only attractive, livable communities for families in a variety of socio-economic groups, but also sound, reasonable returns for developers and private investors. In tandem with the financial reforms of the nation's home mortgage system in the decade preceding World War II, the Neighborhood Unit concept and with it the example of Radburn, profoundly affected American attitudes about home ownership and neighborhood planning, setting the stage for the massive suburbanization of the United States that occurred in the postwar period.

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[15] Chatham Village, Pittsburgh, a philanthropic project of the Buhl Foundation for which Stein and Wright served as planning consultants beginning in 1929, is concurrently being considered for NHL designation. Two other projects for which Stein served as a technical consultant have been designated National Historic Landmarks: Greenbelt, Maryland, one of the three New Deal greenbelt towns constructed under the Resettlement Administration, and Baldwin Hills Village, Los Angeles, a privately financed large-scale community of apartments and homes.

[16] 47 Stat. 725; 48 Stat. 1246.

Integrity

Today Radburn retains a high degree of integrity in location, design, setting, materials, workmanship, feeling and association. To the extent it was completed by 1934, the historic plan remains intact and, with few exceptions, the buildings and land areas developed in the period 1928 to 1934 remain in their original use. Integrity of location, design, materials, workmanship, feeling and association extends throughout and is reflected in the layout of housing groups on the cul-de-sacs, the circulation network with separate systems for automobile roads and pedestrian paths, plantings of native trees and shrubs, interior parks with open lawns and recreational facilities. It also extends to areas having specialized functions such as the Abbott Court apartments (now Eldorado Village Apartments), the Radburn Plaza Building, [17] and the rowhouse groups on Plaza Road, North, with its park-like grassy median. The hierarchy of roads that defined the historic plan remains in place and continues to function as originally intended. To include as much of the original plan and road system, a number of buildings built after the period of significance (1928-1934) have been included within the boundaries of the historic district but are classified as noncontributing resources.

Particularly important to Radburn's historic integrity are the superblocks with cul-de-sacs of clustered homes and interior parks; these maintain their original spatial organization and function according to the original design, successfully separating pedestrian traffic from the vehicular traffic and providing open space and recreational facilities. Houses associated with the original construction period of Radburn, 1928 to 1934, reflect their unique "reverse-front" plan and without exception retain their historic character, despite minor changes such as the loss of original porch railings, or the replacement of siding or garage doors. Architectural and open space restrictions have been in place since 1929, protecting the Radburn design from intrusions such as high fences and major additions to the buildings. Some residents have applied aluminum or vinyl siding to their frame houses, but this does not impact the community's overall integrity and for the most part is in keeping with the original house designs. The original landscape design is intact and many details such as paths, stone walls, rock gardens, and plantings remain as well. Native deciduous trees have matured and provide shade and beauty in the parks, and hedges and shrubs provide privacy for the houses and enclose carefully tended private gardens. Although some species have been lost and others added in the intervening years, Cautley's intent that the native plants of New Jersey dominate the design of parks, cul-de-sacs, and pedestrian pathways remains visible. Walking through the interior parks of Radburn, one experiences the original vision intended by Stein and Wright for a neighborhood untrammeled by roads and automobiles and unified by harmonious groupings of garden homes, a naturalistic park setting, and community facilities. The feeling of an early American village with narrow, tree-shaded paths and views of distant meadows prevails. The community continues to operate as a neighborhood unit. The Radburn Association has administered restrictions, maintained the commonly owned property, and managed the recreational facilities since its creation in 1929. Residents are involved in community organizations and activities, and Radburn children still attend the elementary school.

The setting of the land surrounding Radburn has changed significantly since its construction in 1928, former farms and fields having given way in the post-World-War-II period to residential subdivisions. Some encroachment extends into Radburn in the form of more recent suburban homes, apartment and condominium complexes, and commercial strips. Seen from the air, the adjoining developments contrast markedly, illustrating the difference between their standardized tract-house concept and the innovative

[17] The upper story and roof of the southern wing of the Radburn Plaza Building, at the community's commercial center, were gutted by fire in October 2002; the building has undergone rehabilitation and continues to contribute to the district's significance.

social-minded plan of Radburn. Several blocks within the Radburn street plan were sold and developed after the bankruptcy of the City Housing Corporation in 1934. Houses and apartment buildings constructed on these blocks, dating from the 1940s-1960s primarily, are not considered contributing to the historic significance of Radburn. Lacking the signature "reverse-front" orientation characteristic of historic Radburn buildings, later noncontributing buildings in Radburn are easily recognizable. However, the streets on which these later buildings are located are considered significant elements of the historic town plan and are therefore included within the NHL boundaries of Radburn.

Peopling Places: Community and Neighborhood

The planned community of Radburn was a demonstration of the community planning theories of the members of the Regional Planning Association of America developed in the 1920s in response to the growing national problems of insufficient low and middle-income housing and the unplanned growth of cities. Although housing reforms associated with the Progressive movement had effectively improved basic housing needs through building codes and zoning, the additional construction costs associated with these improvements made low-income housing unprofitable for the commercial building industry. Through the same period, a growing middle class sought escape from the deepening squalor associated with the slums and industrial concentrations of the cities. The speculative real estate market was rapidly developing the edges of already over-crowded cities with monotonous grid-iron rows of tightly packed houses, an equally unappealing solution for housing moderate income working families.

The product of two of America's most forward-looking town-planners, Henry Wright and Clarence Stein, Radburn was central to the nation's recognition of the value of comprehensive planning and subdivision regulation and the adoption of planning principles and practices that would have monumental and far-reaching influence on suburbanization in the twentieth century. Foremost was the shaping of a model for neighborhood planning that integrated a variety of housing types, schools, parks and playgrounds, a shopping center, and community facilities. Second was the demonstration of practices of real estate development that encompassed the idea of a master plan, of large-scale operations, of interdisciplinary collaboration in design as well as the overall development process from financing to long-term protections (deed restrictions). This came at the end of a decade of progress in the design of comfortable, small homes and in the search for solutions for neighborhood planning by professional groups of planners, architects, and landscape architects; real estate developers and community builders; and community-based Better Homes organizations. By the 1920s the use of professional designers, building standards, planning controls, and deed restrictions, became widespread for upper middle income suburbs modeled after developer Edward Bouton's Roland Park or J.C. Nichols's "country club" suburbs. Apart from the successful communities built during World War I through the short-lived Emergency Fleet Corporation and the United States Housing Corporation, few lower and moderate-income neighborhoods attained the "garden" ideal or the park-like setting of more expensive neighborhoods. For models, the RPAA and supporters of the Russell Sage Foundation-sponsored New York Regional Plan, including planner Thomas Adams, looked to the English garden cities of Raymond Unwin and Howard Parker and the American garden-city influenced examples including Forest Hills Garden on Long Island, Mariemont near Cincinnati, and World War I-era communities such as Yorkship in Camden, New Jersey, and Seaside Village in Bridgeport, Connecticut. The Radburn town plan combined many of the design and community-building ideas associated with the Garden City movement in England with cost-saving innovations aimed at producing a healthy and desirable community environment for middle income American families.

Located 12 miles from New York City, Radburn was designed to illustrate the feasibility of regional satellite towns, which would be self-supporting with decentralized industries and would ease the

congestion and growth of the cities. Radburn built upon the RPAA's experience and success in designing Sunnyside on Long Island, a community in which rowhouses were interconnected and grouped to form pleasing entry courts and a central interior green with private gardens and common recreational facilities. Following the Neighborhood Unit formula developed by Clarence Perry (*Regional Survey of New York and Its Environs*, 1929), the Radburn Plan was organized in three neighborhood units, each neighborhood designed to house up to 10,000 people, to reflect a carefully planned hierarchy of roads, and to have its own elementary school, centrally-located parks, and recreational facilities. A commercial center, designed to serve the entire community, would be located outside the neighborhoods near major arterial roads. Of foremost interest were the solutions the Radburn Plan offered for accommodating the automobile, which, increasingly present in American life posed serious issues for planning residential areas. Radburn's designers offered an innovative approach to the problem by providing a hierarchy of roads, service courts with garages, and off-street parking for shoppers, while at the same time ensuring pedestrian safety, maintaining the tranquility of suburban living, and reducing construction costs.

The Great Depression of the 1930s forced the end of the Radburn experiment and the full town plan never reached completion. The Radburn Idea, however, had a lasting influence on American community and neighborhood design, most tangibly on the Resettlement Administration's 'greenbelt' towns and New Towns of the 1960s. Furthermore, as a demonstration of both the efficiencies and economies of large-scale planning and the Neighborhood Unit formula, two concepts examined and overwhelmingly endorsed by the 1931 President's Conference on Home Building and Home Ownership, Radburn would have far-reaching influence on the construction practices and the standards for neighborhood design established in the mid-1930s by the new Federal Housing Administration (FHA) for the approval of FHA-insured mortgages.

Expressing Cultural Values: The Automobile, Architecture, Landscape Architecture and Subdivision Design

The Radburn town plan was designed to respond to the needs and values of the growing and broadening middle class of the 1920s in the United States. Rising construction costs following World War I accelerated the already deepening crises of affordable housing stock. Speculative subdivisions, aimed at producing the most profit on the least amount of land, were increasingly monotonous. The tightly packed houses provided only the minimum of amenities considered necessary for quality of life, sunlight, fresh air, open space, and accommodation for, and safety from, the automobile. Described as the "Town for the Motor Age," Radburn was designed specifically to accommodate increasing automobile ownership and use, while at the same time maintain suburban values for safe, quiet, and convenient neighborhoods. The hierarchy of roads, cul-de-sacs and pedestrian paths not only separated the auto from the pedestrian, but they were designed to slow the driver down. Service lanes provided automobile access to the garages that were built into the design of each home. The central parks and paths provided play spaces free of traffic, and provided pedestrian access to the school and commercial center. Additionally, the landscaped parks were designed to provide sunlight, fresh air, and a garden-like setting for the surrounding houses.

Radburn houses were designed to reflect the prevailing stylistic trends in architect-designed dwellings, while maintaining lower construction costs. The Colonial Revival and Tudor Revival architectural styles of the small single and multi-family dwellings were not elaborate but were sufficiently elegant to imply some level of status. Equally important, a variety of house designs were interspersed and simple

variations incorporated in building materials, architectural details, and massing to avoid the repetitive monotony common in large-scale home building operations. The signature "reverse-front" design of the Radburn houses turned the front of the house toward the interior park away from the hustle, dirt and danger of traffic. The service (kitchen) side, or rear of the house which incorporated a garage, then faced the street.

Radburn successfully included all of those elements considered necessary by the emerging middle class – the open space with light and air, safety, automobile accommodation, park-like setting and recreational facilities, and modern kitchens, but most importantly, Radburn was successful in incorporating these amenities while maintaining costs at a level affordable for the working families yearning to escape the city. Through exhaustive cost-analysis of large-scale construction including land purchase, building design and construction cost, and infrastructure placement, the designers Clarence Stein and Henry Wright were able to realize construction savings that allowed for the desired amenities without the necessity of raising prices.

The Radburn Idea continues to represent an expression of the American cultural value placed on open space and garden living for middle class families. Elements of the Radburn Plan, such as cul-de-sacs, community parks, and large-scale methods of design and construction, would influence the Federal Housing Administration's small house and neighborhood standards beginning in the mid-1930s.

Historic Context

The historic significance of the Radburn community lies in the growth of American cities, the expansion of the middle class, and the evolution of suburban development beginning in the mid-nineteenth century and continuing through the first half of the twentieth century. The housing needs for upper income families in the suburbs had long been met through the principles of naturalistic landscape gardening and rural architecture espoused in the writings of Andrew Jackson Downing and the "progressive" designs of men such as Frederick Law Olmsted, Sr., and Calvert Vaux. A housing crisis for low to middle income families, however, came to a head following WWI. Rising construction costs after the war made low-cost housing unprofitable for the established residential building industry.[18] Experiments with community building by federal government agencies during the war, as well as the successful "New Towns" and "Garden Cities" developed in Europe and Great Britain, laid the groundwork for solutions to the post-war housing crises. A generation of architects, landscape architects, city planners, and engineers were influenced by the designs of Olmsted and Vaux, the community vision of Ebenezer Howard's Garden City model, and the evolving planning theories of the early 20th century. The resulting work of these men and women, considered by many to be most completely represented in the town plan of Radburn, influenced city planning and suburban design in the United States and the world throughout the twentieth century.

In the United States, the migration of the upper class to designed subdivisions beyond city limits began in the second half of the nineteenth century. Specifically designed for wealthy families, these early developments often employed the curvilinear street pattern, community parks, and building restrictions found in many modern subdivisions.[19] Significant projects from this period include Olmsted and Vaux's

[18] Roy Lubove, *Community Planning in the 1920's: The Contribution of the Regional Planning Association of America* (Pittsburgh, PA: University of Pittsburgh Press, 1963), 17-18. This book provides a detailed discussion of the factors which influenced the regional and community planning ideas of the RPAA.

[19] Donald A. Krueckeberg, ed., *Introduction to Planning History in the United States* (New Brunswick, NJ: The

Riverside, Illinois (1869) and Llewellyn Haskell's Llewellyn Park, New Jersey (1857).

Throughout the late nineteenth century, as suburban design for the wealthy focused on large lots and healthy surroundings, working class housing suffered the degradations of the speculative market. In the United States, government action to ensure 'healthy' housing for the poor was limited to restrictive building codes that tended to increase building costs. While these measures improved building construction they did little to improve the environment in which lower-income families lived.[20]

In Europe and Great Britain a more active government approach to meeting low-income housing needs was developing, described as "constructive" rather than "restrictive" legislation, "including public housing, municipal land purchase, low-interest loans to individuals and limited-dividend companies, and tax exemptions…"[21] Planners were influenced by the writings of Camillo Sitte of Austria (1889) and Ebenezer Howard in Great Britain (1898). Howard's social reform plan, laid out in *To-morrow: A Peaceful Path to Real Reform* (republished in 1902 as *Garden Cities of Tomorrow*), envisioned the establishment of planned satellite cities surrounded by an agricultural greenbelt. Known as Garden Cities, they would be community-owned (non-speculative), provide employment for a diverse population, and be limited in size. Such cities would create a 'new' (traditional) sense of community through planning. Construction of several new towns based on Howard's community-building theory began quickly. Designed by Raymond Unwin and Barry Parker, the English garden cities of Letchworth (1902), Hampstead Gardens (1905), and later Welwyn (1919) had a lasting impact on city planning both in Great Britain and the United States. In addition to the use of Howard's concept of a self-contained satellite town, Unwin and Parker established the practices of subdividing land into superblocks and grouping houses with a unified architectural style on cul-de-sacs that provided privacy from the busier main streets.[22]

The influence of the English Garden City movement in the United States was more sporadic. Unwin's 1909 publication *Town Planning in Practice*, which explained much of his planning and design theory through the example of his Garden Cities served as a resource for American planners, architects, and landscape architects. New communities reflecting the influence of English garden cities included Forest Hills Gardens (1909-1911), New York, a philanthropic project of the Russell Sage Foundation to provide model housing for low-income families, which was planned by Frederick Law Olmsted, Jr., and Kingsport (1915) in Tennessee and Mariemont (1923) in Ohio, both planned by John Nolen.[23] The majority of working-class subdivisions built during this period, however, was based on speculative profit and continued the sprawling expansion of the cities where industrial employment was centered, with rows of identical, closely spaced bungalows and duplexes built on narrow lots within a rectangular grid of cross-streets.

Center for Urban Policy Research, Rutgers University, 1983), 28-29.

[20] Lubove, *Community Planning in the 1920s*, 18.

[21] Ibid. See Lubove, 17-29, for a detailed discussion of the relative effects of restrictive vs. constructive legislation on housing quality and supply in the U.S. in the first two decades of the twentieth century.

[22] Walter L. Creese, *The Search for Environment; The Garden City, Before and After* (New Haven, CT: Yale University Press, 1966), provides a comprehensive study of Howard's Garden City idea and its applications in England and elsewhere. Raymond Unwin, *Town Planning in Practice* (New York, NY: Princeton Architectural Press, 1994, reprint of original 1909 publication) provides a complete discussion of the principles and practices of English Garden City planning.

[23] See Ames and McClelland, *Historic Residential Suburbs* (Washington, DC: National Park Service, 2003), 41-46. See Unwin, *Town Planning in Practice.* See Creese, 302, for a discussion of the influence of the English garden cities on the work of John Nolen.

A pivotal period of Garden City-influenced building in the United States occurred during World War I when the United States government established two programs for designing and constructing the much-needed housing for workers in defense industries, the United States Housing Authority in the Department of Labor and the Emergency Fleet Corporation under the U.S. Shipping Board. These short-lived programs flourished under the leadership of preeminent planners and architects Frederick Law Olmsted Jr., Robert Kohn, and John Nolen. In addition, Charles Harris Whitaker, editor of the AIA's journal, sent architect Frederick Ackerman to England to study the English garden cities designed by Unwin and Parker and the defense- worker communities being built by the British government. The resulting American planned communities, including Yorkship in Camden, New Jersey, and Seaside Village in Bridgeport, Connecticut, were designed by multi-disciplinary teams of town planners, architects, landscape architects, and engineers.[24] Designed specifically for the working-class employed in defense industries, these communities demonstrated the possibilities of collaborative planning and "constructive" government action, considered necessary components in the construction of new communities and the improvement of lower and middle class housing.[25]

Collaborative planning, developed through Garden City theory and demonstrated by the wartime defense housing program, found application as well in the evolution of city and regional planning. The problems of rapidly expanding cities without plans had become a focus of attention following Chicago's 1893 Columbian Exposition. The elegant Beaux-Arts design of the fair grounds and buildings, under the supervision of Chicago architect Daniel Burnham and with the expertise of Frederick Law Olmsted Sr., ignited an American desire for orderly city function and growth. Burnham's 1906 *Plan for Chicago* marked the beginning of an era dedicated to developing city growth-planning strategies, which culminated in the publication of the *Regional Survey of New York and its Environs*. These plans attempted to address the issues of privately funded speculative building, the expansion of public utilities and transportation systems, and the growing shortage of decent low and middle class housing. In the United States, housing needs reached crisis proportions following WWI when rising construction costs resulted in the collapse of the speculative housing industry.[26] It was apparent that a new way to provide housing for working-class families was needed.

With the rise of city planning in the United States, the value of professional training in the fields of planning, civil engineering, architecture, and landscape architecture became readily recognized. Architects expanded their role into the design of houses, and landscape architects into the platting and design of residential neighborhoods. The World War I defense housing communities had provided the formative experience of many designers practicing in the 1920s, including Henry Wright; the return of normalcy, however, also meant a return to the typical practices where subdivisions were platted, streets and utilities laid out, and individual lots sold for completion by a variety of home builders. Higher income suburbs had the best amenities and were promoted as "garden" or "country club" suburbs, frequently offering landscaped entrances and parks, curvilinear tree-lined streets, sidewalks, spacious yards, and a variety of architectural styles. Home-builders and home-owners in these subdivisions were bound by deed restrictions which controlled land use, the price of housing, the status of homeowners, setbacks, and, in some cases, the architectural style. Less expensive neighborhoods were generally unregulated and crowded, made up of rectangular grid of streets and rows of uniform houses on small lots with limited light, fresh air, and greenery.

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[24] Creese, *Search for Environment*, 302-03; Ames and McClelland, *Historic Residential Suburbs*, 45.
[25] Lubove, *Community Planning in the 1920s*, 17.
[26] Ibid., 17-18.

In 1923, an eclectic group of professionals dedicated to the principles of garden city planning and reforms in community-building gathered to form the Regional Planning Association of America (RPAA). Among the founding members were architects Clarence S. Stein and Frederick L. Ackerman, landscape architect Henry Wright, social theorists Benton MacKaye and Lewis Mumford, Editor of the AIA journal Charles Harris Whitaker, and real estate investor/philanthropist Alexander M. Bing. Unhappy with the focus of the city-centered regional plans being developed, the RPAA's Preamble described their vision:

> A regional plan calls for new population centers, where natural resources will be preserved for the community, where industry may be conducted efficiently, and where an adequate equipment of houses, gardens, and recreation grounds will ensure a healthy and stimulating environment.[27]

The RPAA's regional vision sought to change the social organization of burgeoning metropolitan centers, combining the diverse components of both urban and rural community in smaller centers spread throughout a region.[28] Rather than continuing what they saw as unhealthy and unattractive speculative growth around the industrial city centers, members of the RPAA envisioned the development of outlying new towns where the local population would be supported economically through the establishment of local industries. Their vision also included the redesign of developments on the edge of cities and the reconstruction of blighted neighborhoods within the city through comprehensive planning.[29] Free of the restrictive zoning and rectilinear grid of existing cities and built on a large-scale (rather than the piece-meal building of speculative builders), innovative, well-planned communities could potentially reduce overall construction and land costs and provide a quality of life and neighborhood environment for low and moderate income families that was typically only attainable to those with higher incomes.

Primary to the philosophy of the RPAA was the suggestion that the housing problem following World War I was a crisis of funding, not a crisis of supply.[30] The example of successes by the government-funded planned communities both in British and U.S. defense housing convinced members of the RPAA that a stable source of funding or credit, and detailed comprehensive planning could result in affordable, healthy, and safe housing for low and middle income families. Reductions in construction costs, first demonstrated by Unwin in his use of cul-de-sacs and attached houses and later the focus of Henry Wright's exhaustive cost-analyses, were critical to achieving successful community design.

In order to demonstrate their planning theory, the RPAA established the City Housing Corporation, a limited dividend corporation dedicated to the construction of affordable housing and Garden City style community planning. Their two planned communities, Sunnyside Gardens (1924) and Radburn (1928), demonstrated and refined many of the RPAA ideas, but Radburn in particular established a precedent for comprehensive community design. Limited by the rectilinear grid and zoning requirements at Sunnyside, the designers explored the grouping of row houses around the periphery of each block while keeping the center of each block open for gardens and community recreation. What eventually became known as the "Radburn Idea" encompassed a number of design elements introduced at Sunnyside; at Radburn, however, these were synthesized into a unified town plan that offered a variety of housing types and community facilities. Of particular importance were the superblocks with cul-de-sacs and

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[27] The Regional Planning Association of America, Preamble, June 8, 1923, box 10, file 12, The Clarence Stein Collection, Rare Book and Manuscript Collections, Cornell University, Ithaca, New York.

[28] For a complete understanding of the RPAA vision see Roy Lubove, *Community Planning in the 1920s: The Contribution of the Regional Planning Association of America* (Pittsburgh, PA: The University of Pittsburgh Press, 1963).

[29] Wright, *Rehousing Urban America*, 12.

[30] Lubove, *Community Planning in the 1920s*, 73.

interior landscaped parks, a hierarchy of roads, the neighborhood unit based on the number of children required to support an elementary school,[31] and a hierarchy of road uses. New concepts included the reverse-front house with integrated garage, and pedestrian pathways. The "Town for the Motor Age" was sited 12 miles from New York City, near a planned highway and rail line providing easy access to the mid-level employment of most of the residents. Although the designers intended Radburn to be a fully self-sufficient commercial and industrial town of 25,000 in the vein of a true Garden City, that dream was never realized. With the 1934 bankruptcy of the City Housing Corporation, a consequence of the Great Depression, Radburn and Sunnyside effectively highlighted the RPAA suggestion that the housing industry would only remain stable through a government or foundation backed source of funds or mortgage credit.

Although sharing a common vision for community development and social reform, Clarence S. Stein (1882-1975) and Henry Wright (1878-1936) came from very different professional backgrounds and training. Stein, a graduate of Cornell's architecture program, had European training in Beaux-Arts principles of design and had worked for Bertram Grosvenor Goodhue early in his career and helped design the formal City Beautiful plan for Tyrone, New Mexico and the fair grounds for the 1912 San Diego exposition. Wright, on the other hand, a graduate of the University of Pennsylvania, worked initially for landscape architect and planner George E. Kessler in Kansas City and St. Louis. Wright's early experience was influenced by the naturalistic traditions of American landscape architecture and dominated by a search for innovative solutions for suburban housing. During World War I, he worked on government-sponsored defense housing for the Emergency Fleet Corporation of the U.S. Shipping Board, and in the 1920s developed several attractive and innovative apartment houses in St. Louis.

Although Stein and Wright remained friends, their professional paths diverged in 1934, when Wright formed the Housing Guild with housing reformer Catherine Bauer and others, and devoted his energies to teaching at Columbia. During the last years of his life, Wright advanced his theories of large-scale, low-income housing based on his RPAA experience and the new European precedents, publishing them in *Rehousing Urban America* (1935). Stein continued to promote garden-city planning and during the 1930s provided technical assistance in the creation of Greenbelt (NHL) and the other greenbelt communities built by Rex Tugwell's Resettlement Administration. Stein was instrumental in the creation of Hillside Homes, a massive multi-story housing community in New York City, one of the first housing communities supported by the Public Works Administration (PWA) and Reconstruction Finance Corporation (RFC), and later Baldwin Hills Village (NHL), Los Angeles, a large-scale community of apartments and homes having a highly artistic garden city plan, which was privately financed through FHA-approved and insured loans. Stein remained an advocate for garden-city planning and the Radburn Plan, publishing *Toward New Towns for America* (1951) first in England and several years later America (1957).

Radburn was the fullest expression of Stein and Wright's "extraordinary ten-year collaboration" and the result of the "collaborative genius" that characterized the membership within the RPAA membership, according to Cornell University professor K. Carlyle Parsons, an RPAA-scholar and the late editor of the Clarence Stein Papers. RPAA's "inner-core" included Stein, "the organizer and manager;" Benton MacKaye, "the conservationist;" Alexander Bing, "the developer-builder;" Lewis Mumford, "the writer;" and Henry Wright, "the analyst" and a "powerful stimulus to clear thinking by RPAA members.

[31] Stein, *Toward New Towns for America*, 50-51; as suggested by Clarence Perry, R*egional Survey of New York and Its Environs*, Vol. 7, 1929.

Other members included Robert Kohn, Stuart Chase, Charles Whitaker, Robert Bruere, Frederick Ackerman, Catherine Bauer, Henry Churchill, and Albert Mayer. [32]

According to Parsons, Radburn's genius stemmed from the interaction of various subgroups within RPAA, each of which Stein was a member:

> MacKaye, Mumford, Stein, and Wright advocated building new communities in urban regions as part of a strategy of urban dispersion, expansion, and rebuilding; Stein and Wright invented new forms of large-scale community layout and design; Ackerman, Stein, Wright and Bing developed many economies in affordable housing and financing systems, to make housing sales to families of moderate means easier; MacKaye Mumford, Wright, and Stein formulated new concepts for the structure of large urban regions in which open space preservation would guide urban growth; Ackerman, Bing, Stein, and, later, Catherine Bauer, advocated greater equity in housing production, location, and design; and several RPAA members, Stein, Kohn, Whitaker, and, later, Mumford and Bauer, recommended specific new state and national planning and housing policies and the laws to implement them.[33]

The Depression served as a catalyst for significant additional experimentation with the Radburn Idea and the neighborhood planning concept. In 1932, under contract with the privately funded Buhl Foundation, Stein and Wright began construction of their final private collaboration, a planned community called Chatham Village at Pittsburgh, Pennsylvania. Combining their exhaustive construction cost analysis with the Radburn principles of central open space, reverse-front housing, pedestrian safety, and automobile accommodation, the design successfully demonstrated the economic feasibility and livability of high-density attached housing. Chatham Village also represented the first use in the United States of a protective greenbelt around much of the developed property.[34]

Perhaps the most significant influence of the Radburn Idea came with President Franklin D. Roosevelt's New Deal response to the growing numbers of displaced families during the Depression. The Resettlement Administration undertook the design and construction of a series of 'greenbelt' towns beginning in 1935, a first in government-funded housing for low-income families. Probably the most comprehensive use of the regional and community planning theory of the RPAA and the technical achievements of the Radburn Idea, only three greenbelt towns were actually completed, Greenbelt, Maryland (NHL); Greenhills, Ohio; and Greendale, Wisconsin. Stein and Wright served on the planning staff for two of the projects. Their Garden City approach to community planning as well as their solutions to health and safety were particularly apparent in the design of Greenbelt, Maryland, the largest and most complete of the three towns.[35] The Tennessee Valley Authority (TVA), another federal New Deal response operating on a regional scale, was also impacted by the Radburn experiment.[36]

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[32] Parsons, "Collaborative Genius," 463, 472.

[33] Parsons, "Collaborative Genius," 463.

[34] David Vater, "Chatham Village Historic District," National Register of Historic Places Nomination Form (Washington, DC: U.S. Department of the Interior, National Park Service, 1996). Chatham Village is also a National Historic Landmark.

[35] Elizabeth Jo Lampl, "Greenbelt, Maryland Historic District," National Historic Landmark Nomination Form (Washington, DC: U.S. Department of the Interior, National Park Service, 1996) 23.

[36] Eugenie Ladner Birch, "Radburn and the American Planning Movement: The Persistence of an Idea," in *Introduction to Planning History in the United States*, ed. Donald A. Krueckeberg (New Brunswick, NJ: Rutgers University

Of more far reaching importance was Radburn's contribution to the design of American suburbs through its demonstration of the Neighborhood Unit formula and methods of large-scale residential development. The broader housing and financial reforms brought about by the National Housing Act of 1934 and the creation of the Federal Housing Administration were influenced more by Radburn's innovative demonstration of large-scale residential planning for moderate and lower income Americans than by the Radburn Idea as a planning model to imitate with its organization into superblocks and its innovative reverse-front homes. Two events – the development of the New York Regional Plan and the 1931 President's Conference on Home Building and Home Ownership—would draw national attention to Radburn and provide the channels through which Radburn would exert its influence on the mainstream of American community planning and suburbanization.

The New York Regional Plan

The development of Radburn was coordinated with the New York Regional Plan, independently being prepared by the Russell Sage Foundation through the leadership of Frederic Delano and Thomas Adams, and others. Adams, who directed the extensive study and edited the multi-volume survey and plan, searched for models for suburban development in the growing metropolitan region as well as nationwide; he was particularly interested in promoting the Neighborhood Unit concept Clarence Perry had developed for the Russell Sage Foundation. His own study on "The Problems of Planning Unbuilt Areas," appeared in the seventh volume of the Regional Survey, *Neighborhood and Community Planning* (1929) and recognized Radburn's outstanding qualities. Through his many influential writings and his participation in the 1931 President's Conference on Home Building and Home Ownership, Adams provided analyses of the merits of Radburn, establishing it as a model for American neighborhood planning and praising its innovative accommodation of the automobile. Although Adams, an internationally recognized planner, was successful in gaining support for Neighborhood Unit planning, he failed to attract national support for the Radburn Idea as a basis for future subdivision design in the United States. [37]

Stein and Wright gave physical form to Perry's theoretical concept of the neighborhood unit and advanced it by responding to growing concern over the impact of the automobile on neighborhood safety. Although not a member of the RPAA, Clarence Perry worked for the Russell Sage Foundation and was a resident of Forest Hills Gardens on which he based his original concept. He was present at the RPAA meeting where the preliminary planning for Radburn took place, and he freely drew upon its example as a model of his Neighborhood Unit concept in his 1929 monograph, "The Neighborhood Unit," which was published in the seventh volume of the *Regional Survey*. Perry's formula called for communities large enough to support an elementary school, preferably about 160 acres with 10 percent reserved for recreation and park space. Interior streets were to be no wider than required for their use with cul-de-sacs and side streets being relatively narrow. Community facilities were to be centrally located, and a shopping district was to be located on the edge of the community where neighborhood streets joined the main arterials. [38]

Center for Urban Policy Research, 1983), 129. See also K. C. Parsons, "Clarence Stein and the Greenbelt Towns: Settling for Less," *APA Journal* 56, no. 2 (Spring 1990): 161-83.

[37] Thomas Adams, *The Building of the City*, The Regional Plan of New York and Its Environs, vol. 2. (New York: Committee on the Regional Plan of New York and Its Environs, 1931); "Problems of Planning Unbuilt Areas," Monograph Three, *Neighborhood and Community Planning*, vol. 7, *The Regional Survey of New York and Its Environs* (New York Regional Plan Association, 1929); *The Design of Residential Areas*, Harvard Planning Series (Cambridge: Harvard University Press, 1934).

[38] Clarence A. Perry, "The Neighborhood Unit," Monograph One, *Neighborhood and Community Planning*, vol.7,

In *The Building of the City* (1931), the concluding volume of the Regional Plan, Thomas Adams acknowledged the plan of Radburn as an "independent, but none the less significant, contribution" to the regional plan, and indicated that Stein and Wright had prepared the plan (which was published figure 15, page 134) in consultation with himself (Adams) "as representing the Regional Plan." Radburn was depicted as a community "where art and nature combine to make good living conditions." Like many reformers of his time, Adams believed that building sites should be large enough to permit adequate air and light; surroundings should be agreeable in character and free of harmful or dangerous influences; housing should be attractive, well-designed, and unified in character; transportation should be available nearby; and there should be space for healthy recreation. Among the communities the Regional Survey recognized as models of suburban planning were Radburn, New Jersey, Kohler in Wisconsin, Roland Park in Baltimore, Forest Hills Gardens on Long Island, Mariemont near Cincinnati, the Country Club District of Kansas City, and Lawrence Farms outside New York City.[39]

Adams envisioned the New York City region as offering many opportunities for the creation of new towns where "large open tracts of land" were combined with good transportation facilities. Radburn represented such a new town developed outside the periphery of the existing center of population. Adams summarized the principles that should be followed in planning new towns: adjustment of plan to the natural features; the arrangement of highway and street system that provided for "speed of through movement, the utmost degree of accessibility for local movement and the safety of pedestrians;" the design of streets to obtain "the proper orientation of buildings, … to suit different needs and obtain economy of development;" the organization of space into areas serving different functions; the selection and planning of open spaces for parks, playgrounds, parkways, and athletic fields; control over the heights and densities of buildings; and developing the town as a unit "with its distinctive parts harmonized in a consistent and well-balanced whole." [40]

Praising Radburn's innovative plan, Adams wrote:

> The Radburn plan is exceptional as an illustration of original treatment of a system of streets, pedestrian walks and parks. This special treatment has been introduced for the major purposes of separating pedestrian from vehicular traffic and combining the pedestrian ways with the park system. It proves the need of new forms of design to fit in with the needs of motor vehicles and to obtain safety for pedestrians. It shows the defect of the rectangular street plan, in which all streets are used for through traffic, under modern conditions. [41]

President's Conference on Home Buildings and Home Ownership

When the President's Conference on Home Building and Home Ownership convened in December of 1931, the first of the three "neighborhoods" planned for Radburn was near completion and construction

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Regional Survey of New York and Its Environs (New York: New York Regional Plan, 1929), 88-89. Several sources acknowledge the RPAA's interaction with Perry during the planning of Radburn: Howard Gillette, Jr., "The Evolution of Neighborhood Planning from the Progressive Era to the 1949 Housing Act." *Journal of Urban History* 9, no. 4 (August 1983): 426; Mumford, "Introduction," in *Toward New Towns for America* by Clarence Stein, 15; Parsons, "Collaborative Genius," 475.

[39] Adams, *The Building of the City*, 5, 78.

[40] Ibid. 568, 570-71.

[41] Ibid. 571. Adams report carried a full-page copy of the Radburn Plan in color, figure 15, p. 134.

was continuing despite the worsening economic conditions brought about by the Great Depression. A strong ally of private industry, President Herbert Hoover had long promoted better housing in America and, while serving as the U.S. Secretary of Commerce in the 1920s, served as the national president of the Better Homes for America, Inc. With the deepening recession, the faltering condition of the nation's home building industry raised increasing concern. The purpose of the 1931 conference was to consider ways of improving housing for a broad spectrum of Americans, developing a sound and lasting system of home financing, and bringing stability to real estate values. Private industry, public agencies, and professional organizations were all well represented. The conference brought together several thousand participants including the nation's leading experts in home financing, neighborhood planning, zoning, home design and construction, domestic science, and methods of prefabrication, including a number of those who, including Thomas Adams, Henry Wright, and Frederick Ackerman, had been involved in the development of Radburn.

Radburn figured prominently in the committee discussions and final recommendations. Radburn's example particularly interested the committees on city planning and zoning, subdivision design, large-scale operations, house design, and landscape planning and planting, whose reports and recommendations were published in various volumes of the proceedings published in 1932. Photographs of Radburn's parks, gardens, and recently completed housing clusters and apartment buildings appeared throughout the published conference reports, with captions such as "recent developments in subdivision practices are producing desirable homes with ample open spaces at reasonable low cost." [42]

Foremost was the conference's overwhelming endorsement of Clarence Perry's Neighborhood Unit Formula and the recommendations for broad-sweeping implementation of zoning or private deed restrictions to ensure that neighborhoods maintained their value and domestic land use. Of great interest was the economics of planning housing in groups and the large-scale operations. The *Architectural Record* reported that the conference housing committees all concluded "that planned neighborhoods are essential to good housing -- planned neighborhoods within the framework of the city plan and the regional plan.… The very idea of home ownership means permanence, stability, security. The best security for home ownership is a high standard dwelling located in a desirable neighborhood, protected against deteriorating influences."[43]

Much of what was discussed and concluded at the President's Conference found its way into the institutional guidelines governing subdivision development and large-scale operations compiled by the Federal Housing Administration (FHA). The FHA, created by the 1934 National Housing Act, established a framework for federal government-insured mortgage loans, providing the investment security sought by private banks and investors. Mortgage security, an important component in the community building vision of the RPAA, actually served to jump-start the commercial, profit-driven building industry.

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[42] John M. Gries and James Ford, ed., *President's Conference on Home Building and Home Ownership*, vols. 1-7 (Washington, DC: National Capital Press, 1932). The quoted caption appeared with the photograph used as the frontispiece of volume 1, *Planning for Residential Districts*.

[43] *Architectural Record* 71 (January 1932): 41, as quoted in Howard Gillette, Jr., "The Evolution of Neighborhood Planning from the Progressive Era to the 1949 Housing Act." *Journal of Urban History* 9, no. 4 (August 1983), 427 and 441, en. 24.

By the 1940s Perry's concept found widespread acceptance in the planning profession, and Radburn was fixed in the minds of American designers as an ideal model community – one worthy of emulation but one that remained out of reach given the prevailing economic conditions, land use policies, and financial structure of the home mortgage system. Nevertheless Stein and Wright's innovations and Perry's theory had influenced American housing policy spurring in the following decade the creation of privately financed subdivisions and large-scale rental communities through FHA-insured mortgages and fueling the ongoing debate over public housing for low-income Americans and the redevelopment of blighted areas in the nation's cities. The superblock as a unit of neighborhood planning and the necessary requirements for sunlight, fresh air, open space, comfortable and convenient housing, and recreation, so tangible in the Radburn example, would figure importantly in design solutions and become intermingled with the influences of European examples of large-scale residential development.

Highly instrumental in incorporating the concept of neighborhood planning into American urban design was Harland Bartholomew, who chaired the Committee on Subdivision Layout at the 1931 housing conference. According to historian Howard Gillette Jr., Bartholomew "linked neighborhood planning to slum clearance at the 1933 National Conference on City Planning and incorporated the concept in a number of the comprehensive plans he prepared for cities across the United States in the 1930s." [44]

The 1931 President's Conference encouraged the construction of housing on a large scale for both rental housing in single and multiple family dwellings, and owner-occupied dwellings. The Committee on Large-Scale Operations, chaired by Alfred K. Stern, Director of the Julius Rosenwald Fund, examined the design and economics of multi-story apartment houses such as Michigan Boulevard Garden Apartments in Chicago which Stern's foundation had designed to provide moderate priced housing for African American families; the grouped row houses of several World War I–era defense housing communities, Sunnyside Gardens, and Chatham Village; as well as the efficiently arranged small houses designed by Stein, Wright and Ackerman at Radburn. Large-scale operations, with their inherent economy, were recommended for the construction of neighborhoods of single-family homes as well as communities of rental housing.[45] An appendix to the Report of the Committee on Business and Housing entitled "Economic Factors Underlying Housing" indicated that the economic savings of the Radburn approach lay in the organization of a community where only 21 per cent of the land was covered by streets and lanes, a 10 percent reduction over normal practices of subdivision design. Additional savings stemmed from the completion of building up one part of the community before building up another.[46]

The FHA encouraged large-scale operations, where development was financed and carried out under the direction of an "operative builder" who arranged for the purchase of land, the design of the subdivision plat, and the design and construction of the houses, hiring architects as well as masons, carpenters, and other artisans to carry out the work. Such large-scale operations offered a "broader and more profitable use of capital" and permitted the introduction of industrial methods that resulted in savings in overhead,

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[44] Gillette, "The Evolution of Neighborhood Planning," 429, 433. Gillette also states that Perry applied his theory in 1933 to slum removal in *The Rebuilding of Blighted Areas—A Study of the Neighborhood Unit in Replanning and Plot Assemblage* (New York, 1933) and that James Dahir assessed the impact of neighborhood planning for the Russell Sage Foundation, publishing his findings in *The Neighborhood Unit Plan: Its Spread and Acceptance* (New York, 1947).

[45] For the Report of the Committee on Large-Scale Operations and Appendix I, "Experience with Large-Scale Operations, see John M. Gries and James Ford, ed., *Slums, Large-scale Operations, and Decentralization*, vol. 3, President's Conference on Home Building and Home Ownership (Washington, DC: National Capital Press, 1932), 66-95 and 96-105.

[46] Richard T. Ely, "Economic Factors Underlying Housing, and Experience of Limited Dividend Companies," Appendix 1, in *Slums, Large-scale Operations, and Decentralization*, ed. Gries and Ford, 161. The Report of the Committee on Business and Housing and Appendix I can be found on pp. 143-49 and 150-69.

construction, and merchandising costs." Developers were able to achieve the plan in a consistent and harmonious manner, and in addition develop "commercial services such as retail stores and gasoline stations necessary to the life of the new community."[47]

Although the example of Chatham Village most directly influenced the FHA's program of large-scale rental housing in the mid-1930s, the seminal influence of Radburn was seen in the widespread adoption of large-scale planning, the use of superblock planning, the grouped rows of attached dwellings interspersed with garden courts, and landscape improvements that became the basis for mortgage insurance and loan approval for garden apartment communities such as Colonial Village and the Buckingham Community, in Arlington, Virginia, and later Baldwin Hills Village in Los Angeles. Further evidence of the FHA program as a direct outgrowth of the garden-city principles as promoted by the RPAA and expressed at Radburn and Chatham, lies in the leading role of FHA architect Henry Klaber in formulating the architectural standards for the program and working closely with developers such as Gustave Ring and Allie Freed. Stein's close friend and former classmate, Klaber was one of the founding members of the RPAA. As the architect of Michigan Avenue Garden Apartments in Chicago, a philanthropic project of the Rosenwald Foundation, and one of the leading architects working for the PWA under Robert D. Kohn from 1933 to 1934, Klaber had considerable knowledge and experience in utilizing economies of scale and lowering the costs of large-scale housing while maintaining the qualities associated with garden-city planning.[48]

The Committee on City Planning and Zoning, chaired by Frederic A. Delano, the former chairman of the Regional Plan of New York and a former president of the American Civic Association, endorsed Perry's neighborhood unit as self-contained community within boundaries formed by major streets to maintain desirable housing standards and real estate values. In keeping with Perry's concept and the Radburn example, the committee recommended that a community have as its focal point a group of community facilities centering about the elementary school and that multiple-family dwellings, shopping centers, and commercial establishments be located on or immediately adjacent to boundary thoroughfares. The committee endorsed the use of deed restrictions as the primary means for controlling the physical character of a neighborhood, excluding nonresidential activities, and maintaining real estate values.[49]

The influence of Radburn, and other notable suburbs such as Mariemont, Ohio, on subdivision design and neighborhood planning in the United States lay in a myriad of design practices that became embedded in the committee recommendations and were later adopted for the FHA standards. The Committee on Subdivision Layout, chaired by Harland Bartholomew, defined the ideal neighborhood as one protected by proper zoning regulations, where trees and the natural beauty of the landscape were preserved, and where streets were gently curving and adjusted to the contour of the ground. Spaciousness and the provision of open space were important aspects of design that could be achieved by subdivision into large lots, dedicating large open areas in the interior of blocks, or creating parks and playgrounds."[50] Among the conclusions laid out in the report of the Committee on Subdivision Layout,

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[47] FHA, *Planning Neighborhoods for Small Houses*, Technical Bulletin No. 5 (Washington, DC, July 1, 1936), 8-9.

[48] McClelland, Linda Flint, "Gardens for Suburbia – The Colonial Revival, Community Planning, and the National Housing Act of 1934," unpublished paper, presented at the Colonial Revival in America Conference, Charlottesville, Virginia, 17 November 2000.

[49] John M. Gries and James Ford, eds., *Planning for Residential Districts*, vol. 1, President's Conference on Home Building and Home Ownership (Washington, DC: National Capital Press, 1932), 42-44; Report of 1931 conference, "Federal Housing Construction," *Architectural Record* 77, no. 3 (March 1935): 191.

[50] Gries and Ford, ed., *Planning for Residential Districts*, 52-54, 59, 76. The report of the Committee on Subdivision Layout can be found on pp. 47-124. H. Hubbard and H. Wright, John Nolen, and Robert Whitten were members

the influence of the Radburn experiment could be found, particularly the emphasis on developing subdivisions based on the Neighborhood Unit principle.[51] Henry Wright, who served on the committees for subdivision layout and large-scale housing, provided technical information concerning design of the Neighborhood Unit as well as his economic analysis for Radburn.[52]

The Committee on House Design, chaired by William Stanley Parker, President of the Architects' Small House Bureau in Boston, called for improvements in small house design, the arrangement of houses in well-planned groups that benefited from fresh air, sunlight, and outdoor space and avoided the monotonous repetition of houses placed uniformly on crowded narrow lots. Ackerman was a member of the committee, and Henry Wright served as its research secretary. The Committee on Landscape Planning and Planting, chaired by Josephine Morgan, included illustrious members of the landscape architecture profession and representatives of the American Civic Association, Garden Club of America, Woman's National Farm and Garden Association, National Council of State Garden Club Federations, and government horticulturalists and extension agents. The committee acknowledged the value of open space and parks in the design of neighborhoods of both detached homes and apartment buildings, noting the trend where interior blocks were reserved for parks and gardens. The committee also recommended that the grounds of small homes be developed with three separate areas, "the approach, the service area, and the part of the grounds reserved for pleasure," and advised that the best planting effects were "attained by confining the planting to the shade trees which are native in that part of the county." [53]

FHA design standards intended to ensure stable property values for subdivisions of low-cost homes were published in a series of bulletins, including *Planning Neighborhoods for Small Houses* (1936), *Planning Profitable Neighborhoods* (1938), and *Principles of Planning Small Houses* (1936 and 1940). Elements from the Radburn Plan were specifically cited as desirable, in particular the designation of open-space for use by residents.[54] Although more affluent suburbs had relied upon deed restrictions to control land use since the late nineteenth century, Radburn was one of the first residential developments of mixed housing to make use of such restrictions. The idea so emphatically demonstrated at Radburn that neighborhoods be laid out with a hierarchy of roads, from wide feeder roads to narrow cul-de-sacs, was adopted and applied to more traditionally designed subdivisions where houses fronted on streets. Intended to improve traffic safety, eliminate through traffic, and reduce construction costs, such roads became the hallmark of American suburbs beginning in the 1930s. However, the "new town" vision of the Radburn designers, calling for integrated land-uses and self-sufficiency, was lost to the over-riding emphasis on stable property values.

Much subdivision development in the United States in the mid-twentieth century was directly influenced by the FHA guidelines established in the 1930s. Although the plans were clearly improved by Radburn elements, the focus of real estate development continued to be profit-driven, exclusive of the lower classes, and devoid of regional vision. A few later experiments with planned communities, including Baldwin Hills Village (NHL), Los Angeles, California (1941) where Clarence Stein served as a technical consultant, Reston, Virginia (1961), and Columbia, Maryland (1963), continue to confirm the economic and community theories developed by the RPAA and demonstrated by the still-thriving

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of this committee.

[51] "The President's Conference on Home Building and Home Ownership. Tentative Report of the Committee on Subdivision Layout," December 3, 1931, The Henry Wright Papers, box 3, file Dec. 3, 1931, Rare Books and Manuscripts Collections, Cornell University, Ithaca, New York, p. 17.

[52] Ibid, List of References.

[53] Gries and Ford, eds., *Planning for Residential Districts*, 167-68, 176-77.

[54] FHA, *Planning Neighborhoods*, 24.

community of Radburn**.**

Peopling Places

Post-industrial revolution urban overcrowding and decay initiated the first migration of upper class families to commuter suburbs on the rural edges of the city. These early experiments with suburban design were influenced by the romantic, naturalistic ideals of landscape designers such as Frederick Law Olmsted, Sr., Calvert Vaux, and Andrew Jackson Downing. The curving streets following natural topography and large building lots with landscaping were designed to improve the physical and mental health of the occupants. Such developments were also designed to be exclusive of the lower classes. Working class families could not afford the large lots and houses; nor were they able to afford the transportation costs from such suburbs to their industrial employment located in the urban centers.

Beginning around 1890, the streetcar provided the cheap transportation necessary for the working and middle class movement to the city's edge. Speculative builders quickly subdivided the land along the established 'gridiron' street plan into endless rows of narrow lots, known as 'streetcar suburbs.' But costs were only kept within the moderate range by reducing lot widths, allowing more and more houses to be squeezed into increasingly undesirable neighborhoods lacking light, air and open space. This plan served equally well for the speculative development fueled by the increased availability of the automobile following WWI, which spurred renewed subdivision on the ever-expanding edges of the city.[55]

Members of the Regional Planning Association of America (RPAA), established in 1923, were appalled by the unplanned and unhealthy growth of the American city. Their position was articulated by Henry Wright, one of the core members of the RPAA, stated under the heading "Where Shall We House?"

> Behind the speculative activities of the post-War [WWI] land subdivision there lies a very real urge to get to the open country so as to get away from the drabness and sameness of the old parts of the city. Unfortunately, home seekers have not sufficiently reasoned out their desires, to appreciate the fact that the open country which they have been buying in parcels 35 or 50 feet wide has all the seeds of the old monotonous regions that they hoped to escape. The new districts, if and when built up, merely repeat the old conditions and cause a new abandonment for newer, unspoiled fields beyond. [56]

The RPAA proposed dramatic reorganization of urban growth through a planned regional approach, in which planned 'new towns' would house low and middle class workers, complete with de-centralized regional industries, commercial centers, educational and recreational facilities.

Drawing upon the community-building theory of Ebenezer Howard's Garden City concept, Raymond Unwin and Barry Parker's physical Garden City experiments in England, Henry Wright's suburban development plans in Missouri (1910s), and the successes of the U.S. government's defense housing communities constructed during WWI, (Forest Hills and Nolen's Mariemont, the RPAA sought to develop its own demonstration Garden Cities. To that end the City Housing Corporation was created, officially described as, "A Limited Dividend Company Organized to Build Better Homes and

[55] Peter G. Rowe, *Making a Middle Landscape* (Cambridge, MA: The MIT Press, 1991), 3-4.
[56] Henry Wright, *Rehousing Urban America* (New York, NY: Columbia University Press, 1935), 11.

Communities."[57] Financed by private investment funds and under the direction of Alexander M. Bing, the corporation undertook the construction of Sunnyside Gardens in New York City (1924) and Radburn, New Jersey (1928). Sunnyside Gardens was located within the city and limited to the gridiron plan already laid out by city planners. Its designers Clarence Stein and Henry Wright considered Sunnyside Gardens to be technical practice for the later development of a more complete Garden City; the development of Radburn as a satellite town in the outwardly expanding metropolitan region surrounding New York City, provided this opportunity. The outlying greenbelt – integral to Howard's diagram – was moved to the interior of the community and the superblocks, first introduced by Parker and Unwin at Letchworth and Hampstead Gardens, and the concept of reverse-front housing, built-in garages, and service courts on short cul-de-sacs employed to accommodate the family automobile.

Visions of the American Garden City were altered by the realities of American life. Various elements of the Radburn town plan strayed from Howard's concept including the lack of a greenbelt surrounding the town, described as "an economic impossibility in the United States where land is taxed directly upon its capital site value without respect to its present use or revenue . . ."[58] Although the protective greenbelt was originally planned, according to Charles S. Asher then legal counsel to the City Housing Corporation, "As soon as the acquisition [of the Radburn acreage] was announced, the assessor of the Borough of Fair Lawn assessed every square foot as a potential suburban building site."[59]

Howard's Garden City vision of a diverse low and middle class population evolved at Radburn into a homogenous middle class community.[60] The lack of diversity was due in part to the high cost of the land at the chosen site, which in turn raised the cost of the houses. Also, planned industrial development at Radburn did not materialize, a significant departure from the Garden City concept, "and Radburn had to accept the role of a suburb."[61] Rather than maintain the whole town under single or cooperative ownership, as suggested by Howard, the decision to sell individual house lots (except the interior parks) was thought to be necessary due to American middle class attitudes toward property ownership. Clearly a number of factors contributed to the Radburn's departure from the Garden City ideal, consequently the community plan focused on the integration of the automobile into community life in a way that would be safe for residents, convenient, and still provide a pleasant, healthy atmosphere. Henry Wright wrote in 1930:

> The Garden City Plan (1898) fitted into the old condition of its day, but Radburn (1928) had to meet an entirely new set of conditions. City Planning had been engrossed in the solution of traffic movement, adjusting old time street systems to new demands of the motor car, but no completely new town had recognized the necessity of meeting the human problems of danger, noise, and nuisance accompanying the convenience of the new vehicle. The 'Radburn Idea' attacked

[57] Letterhead description on an article by Tracy Augur, published by the City Housing Corp., "Radburn – The Challenge of a New Town," March 1931, The Clarence Stein Collection, Rare Books and Manuscripts Collection, Cornell University, Ithaca, NY.

[58] Louis Brownlow, Municipal Consultant, City Housing Corporation, "Radburn: A New Town Planned for the Motor Age," in *International Housing and Town Planning Bulletin* (February 1930): 4; box 1, file 21, The Clarence Stein Collection, Rare Books and Manuscripts Collection, Cornell University, Ithaca, New York.

[59] Charles S. Asher, "Remarks on the Designation of Radburn as an Historic Landmark, 4 October 1975," The Radburn Association, Radburn, N.J.

[60] Clarence S. Stein, *Toward New Towns for America* (New York, NY: Reinhold Publishing Corp., 1957), 67-68.

[61] Ibid., 41.

the problem as a related whole.[62]

The Radburn town plan reflected a conscious adherence to Clarence Perry's Neighborhood Unit concept (*Regional Survey of New York and Its Environs*, 1929), dividing the town into three units of approximately 10,000 people (see attached plan), based on the number of children served by a neighborhood elementary school. Centrally convenient to the three neighborhoods would be a high school, community center, and commercial area. Actual construction according to the plan, which ended after 1934 with the bankruptcy of the City Housing Corporation, resulted in only 1/3 of one neighborhood and a small section of a second. Although much smaller than originally planned, the Radburn community was able to operate as a neighborhood unit; served by the Radburn elementary school, a community center (the Grange Hall), and the Plaza Building commercial area.

Within the neighborhood unit, the Radburn Idea centered on the superblock and the road network. To accommodate both the automobile and the safety of residents, and to achieve development cost savings, roads at Radburn were designed with a hierarchy of uses resulting in its unique plan. The main through-road (Fair Lawn Avenue) was intersected by boulevards (Plaza Road and Radburn Road), which provided access to the narrower, curving access roads bordering the superblocks (High, Howard, and Owen; Warren, and Sanford). These in turn provided access to the cul-de-sacs on which the houses were located, and the pedestrian paths leading through the interior parks. The closely spaced houses were turned facing inward on the parks to turn the focus of the living space on the open green, to keep children away from the streets, and to encourage neighborly interaction. All of these features achieved a safe and healthy environment at a cost affordable to the working middle class.

Perhaps the most radical community feature, although modified in the Radburn Plan, was the Garden City concept of common ownership of land. Howard suggested that the Garden City should be held under single or associative (community) ownership to remove the speculative nature of development and reduce the cost of greater amenities for all class levels. While the RPAA supported this ideal, Alexander Bing and the Directors of the City Housing Corporation felt that single or community ownership was "impractical" and would cause difficulty in securing mortgages by purchasers.[63] However, community ownership of the large tracts of interior green space would keep the purchase price of individual lots within the range of the middle class home owners. The 1929 creation of the Radburn Association, with an elected Board of Directors, provided the mechanism through which the community could take ownership of the common property and maintain and control the use of commonly used parks, pathways, and recreational facilities.[64] The Association was additionally responsible for administering and enforcing the architectural and lot restrictions conveyed with each property deed and were intended to maintain Radburn's design in perpetuity.

The Radburn Idea, and the planning elements successfully demonstrated at Radburn, had an immediate and lasting impact on community planning in the United States. Tracy Augur, a city planner and landscape architect from Michigan, was clearly aware of the impact Radburn would have on future planning, writing in a 1931 article prior to his employment as a federal planner with the Tennessee

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[62] From Henry Wright, "The Autobiography of Another Idea," *The Western Architect* (September 1930), reproduced in the obituary of Henry Wright written by Clarence Stein in *American Architect and Architecture*, August 1936, box 16, file 52, The Clarence Stein Collection, Rare Books and Manuscripts Collection, Cornell University, Ithaca, New York.

[63] Stein, *Toward New Towns for America*, 68.

[64] "Declaration of Restrictions No. 1 Affecting Radburn, Property of City Housing Corporation," March 15, 1929, Radburn Association, Radburn, NJ.

Valley Authority:

> Radburn stands out singly not because it is the biggest or most beautiful of cities but because it is the first tangible product of a new urban science…that seeks to make the places of man's habitation and industry fit the health requirements of his daily life…Radburn is not a theory, it is a demonstration…Radburn cannot be a model for all types of city, nor for all cities of the residential type; it stands in recognition of the varying functions cities serve, and in planning to serve one of the more common of them, it points the way to the service of others.[65]

Through the continued work of Stein and Wright, funded both privately and through the federal government, elements of the Radburn Plan were refined and improved at Chatham Village, Pittsburgh, Pennsylvania (1932-36), Greenbelt, Maryland (1935), and at Baldwin Hills Village, Los Angeles, California (planning began 1935, construction began 1941). All employed the hierarchy of road-use, the superblock with interior green and residences turned inward. Greenbelt included the use of pedestrian underpasses and the neighborhood unit with elementary school, community center, and commercial center. Use of the Garden City-influenced single ownership concept was fully implemented at Chatham Village, owned and maintained by the Buhl Foundation until 1960 when it was sold to Chatham Village Homes, Inc., a resident's cooperative that continues today. The federal government initially owned Greenbelt; in 1952 ownership was transferred to the Greenbelt Veterans Housing Corporation, a non-profit organization of resident members.[66]

The cost-savings and increased safety of the design demonstrated at Radburn were important influences on the 1936 FHA guidelines for developing neighborhoods at lower cost.[67] Henry Churchill, who had worked with Wright on the greenbelt towns, noted:

> The heat for guaranteed, effortless profits was not yet on, and the analytical theories of Henry Wright, and their resultant application to good subdivision design, were built into the manuals of FHA in its early days by such men as Miles Colean and E. Henry Klaber. No matter how low FHA has sunk since then, those basic principles left ineradicable traces.[68]

Specifically, the plan of a Radburn superblock was used to illustrate the safety of cul-de-sacs and the desirability of dedicating open space in a development for common use.[69] Although FHA standards were geared toward the financial stability of low and middle income neighborhoods rather than toward the higher social purpose of quality community living envisioned by the RPAA at Radburn, the success of the Radburn Plan had direct influence on particular aspects of what would become the overriding guide to future suburban development.

The capability of the superblock for high-density, large-scale development was taken a step further by government housing authorities in the creation of public housing. In the name of Urban Renewal these

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[65] Tracy Augur, "Radburn – The Challenge of a New Town," *Michigan Municipal Review*, February 1931, p. 40, as cited in Birch, in Krueckeberg, *Introduction to Planning History*, 129.

[66] Elizabeth Jo Lampl, "Greenbelt, Maryland Historic District," 45.

[67] Birch, "Radburn and the American Planning Movement," in *Introduction to Planning History*, ed. Krueckeberg, 133.

[68] Henry Churchill, "Henry Wright 1878-1936," in *The American Planner, Biographies and Recollections*, ed. Krueckeberg, 2d. ed. (New Brunswick, NJ: Rutgers University Center for Urban Policy Research, 1994), 252.

[69] FHA, *Planning Neighborhoods for Small Houses*, Technical Bulletin No. 5, July 1, 1936, p. 12-15, 25.

planned "neighborhoods" degenerated into warehouses for the poor, cited by critics as "badges of social identification and affliction…and the lives of the residents seem to have neither dimension nor meaning."[70] The near-complete failure of the public housing experiments of the 1960s, held against the continued success of the Radburn community, highlights the need for attention to comprehensive planning which the Radburn designers had demonstrated.

Radburn immediately gained international attention. In 1934, the International Congress on Housing met in the United States and visited Radburn. English town planners Parker and Unwin, with whom Stein and Wright consulted in the early stages of planning, became interested in Radburn's innovations for controlling traffic, and, according to Walter Creese, incorporated references to Radburn in their proposal for Wythenshawe, near Manchester. The Radburn Idea was adopted for the creation of new towns throughout the world, including Kitimat in British Columbia, Vallingby and other satellite cities in Sweden, and Chandigarh in India.[71]

Clarence Stein described Radburn later as, "A Most Successful Failure." Despite the financial collapse of the City Housing Corporation and its failure to complete the whole town plan, Stein concluded,

> There can be no question of Radburn's success as a really good modern place to live well at moderate cost. Its inhabitants present and past answer for that. The extent to which the Radburn Plan has inspired and affected town planners throughout the world tells what others think of it.[72]

Expressing Cultural Values

The emerging American middle class of the 1920s found improvements to their lifestyle, with manufactured goods, particularly the automobile, becoming more available and affordable to them. The freedom to move away from the crowded city provided by the automobile was stifled however, by the profit-driven nature of subdivision development after WWI. With rising housing costs came diminishing quality of construction, design and setting. The Radburn town plan was designed to demonstrate that a community dedicated to safety and attractive, healthful surroundings for middle class families could be achieved through the economic savings of large-scale construction and comprehensive planning.

Originally conceived of as a "new town" demonstration for the regional planning theories of the RPAA, the town of Radburn was to be fully self-sufficient with government, industry, housing, recreational and educational facilities, and a commercial center. Planners quickly found that industry was not interested in relocating to the relatively remote Radburn site. Lack of industrial employment and the unexpected high cost of land changed the focus of the development from Garden City experiment to demonstration of a new vision of middle class suburban development.[73] Within five years of beginning construction, the Depression forced the sale of much of the undeveloped land and the full Radburn town plan was never completed. However, the Radburn Idea, described by Stein as "a radical revision of relation of

[70] William Moore, Jr., *The Vertical Ghetto*, as cited in Birch, in Krueckeberg, *Introduction to Planning History*, 142.
[71] See Creese, *The Search for Environment*, 266; Parsons, "Collaborative Genius," 463; and Stein, *Toward New Towns for America*, 9.
[72] Clarence S. Stein, "Radburn – A Most Successful Failure," Handwritten article, n.d. (probably 1948), box 1, file 24, The Clarence Stein Collection, Rare Books and Manuscripts Collection, Cornell University, Ithaca, New York.
[73] Stein, *Toward New Towns for America*, 40-41.

houses, roads, paths, gardens, parks, blocks, and local neighborhoods,"[74] successfully addressed the perceived requirements for acceptable middle class housing. It was a well-defined alternative to the monotonous subdivisions on dangerous grid pattern streets that were being marketed by speculative builders to families desperate to escape the inner city. To modern day planners, the Radburn Plan is viewed as the "ancestor of cluster zoning, planned unit development, and large-scale community building" and such "modern transformations are [seen as] descendents, sometimes blurred shadows, of RPAA concepts." [75]

Radburn was planned with four primary middle class values in mind, affordability, safety, health, and modernity. The "Town for the Motor Age" was designed specifically to address the presence of the automobile, the key to middle class mobility. Each element of the town plan was considered in the context of construction cost-savings and the creation of a relaxing, healthful atmosphere. The members of the RPAA, and particularly Henry Wright, had already recognized the middle class desire to escape the city and purchase homes in the "open country." Wright believed that the open country would eventually become the same monotonous grids from which the middle class was trying to escape.[76] By building their town from former farmland 12 miles from the city's edge, the Radburn planners anticipated savings in land and subdivision costs that would make their town affordable to the moderate-income families they hoped to attract. Although they found land prices higher than expected, the land required little grading and was free from zoning restrictions that would have limited the cost savings created by their unique town plan.[77]

Central to the plan was the hierarchy of road uses. Stein described the purpose of the "Specialized Roads Planned and Built for One Use Instead of for All Uses:"

> …service lanes for direct access to buildings [cul-de-sacs]; secondary collector roads around superblocks; main through roads, linking the traffic of various sections, neighborhoods and districts; express highways or parkways, for connection with outside communities (Thus differentiating between movement, collection, service, parking, and visiting.).[78]

The roads of Radburn were a defining feature of the planners' attempt to integrate safely the automobile with residential design. Like the early upper class subdivisions of Olmsted and Vaux, curving streets not only slowed traffic, they provided pleasant visual effects. Integral also to the hierarchy of road uses and safety was the inclusion of pedestrian pathways providing safe pedestrian access to all community services through interior parks and away from the roads used by automobiles. Again drawing on Olmsted and Vaux in their classic design of the roads and paths of Central Park, the paths of Radburn maintained separation from the roads even at crossings through creative use of the underpass and overpass (see photos).[79]

While the specialized roads achieved a new level of safety and attractive surroundings, they also provided profound cost savings. Radburn's secondary roads defined the primary subdivision unit, the superblock with houses grouped around cul-de-sacs. Although not radically new, having been used to a small degree in the English Garden Cities and in several earlier American communities, Radburn

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[74] Ibid., 41.
[75] Parsons, "Collaborative Genius," 463.
[76] Wright, *Rehousing Urban America*, 11.
[77] Stein, *Toward New Towns for America*, 39.
[78] Ibid., 41.
[79] Ibid., 44.

introduced the first large-scale use of this design concept. Large blocks and cul-de-sac placement of houses dramatically reduced the cost of road and utility improvements. Stein notes, "[t]he saving in cost of these not only paid for the 12 to 14 per cent of the total area that went into internal parks, but also covered the cost of grading and landscaping the play spaces and green links connecting the central block commons."[80] By leaving the center of the block as open space, Radburn designers saved additional cost by not having to construct roads around them, and at the same time provided safe play areas for children.

Radburn's location along the Erie Railroad offered the advantages of transportation by rail to Hoboken, Newark and downtown Manhattan. Early in their planning, Radburn's designers saw the need for a suburban train station that would be not only an amenity for Radburn commuters, but also a model facility that would integral to transportation planning throughout the New York metropolitan area. Built on the site of the frame rural station that had served local farmers since the late nineteenth century, the new Radburn -Fair Lawn Passenger Station (1930) was to serve as the western anchor of the community's civic center that was bounded on the east by the prominent Radburn Plaza Building with its striking clock tower. In June 1928 the proposal for the "Fairlawn Station Square" called for a modern structure costing $60,000 and improved service for the commuters who would be moving into Radburn upon completion of the first 200 homes. Clarence Stein, town planner and architect of Radburn, designed the station to harmonize with the surroundings of the greater Radburn community and to follow the "old Dutch Colonial architecture for which northern New Jersey was known." The station's sloping and overhanging gambrel roof, sprawling horizontal massing, and combination of stone walls and moulded woodwork continue today to echo the architecture of the region's colonial farmhouses. The station served passengers between Suffern (outbound) and Hoboken (inbound), where connections could be made to downtown Manhattan and other points in the metropolitan region. As the suburbanization of Bergen County increased in the twentieth century, the number of daily trains stopping at Radburn increased from 5 in 1899, to 13 in 1938, and to 26 in 1980.[81]

The new Radburn station was illustrated in *The Building of the City* (1931), the second volume of the New York Regional Plan, in the chapter calling for the broad scale planning and unified development of transit facilities. Planner Thomas Adams wrote: "There is no part of the problem of communication which suffers so much from lack of broad scale planning and unified development as that which [is] related to suburban transit. That there should be easier access provided between Long Island and New Jersey, Long Island and Westchester, and between Westchester and New Jersey, or in other words around the centers of New York, has been urged by the most competent authorities and is part of the Regional Plan. The solution must be found, if intolerable future congestion of Manhattan is to be prevented." To Stein, Adams, and the RPAA members, the new Radburn station not only represented a harmonious solution for merging country and suburb, but it also demonstrated that coordination between transportation carriers and suburban land developers was both possible and desirable.[82]

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[80] Ibid., 48.

[81] "New Fair Lawn Railway Station – Modern Structure to Cost $60,000—Built to Harmonize with Radburn," *Fair Lawn and Paramus Clarion*, 29 March 1929, p. 1; "Public Shows Marked Interest in Radburn Development—Convenient Means of Travel to New York to be Greatly Improved," *Fair Lawn and Paramus Clarion*, 19 April 1929, p. 1 and 8, in *Radburn: A Photo History, 1929-2004*, a compact disk produced by residents of Radburn to commemorate the community's 75th Anniversary, 2004. The station first appeared on the November 1929 plan, "Northwest and Southwest Residential Districts;" a year later the station building and grounds (having an automobile entrance off Fair Lawn Avenue, which was lined by trees on the south, and a parking lot to the west) appeared on the "Plan of the development completed by 1930" (reproduced in Stein fig. 26, p. 49). Richard Meyer, Radburn-Fair Lawn Station, National Register of Historic Places Inventory Form, 22 June 1984, in "Operating Passenger Railroad Stations in New Jersey TR."

[82] Quotation and photograph appeared in Adams, *The Building of the City*, 257.

Recreational opportunities and open space were important aspects of the Radburn Plan. Free time for recreation was a new concept enjoyed by middle class workers. Seen as an important component of healthy living, recreational space was designed to be an integral part of the interior parks at Radburn. Facilities including tennis courts, swimming pools, playgrounds, and a gymnasium at "The Grange" were provided to meet the recreational needs of residents. The Radburn Association, financed by an annual fee charged to property owners, maintained the facilities.

The interior parks central to each superblock served the Radburn town planners in four ways: cost savings on improvements and safety, as already described, as a source of recreation and, most importantly, they provided a healthy, community-enhancing environment. Located along the center of each superblock, the parkland was accessible to all of the houses on the surrounding cul-de-sacs. The City Housing Corporation set up the Radburn Association as a community-based governing group to facilitate deed restrictions, provide community services, and maintain community property. The Association also retained ownership of the community parkland. Thus, through the purchase of a small lot at an affordable price, residents had convenient, affordable access to the open space considered necessary for a healthy residence. Access to the qualities of fresh air and open space had been considered available only to wealthy families capable of purchasing the large lots associated with earlier suburban communities. At the same time, the parks and the community association were designed to encourage "neighborly interaction," an important component of a healthy neighborhood.[83]

Cost-savings, safety and quality of life were also addressed through the buildings of Radburn. Henry Wright had analyzed and confirmed the cost-savings of group housing at Sunnyside Gardens, specifically attached "group dwellings" and "garden apartments."[84] However, housing at Radburn was primarily in the form of single-family houses that were either completely detached or connected to an adjoining house by a common garage wall. Lower-cost housing was provided by attached group dwellings that formed rows of four or more units and three-story apartment buildings. The decision to construct mostly single-family houses was based on the perceived preference of middle class families for the single-family dwelling, as well as a better chance at securing mortgage credit.[85] Savings were realized, however, through the large-scale construction of houses and utilities over a short period of time at Radburn.

The most unique aspect of the dwellings at Radburn was what has been called the "reverse-front" house (see attached plan showing cul-de-sac, reverse-front design, and attached and detached houses). The concept was to focus the living areas (living room, dining room, and bedrooms) of the house on the reposeful garden side, and the service areas (kitchen, laundry, and garage) on the street side. Wright described the function of his design, "the house with two fronts, one for convenient service, the other for peaceful living . . ."[86] The focus on the interior green enhanced the residents' sense of having achieved genteel country living. This sense was further increased by architect Frederick Ackerman's use of the Colonial Revival and Tudor Revival styles of architecture; with their fronts turned toward the central green, the image of a New England colonial town was unmistakable. Peter Rowe, in analyzing modern housing, described this image creation in architecture as "spatiotemporal masks,"

> Allusions to other times and other eras, amid contemporary circumstances,

[83] Stein, *Toward New Towns for America*, 61.
[84] Wright, *Rehousing Urban America*, 31.
[85] Ibid., 42.
[86] Ibid., 54.

> certainly blur the impact of the present, allowing notions of continuity to be reestablished and even traditional values to be reawakened.[87]

In the rapidly changing world of the early twentieth century, the allusion to pre-industrial values was a real source of comfort. Despite increased middle class reliance and demand for technological improvements, yearning for a "simpler time" influenced the value placed on open-air, healthy environments and the return to living in "the country." Yet the traditional charm of the colonial style houses and their unusual orientation did not come at the expense of the modern amenities the middle class had come to expect. Radburn houses were equipped with modern kitchens, laundry facilities, and integrated garages for convenience. The combination of atmosphere and amenities had long been available to the wealthy through their ability to pay the higher cost; Radburn was among the first developments to provide both quality setting and modern convenience so completely at a cost affordable to middle class working families.

The suggestion of genteel country living at Radburn was again made through the detailed landscape design of Marjorie Sewell Cautley. In her words, "it was the desire of the landscape designer to preserve for Radburn a part of the beautiful natural growth that is being destroyed so rapidly throughout northern New Jersey."[88] Emphasis was on native plants and trees including azalea, viburnum, highbush blueberry, hawthorn, wild roses and asters, and dogwood, cedar, hemlock, oak and maple, many transplanted from the woods nearby, "so that when Radburn is a city of twenty-five thousand souls there will still be an echo of the woods and meadows upon which it was built."[89] Plantings around the closely spaced houses were designed to increase privacy with tall shrubs and property-line hedges. Cautley hoped to provide through her house plantings an opportunity for additional variety:

> ...a different foliage scheme was planned for each garden group and for each motor street. Not only may a householder choose between brick and clapboard, six rooms or eight, but he may also select an orchard garden such as Arlington with round-leaved snowberry hedges, and round-leaved honeysuckle vines and bushes, or he may prefer to live in Bancroft in the shade of honeylocusts, mountain-ash, rose vines, and hedges of Vanhoutte spirea. The Ashburn walk will be arched overhead by sweet mockorange and flowering dogwood. Berkeley Place will bloom early with hawthorn and late with shrub-althea, while Audubon remains stiff and prim in a hedge of clipped privet.[90]

The overall cost-savings achieved by the Radburn designers and emphasis on open space allowed for the inclusion of the kind of landscaping associated primarily with the homes of the wealthy upper class. The Radburn planners sought to ensure the continued maintenance of the carefully created atmosphere of the community. Rather than burden the community government with zoning restrictions, which they felt were expensive and ineffective, architectural, property line, open space, and landscaping controls were instead conveyed as part of the property deeds for Radburn. The "Declaration of Restrictions" was established in 1929 along with the creation of the Radburn Association, which administered the restrictions. Designed to protect atmosphere and appearance, this tool had been used previously by wealthy suburban communities.[91] Having attracted considerable interest at the 1931 President's

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[87] Peter G. Rowe, *Modernity and Housing* (Cambridge, MA: The MIT Press, 1993), 33.
[88] Marjorie Sewell Cautley, "Planting at Radburn," *Landscape Architecture* 21, no. 1 (October 1930): 24.
[89] Ibid., 26.
[90] Ibid., 26-29.
[91] Eugenie Ladner Birch, "Radburn and the American Planning Movement," in *Introduction to Planning History*, ed. Krueckeberg, 133.

Conference on Home Building and Home Ownership, deed restrictions (later called "restrictive covenants") figured importantly in the FHA's loan approval process, providing a mechanism that would ensure neighborhood stability in the absence of local subdivision regulations or comprehensive planning.[92]

In 1935, Henry Wright wrote of the success of Radburn in attracting and holding the middle class families whose values the town plan had addressed through affordability; the safe integration of the automobile; the healthy, attractive open spaces; and modern houses with traditional charm.

> So satisfied were they [Radburn residents] with their bargain that, when costs of new dwellings during the early part of the depression had fallen to a point where the residents might have sacrificed their purchase contract and moved elsewhere at an actual cost advantage, they remained for the simple reason that nowhere else could they have both a house and the community surroundings and advantages represented by the complete 'Radburn Plan.'[93]

The impact of the Radburn experiment spread throughout the United States almost immediately, reaching the average middle class American through the print media. *The Saginaw Daily News* ran an editorial on January 27, 1928 (two days after the Radburn town plan was announced) under the heading "Making Life Worth While," which read,

It is a most interesting project and indicates just what modern traffic conditions are moving towards. Now it probably will be undertaken as a problem to be solved by automobilitsts how to break into Radburn; and there also is the possibility that the promoters of this most ingenious of schemes will have to build a mighty high and substantial fence to keep the millions from taking possession of the paradise intended for 25,000.[94]

The New York Times noted on August 4, 1928:

> This development is bound to be watched with interest by city planners the country over because it holds out so many hopes of a genuine advance in dealing with housing and other modern community problems. Schools, parks, playgrounds and safety are to come first, not last. The 1,200-acre tract is laid out in such a way as to give those who take up their residence there room to breathe and to enjoy life.[95]

The cultural values of the American middle class, or what "made life worthwhile," were implicit in the Radburn Idea. The excitement expressed in the newspapers about the possibilities for future, Radburn-like developments undoubtedly influenced subsequent planning. However, few later planned communities followed the Radburn Idea completely rather, they selectively drew from its key components.

Two planned communities that follow the Radburn Idea and achieved notable acclaim for their livability and their outstanding artistic design were Chatham Village in Pittsburgh, Pennsylvania (1932-1936), and Baldwin Hills Village (NHL) in Los Angeles, California (1941, with planning beginning in 1935). Not

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[92] FHA, *Planning Neighborhoods* (1940), 31-33.

[93] Wright, *Rehousing Urban America*, 46.

[94] From pamphlet "Regarding Radburn," containing excerpts from newspaper editorials, produced by the City Housing Corporation, n.d., The Clarence Stein Collection, Rare Books and Manuscripts Collection, Cornell University, Ithaca, New York.

[95] Ibid.

surprisingly, Stein and Wright were technical advisers at Chatham Village supervising local architects Ingham and Boyd, and landscape architects, Griswold and Kohankie as well as involving Allan Kamstra, Albert Lueders, and Frederick Ackerman of the RPAA; Stein similarly acted as consulting architect for Baldwin Hills Village, which was designed by local architects, Reginald D. Johnson and Wilson, Merrill and Alexander, and landscape architect Fred Barlow. Both communities utilized the superblock with a hierarchy of roads, interior parks with pedestrian paths, and houses turned inward on the parks and the service side toward the street. Attached group housing was used at great cost-savings at Chatham Village and Baldwin Hills, with the advantage of attracting lower-income residents. Although both communities were substantially smaller than Radburn, they both included spacious areas for parks and gardens and facilities for community activities, commerce, and recreation.

The first indication of national government interest in the ideals demonstrated at Radburn came at the President's Conference on Home Building and Home Ownership, held in 1931. Henry Wright served on the Committee on Subdivision Layout. Among the committee's conclusions were a number of principles for future design:

- Select the site to meet specific needs, and to insure good access, good setting, public services, schools, parks, and neighborhood unity.
- Spaciousness is a primary principle in good subdivision layout.
- Design the subdivision to adjust all elements into a balanced plan, and to take advantage of topography, sunlight, natural features, and all sensible engineering and landscape development.
- New principles of design are working for economy, for much greater satisfaction and for the solution of many vexing problems.
- Protective covenants in the deeds are valuable for most subdivisions.[96]

Clearly, the successful demonstration of these provisions at Radburn influenced a number of the committee's conclusions. More importantly, much of what was discussed at the 1931 President's Conference found its way into the development of the Federal Housing Administration guidelines and standards by the mid-1930s.

The Depression of the 1930s, so destructive to the City Housing Corporation and the cause of Radburn's incomplete plan, offered a unique opportunity to put many of the Radburn principles into use for lower income families. President Roosevelt's Resettlement Administration charged with the rehousing and occupation of displaced workers during the Depression, undertook the design and construction of the 'greenbelt' towns. Planned to number in the thousands, only three were actually completed due to local fears of government involvement in housing.[97] Again, Henry Wright and Clarence Stein were deeply involved in the planning of these American "new towns." Designed to approach the Garden City plan with a true 'belt' of green agricultural land which would be supported by the townspeople, Greenbelt, Maryland, the first and reportedly most complete of the greenbelt towns, closely followed the Radburn

[96] "The President's Conference on Home Building and Home Ownership. Tentative Report of the Committee on Subdivision Layout." December 3, 1931, box 3, file Dec. 3, 1931, The Henry Wright Papers (#2736), Rare Books and Manuscript Collection, Cornell University, Ithaca, New York. The report specifically notes Radburn's protective restrictions and community administration.

[97] Lampl, "Greenbelt, Maryland Historic District," 26 and 30.

town plan.[98] According to Stein,

> Greenbelt, for various reasons, carried out and developed the Radburn Idea more fully and completely than either of the other towns. It applied all the elements full-heartedly and with fresh approach rather than partially as at the other towns. It revealed its possibilities in some ways more clearly than Radburn.[99]

Communities planned and constructed by the federal government sponsored Tennessee Valley Authority (TVA) also drew upon elements of the Radburn Idea. The town of Norris, Tennessee, planned by Earle S. Draper, was particularly noted for its adaptation of interior parks, pedestrian walkways, and the underpass.[100]

Changing middle class values as the United States emerged from the Depression and more dramatically following WWII, were reflected in the guidelines and standards for low and moderate income housing produced by the Federal Housing Administration in the late 1930s and into the 1940s. Influenced by some of the economic and health principles adopted at Radburn, FHA guidelines for *Planning Neighborhoods for Small Houses* (1936) adjusted those principles to the overriding need for financial stability (and profit potential) and the value placed on individual property ownership. Anti-communist sentiment in 1950s America contributed to rejection of anything that could be labeled "Communist," "Socialist" or "Un-American." Community ownership concepts, particularly the cooperative housing (communal ownership) and consumer cooperatives of Greenbelt, promoted fear of Communist influence and put an additional damper on that important community principle and cost-saving element of the Radburn Plan.[101]

Clarence Stein wrote in a 1955 article entitled "Cities to Come,"

> The soundness of the principles of modern urban planning has been demonstrated in varied ways at Radburn, N.J.; Chatham Village, Pittsburgh; Greenbelt, Md.; Greendale, Wis.; Greenhills, Ohio; and Baldwin Hills Village, California. The RADBURN IDEA is also the basis of large-scale communities being built at Vallingby in Sweden, for 60,000; at Kitimat, British Columbia, for 50,000; and at the capital city of East Punjab, India – Chandighar, and elsewhere….Each of these communities has a different form and character resulting from the purpose, place and people for which they were built, and the economic, social and political conditions under which they were created. But they are all united in carrying out the Radburn Idea.[102]

Although Radburn's designers focused on the role of the automobile in American society, they were certainly unaware of the eventual impact the auto would have on regional development. Unable to achieve self-sufficiency in employment, Radburn residents traveled by train and auto to New York City

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[98] Ibid., 23 and 39.

[99] Stein, *Toward New Towns for America*, 127.

[100] Birch, "Radburn and the American Planning Movement," in *Introduction to Planning History*, ed. Krueckeberg 132. First published in 1980 (*APA Journal* 46, no. 4), this article provides the most comprehensive discussion of the impact of the Radburn Idea on urban and suburban planning in the United States.

[101] Lampl, "Greenbelt, Maryland Historic District," 43.

[102] Clarence S. Stein, "Cities to Come," November 1, 1955, box 10, file 7, The Clarence Stein Collection, Rare Books and Manuscripts Collection, Cornell University, Ithaca, New York.

to work, foreshadowing the suburban bedroom community of today. Still, evidence of the continued Radburn influence on American community planning can be seen in the 'new towns' of Reston, Virginia; Columbia, Maryland; Jonathon, Minnesota; and Irvine, California,[103] and the growing interest in Planned Unit Developments and Master Planned Communities, reflecting a return of American cultural values to embracing the more "complete" planned community.

[103] Birch, "Radburn and the American Planning Movement," in *Introduction to Planning History,* ed. Kruekeberg, 132.

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Previous documentation on file (NPS):

__ Preliminary Determination of Individual Listing (36 CFR 67) has been requested.
_X_ Previously Listed in the National Register.
__ Previously Determined Eligible by the National Register.
__ Designated a National Historic Landmark.
__ Recorded by Historic American Buildings Survey: #
__ Recorded by Historic American Engineering Record: #

Primary Location of Additional Data:

__ State Historic Preservation Office
__ Other State Agency
_X_ Federal Agency
__ Local Government
__ University
__ Other (Specify Repository):

10. GEOGRAPHICAL DATA

Acreage of Property: Approximately 153 acres

UTM References:

	Zone	Easting	Northing
A	18	574320	4533140
B	18	575140	4531840
C	18	574080	4532920
D	18	575140	4531840

Verbal Boundary Description:

The Radburn district boundary begins at the NE corner of the intersection of Radburn Ave. and Owen Ave., running west along the north side of Owen Ave. to Plaza Rd., North, crossing to the west side of said road running west along the northern boundary of 352 Plaza Rd. North to the west side of Plaza Lane, turning south along the railroad right-of-way to the SW corner of the Radburn tennis courts, then turning east to the west side of Plaza Rd., North, then turning south following said road to the NW corner of the intersection with Fair Lawn Ave., then running west along the north side of Fair Lawn Ave. to the SE corner of the outbound platform of the New Jersey Transit's Radburn-Fair Lawn Passenger Station, then proceeding north along the east side of

the outbound platform, to the NE corner of the said platform, then running west and crossing the railroad tracks to the east side of the inbound platform, then running north to the NE corner of the inbound platform, then turning west and south following the perimeter of the inbound platform until it reaches a point 10 feet from the NE corner of the station building, then running west to intersect with the parking curb near the NW corner of said building, then following the curb south along the west elevation of said building to the boundary between the New Jersey Transit property and the adjoining office building, then following the New Jersey Transit property line east and south along the western edge of the landscaped area, then crossing Fair Lawn Ave. to a point opposite the SW corner of said property, then running east along the south side of Fair Lawn Ave. to the SW intersection with Plaza Rd., then turning south along the west side of Plaza Rd., South, and continuing to the NE corner of 13-26 Plaza Rd. South, then turning west along the northern boundary of said lot to the NW corner, then turning south along the western boundary lines of 13-26 through 13-16 Plaza Rd., South, to the NE corner of the vacant industrial site (formerly Radburn Brick Supply and Hayward Industries), then turning west and running to the railroad right-of-way, then turning south along said right-of-way to the SW corner of Radburn's Daly Field, then turning east along the southern boundary of said field to the west side of Plaza Rd., South, then turning north along said road to a point opposite the south side of Ramsey Terrace, then turning east crossing Plaza Rd., South, following the south side of Ramsey Terrace to the east side of the intersection with Ryder Rd., then turning south following the east side of said road to the north side of the intersection with Rutgers Terrace, then turning east following the north side of Rutgers Terrace to the intersection with Sandford Rd., then turning north following the west side of said road to the intersection with Warren Rd., then turning east following the south side of Warren Rd., then turning north to the east side of Sandford Rd. (north extension) and following said road to the SW corner of the telephone company lot (27-02 Fair Lawn Ave.), then following the southern and eastern boundaries to the NE corner of said lot on the south side of Fair Lawn Ave., then turning east along said avenue to the NW corner of the Radburn Grange Hall lot (29-20 Fair Lawn Ave.) and following the west, south, and eastern boundaries to the NE corner of said lot on the south side of Fair Lawn Ave., then crossing said avenue to the NE corner of the intersection with Radburn Rd. and continuing north along the east side of Radburn Rd. to the place of beginning.

Boundary Justification:

The Radburn NHL District boundary is defined by the roads designed and laid out by the City Housing Corporation, prior to its bankruptcy in 1934. Although the boundary includes a large number of noncontributing resources constructed after 1934, the roads designed for specific traffic uses and the blocks defined by those roads, are character-defining features of the Radburn Plan and are therefore included in the boundaries. Aerial photographs and plans (ca. 1930) have been consulted to determine the extent of the planned roads that were actually constructed and thereby define the district boundary. The boundary extends west of the district to encompass the Radburn-Fair Lawn Passenger Railroad Station, which was part of the 1930 plan for Radburn and built by the Erie Railroad in 1929-1930 to provide commuter service for Radburn residents. The station is integral to the RPAA's vision for Radburn as a satellite garden community. It also signifies the advent of commuter service in suburban New Jersey in conjunction with regional planning efforts for the greater New York metropolitan area. The boundary around the station has been drawn to include the two train platforms, intervening tracks, station building, and a landscaped area to the south of the station which has historically connected the station to Fair Lawn Avenue and provided access to the Radburn community. Although parking was integral to the station's design and purpose, the parking lot is excluded from the boundary because reconfigured and expanded since the period of significance, it no longer possesses historic integrity.

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Telephone: (202) 354-2258

DESIGNATED A NATIONAL HISTORIC LANDMARK
April 5, 2005

Address	Function	Style & Description	Construction Date	# Contributing Resources	# Non-contributing Resources
Park B, along Howard Ave.	swimming pool	concrete	c. 1930	1	-
Park B, along Howard Ave.	pool house	brick	c. 1930	1	-
18-00 Radburn Rd.	school	Institutional Classical Revival, brick	c. 1930	1	-
19-08 Radburn Rd.	dwelling	split-level, frame	c. 1955	-	1
19-12 Radburn Rd.	dwelling	split-level, frame	c. 1955	-	1
19-20 Radburn Rd.	dwelling	split-level, frame	c.1955	-	1
20-02 Radburn Rd.	dwelling	split-level, frame	c.1955	-	1
20-06 Radburn Rd.	dwelling	split-level, frame	c.1955	-	1
20-08 Radburn Rd.	dwelling	split-level, frame	c. 1955	-	1
20-14 Radburn Rd.	dwelling	split-level, frame	c. 1955	-	1
3-85 Owen Ave.	dwelling	split-level, frame	c. 1955	-	1
2 Barry Place	dwelling	Col. Revival	c. 1933	1	-
6 Barry Place	dwelling	Col. Revival	c. 1933	1	-
8 Barry Place	dwelling	Col. Revival	c. 1933	1	-
10 Barry Place	dwelling	Col. Revival	c. 1933	1	-
12 Barry Place	dwelling	Col. Revival	c. 1933	1	-
14 Barry Place	dwelling	Col. Revival	c. 1933	1	-
17 Barry Place	dwelling	Col. Revival	c. 1933	1	-
15 Barry Place	dwelling	Col. Revival	c. 1933	1	-
11Barry Place	dwelling	Col. Revival	c. 1933	1	-
9 Barry Place	dwelling	Col. Revival	c. 1933	1	-
7 Barry Place	dwelling	Col. Revival	c. 1933	1	-
5 Barry Place	dwelling	Col. Revival	c. 1933	1	-
1 Barry Place	dwelling	Col. Revival	c. 1933	1	-
2 Ballard Place	dwelling	Col. Revival	c. 1930	1	-
4 Ballard Place	dwelling	Col. Revival	c. 1930	1	-
6 Ballard Place	dwelling	Col. Revival	c. 1930	1	-
8 Ballard Place	dwelling	Col. Revival	c. 1930	1	-
10 Ballard Place	dwelling	Col. Revival	c. 1930	1	-
12 Ballard Place	dwelling	Col. Revival	c. 1930	1	-
14 Ballard Place	dwelling	Col. Revival	c. 1930	1	-

Address	Function	Style & Description	Construction Date	# Contributing Resources	# Non-contributing Resources
16 Ballard Place	dwelling	Col. Revival	c.1930	1	-
17 Ballard Place	dwelling	Col. Revival	c. 1930	1	-
15 Ballard Place	dwelling	Col. Revival	c. 1930	1	-
11 Ballard Place	dwelling	Col. Revival	c. 1930	1	-
9 Ballard Place	dwelling	Col. Revival	c. 1930	1	-
7 Ballard Place	dwelling	Col. Revival	c. 1930	1	-
5 Ballard Place	dwelling	Col. Revival	c. 1930	1	-
3 Ballard Place	dwelling	Col. Revival	c. 1930	1	-
1 Ballard Place	dwelling	Col. Revival	c. 1930	1	-
2 Bristol Place	dwelling	Col. Revival	c. 1930	1	-
4 Bristol Place	dwelling	Col. Revival	c. 1930	1	-
6 Bristol Place	dwelling	Col. Revival	c. 1930	1	-
8 Bristol Place	dwelling	Col. Revival	c. 1930	1	-
10 Bristol Place	dwelling	Col. Revival	c. 1930	1	-
12 Bristol Place	dwelling	Col. Revival	c. 1930	1	-
14 Bristol Place	dwelling	Col. Revival	c. 1930	1	-
15 Bristol Place	dwelling	Col. Revival	c. 1930	1	-
11 Bristol Place	dwelling	Col. Revival	c. 1930	1	-
9 Bristol Place	dwelling	Col. Revival	c. 1930	1	-
7 Bristol Place	dwelling	Col. Revival	c. 1930	1	-
5 Bristol Place	dwelling	Col. Revival	c. 1930	1	-
3 Bristol Place	dwelling	Col. Revival	c. 1930	1	-
1 Bristol Place	dwelling	Col. Revival	c. 1930	1	-
2 Bedford Place	dwelling	Col. Revival	c. 1930	1	-
4 Bedford Place	dwelling	Col. Revival	c. 1930	1	-
6 Bedford Place	dwelling	Col. Revival	c. 1930	1	-
8 Bedford Place	dwelling	Col. Revival	c. 1930	1	-
10 Bedford Place	dwelling	Col. Revival	c. 1930	1	-
12 Bedford Place	dwelling	Col. Revival	c. 1930	1	-
14 Bedford Place	dwelling	Col. Revival	c. 1930	1	-
16 Bedford Place	dwelling	Col. Revival	c. 1930	1	-
15 Bedford Place	dwelling	Col. Revival	c. 1930	1	-
11 Bedford Place	dwelling	Col. Revival	c. 1930	1	-

Address	Function	Style & Description	Construction Date	# Contributing Resources	# Non-contributing Resources
9 Bedford Place	dwelling	Col. Revival	c. 1930	1	-
7 Bedford Place	dwelling	Col. Revival	c. 1930	1	-
5 Bedford Place	dwelling	Col. Revival	c. 1930	1	-
3 Bedford Place	dwelling	Col. Revival	c. 1930	1	-
1Bedford Place	dwelling	Col. Revival	c. 1930	1	-
2 Beekman Place	dwelling	Col. Revival	c. 1930	1	-
4 Beekman Place	dwelling	Col. Revival	c. 1930	1	-
6 Beekman Place	dwelling	Col. Revival	c. 1930	1	-
8 Beekman Place	dwelling	Col. Revival	c. 1930	1	-
10 Beekman Place	dwelling	Col. Revival	c. 1930	1	-
12 Beekman Place	dwelling	Col. Revival	c. 1930	1	-
14 Beekman Place	dwelling	Col. Revival	c. 1930	1	-
16 Beekman Place	dwelling	Col. Revival	c. 1930	1	-
18 Beekman Place	dwelling	Col. Revival	c. 1930	1	-
17 Beekman Place	dwelling	Col. Revival	c. 1930	1	-
15 Beekman Place	dwelling	Col. Revival	c. 1930	1	-
11 Beekman Place	dwelling	Col. Revival	c. 1930	1	-
9 Beekman Place	dwelling	Col. Revival	c. 1930	1	-
7 Beekman Place	dwelling	Col. Revival	c. 1930	1	-
5 Beekman Place	dwelling	Col. Revival	c. 1930	1	-
3 Beekman Place	dwelling	Col. Revival	c. 1930	1	-
1 Beekman Place	dwelling	Col. Revival	c. 1930	1	-
347 Owen Ave.	dwelling	Col. Revival	c. 1930	1	-
3-45 Owen Ave.	dwelling	Col. Revival	c. 1930	1	-
343 Owen Ave.	dwelling	Col. Revival	c. 1930	1	-
341 Owen Ave.	dwelling	Col. Revival	c. 1930	1	-
2 Bolton Place	dwelling	Col. Revival	c. 1930	1	-
4 Bolton Place	dwelling	Col. Revival	c. 1930	1	-
6 Bolton Place	dwelling	Col. Revival	c. 1930	1	-
8 Bolton Place	dwelling	Col. Revival	c. 1930	1	-
10 Bolton Place	dwelling	Col. Revival	c. 1930	1	-
12 Bolton Place	dwelling	Col. Revival	c. 1930	1	-
14 Bolton Place	dwelling	Col. Revival	c. 1930	1	-

Address	Function	Style & Description	Construction Date	# Contributing Resources	# Non-contributing Resources
16 Bolton Place	dwelling	Col. Revival	c. 1930	1	-
11A Bolton Place	dwelling	Col. Revival	c. 1930	1	-
11 Bolton Place	dwelling	Col. Revival	c. 1930	1	-
9 Bolton Place	dwelling	Col. Revival	c. 1930	1	-
7 Bolton Place	dwelling	Col. Revival	c. 1930	1	-
5 Bolton Place	dwelling	Col. Revival	c. 1930	1	-
3 Bolton Place	dwelling	Col. Revival	c. 1930	1	-
1 Bolton Place	dwelling	Col. Revival	c. 1930	1	-
3-35 Plaza Rd. North	dwelling	Col. Revival	c. 1930	1	-
352 A-B through 346 A-B Plaza Rd. North	Multiple-family group dwelling	Revival, brick	c. 1930	1	-
344 A-B through 338 A-B Plaza Rd. North	Multiple-family group dwelling	Revival, brick	c. 1930	1	-
336 A-B/334 A-B Plaza Rd. North	Multiple-family duplex	Revival, brick	c. 1929	1	-
332 A-B/330 A-B Plaza Rd. North	Multiple-family duplex	Revival, brick	c. 1929	1	-
328 A-B/326 A-B Plaza Rd. North	Multiple-family duplex	Revival, brick	c. 1929	1	-
324 A-B/322 A-B Plaza Rd. North	Multiple-family duplex	Revival, brick	c. 1929	1	-
318 A-B/320 A-B Plaza Rd. North	Multiple-family duplex	Revival, brick	c. 1929	1	-
Foster Garage/Condominium Complex	apartments	Modern Colonial Revival, brick	2000	-	1
Radburn Tennis Courts	recreational facility	-	c. 1929	1	-
3-33 Plaza Rd. North	dwelling	Col. Revival	c. 1929	1	-
331 Plaza Rd. North	dwelling	Col. Revival	c. 1929	1	-
2 Burnham Place	dwelling	Col. Revival	c. 1929	1	-
4 Burnham Place	dwelling	Col. Revival	c. 1929	1	-
6 Burnham Place	dwelling	Col. Revival	c. 1929	1	-
8 Burnham Place	dwelling	Col. Revival	c. 1929	1	-

Address	Function	Style & Description	Construction Date	# Contributing Resources	# Non-contributing Resources
10 Burnham Place	dwelling	Col. Revival	c. 1929	1	-
12 Burnham Place	dwelling	Col. Revival	c. 1929	1	-
14 Burnham Place	dwelling	Col. Revival	c. 1929	1	-
13 Burnham Place	dwelling	Col. Revival	c. 1929	1	-
11 Burnham Place	dwelling	Col. Revival	c. 1929	1	-
9 Burnham Place	dwelling	Col. Revival	c. 1929	1	-
7 Burnham Place	dwelling	Col. Revival	c. 1929	1	-
5 Burnham Place	dwelling	Col. Revival	c. 1929	1	-
3 Burnham Place	dwelling	Col. Revival	c. 1929	1	-
1 Burnham Place	dwelling	Col. Revival	c. 1929	1	-
325 Plaza Rd. North	dwelling	Col. Revival	c. 1929	1	-
323 Plaza Rd. North	dwelling	Col. Revival	c. 1929	1	-
321 Plaza Rd. North	dwelling	Col. Revival	c. 1929	1	-
319 Plaza Rd. North	dwelling	Col. Revival	c. 1929	1	-
4 Brighton Place	dwelling	Col. Revival	c. 1929	1	-
6 Brighton Place	dwelling	Col. Revival	c. 1929	1	-
8 Brighton Place	dwelling	Col. Revival	c. 1929	1	-
10 Brighton Place	dwelling	Col. Revival	c. 1929	1	-
12 Brighton Place	dwelling	Col. Revival	c. 1929	1	-
14 Brighton Place	dwelling	Col. Revival	c. 1929	1	-
13 Brighton Place	dwelling	Col. Revival	c. 1929	1	-
11 Brighton Place	dwelling	Col. Revival	c. 1929	1	-
9 Brighton Place	dwelling	Col. Revival	c. 1929	1	-
7 Brighton Place	dwelling	Col. Revival	c. 1929	1	-
5 Brighton Place	dwelling	Col. Revival	c. 1929	1	-
3 Brighton Place	dwelling	Col. Revival	c. 1929	1	-
317 Plaza Rd. North	dwelling	Col. Revival	c. 1929	1	-
315 Plaza Rd. North	dwelling	Col. Revival	c. 1929	1	-
313 Plaza Rd. North	dwelling	Col. Revival	c. 1929	1	-
311 Plaza Rd. North	dwelling	Col. Revival	c. 1929	1	-
309 Plaza Rd. North	dwelling	Col. Revival	c. 1929	1	-
307 Plaza Rd. North	dwelling	Col. Revival	c. 1929	1	-
305 Plaza Rd. North	dwelling	Col. Revival	c. 1929	1	-

Address	Function	Style & Description	Construction Date	# Contributing Resources	# Non-contributing Resources
303 Plaza Rd. North	dwelling	Col. Revival	c. 1929	1	-
300 Plaza Rd. North	dwelling	Col. Revival	c. 1929	1	-
302 Howard Ave. (Brearly Crescent)	dwelling	Col. Revival	c. 1929	1	-
4 Brearly Crescent	dwelling	Col. Revival	c. 1929	1	-
6 Brearly Crescent	dwelling	Col. Revival	c. 1929	1	-
8 Brearly Crescent	dwelling	Col. Revival	c. 1929	1	-
10 Brearly Crescent	dwelling	Col. Revival	c. 1929	1	-
12 Brearly Crescent	dwelling	Col. Revival	c. 1929	1	-
14 Brearly Crescent	dwelling	Col. Revival	c. 1929	1	-
16 Brearly Crescent	dwelling	Col. Revival	c. 1929	1	-
18 Brearly Crescent	dwelling	Col. Revival	c. 1929	1	-
316 Howard Ave. (Brearly Crescent	dwelling	Col. Revival	c. 1929	1	-
11 Brearly Crescent	dwelling	split-level, frame	c. 1955	-	1
308 Howard Ave.	dwelling	split-level, frame	c. 1955	-	1
312 Howard Ave.	dwelling	split-level, frame	c. 1955	-	1
318 Howard Ave.	dwelling	Col. Revival	c. 1929	1	-
2 Burlington Place	dwelling	Col. Revival	c. 1929	1	-
4 Burlington Place	dwelling	Col. Revival	c. 1929	1	-
6 Burlington Place	dwelling	Col. Revival	c. 1929	1	-
8 Burlington Place	dwelling	Col. Revival	c. 1929	1	-
10 Burlington Place	dwelling	Col. Revival	c. 1929	1	-
12 Burlington Place	dwelling	Col. Revival	c. 1929	1	-
13 Burlington Place	dwelling	Col. Revival	c. 1929	1	-
11 Burlington Place	dwelling	Col. Revival	c. 1929	1	-
9 Burlington Place	dwelling	Col. Revival	c. 1929	1	-
7 Burlington Place	dwelling	Col. Revival	c. 1929	1	-
5 Burlington Place	dwelling	Col. Revival	c. 1929	1	-
3 Burlington Place	dwelling	Col. Revival	c. 1929	1	-
1 Burlington Place	dwelling	Col. Revival	c. 1929	1	-
324 Howard Ave.	dwelling	Col. Revival	c. 1929	1	-
326 Howard Ave.	dwelling	Col. Revival	c. 1929	1	-

Address	Function	Style & Description	Construction Date	# Contributing Resources	# Non-contributing Resources
328 Howard Ave.	dwelling	Col. Revival	c. 1929	1	-
4 Bancroft Place	dwelling	Col. Revival	c. 1929	1	-
6 Bancroft Place	dwelling	Col. Revival	c. 1929	1	-
8 Bancroft Place	dwelling	Col. Revival	c. 1929	1	-
10 Bancroft Place	dwelling	Col. Revival	c. 1929	1	-
12 Bancroft Place	dwelling	Col. Revival	c. 1929	1	-
14 Bancroft Place	dwelling	Col. Revival	c. 1929	1	-
16 Bancroft Place	dwelling	Col. Revival	c. 1929	1	-
18 Bancroft Place	dwelling	Col. Revival	c. 1929	1	-
17 Bancroft Place	dwelling	Col. Revival	c. 1929	1	-
15 Bancroft Place	dwelling	Col. Revival	c. 1929	1	-
13 Bancroft Place	dwelling	Col. Revival	c. 1929	1	-
11 Bancroft Place	dwelling	Col. Revival	c. 1929	1	-
9 Bancroft Place	dwelling	Col. Revival	c. 1929	1	-
7 Bancroft Place	dwelling	Col. Revival	c. 1929	1	-
5 Bancroft Place	dwelling	Col. Revival	c. 1929	1	-
3 Bancroft Place	dwelling	Col. Revival	c. 1929	1	-
330 Howard Ave.	dwelling	Col. Revival	c. 1929	1	-
332 Howard Ave.	dwelling	Col. Revival	c. 1929	1	-
334 Howard Ave.	dwelling	Col. Revival	c. 1929	1	-
2 Berkeley Place	dwelling	Col. Revival	c. 1929	1	-
4 Berkeley Place	dwelling	Col. Revival	c. 1929	1	-
6 Berkeley Place	dwelling	Col. Revival	c. 1929	1	-
8 Berkeley Place	dwelling	Col. Revival	c. 1929	1	-
10 Berkeley Place	dwelling	Col. Revival	c. 1929	1	-
12 Berkeley Place	dwelling	Col. Revival	c. 1929	1	-
14 Berkeley Place	dwelling	Col. Revival	c. 1929	1	-
16 Berkeley Place	dwelling	Col. Revival	c. 1929	1	-
15 Berkeley Place	dwelling	Col. Revival	c. 1929	1	-
13 Berkeley Place	dwelling	Col. Revival	c. 1929	1	-
11 Berkeley Place	dwelling	Col. Revival	c. 1929	1	-
9 Berkeley Place	dwelling	Col. Revival	c. 1929	1	-
7 Berkeley Place	dwelling	Col. Revival	c. 1929	1	-

Address	Function	Style & Description	Construction Date	# Contributing Resources	# Non-contributing Resources
3 Berkeley Place	dwelling	Col. Revival	c. 1929	1	-
1 Berkeley Place	dwelling	Col. Revival	c. 1929	1	-
340 Howard Ave.	dwelling	Col. Revival	c. 1929	1	-
351 Howard Ave.	dwelling	split-level, frame	c. 1955	-	1
343 Howard Ave.	dwelling	split-level, frame	c. 1955	-	1
Howard Ave.	pedestrian underpass	concrete with stone inlay	c. 1929	1	-
341 Howard Ave.	dwelling	Col. Revival	c. 1929	1	-
2 Allen Place	dwelling	Col. Revival	c. 1929	1	-
4 Allen Place	dwelling	Col. Revival	c. 1929	1	-
6 Allen Place	dwelling	Col. Revival	c. 1929	1	-
8 Allen Place	dwelling	Col. Revival	c. 1929	1	-
10 Allen Place	dwelling	Col. Revival	c. 1929	1	-
12 Allen Place	dwelling	Col. Revival	c. 1929	1	-
14 Allen Place	dwelling	Col. Revival	c. 1929	1	-
11A Allen Place	dwelling	Col. Revival	c. 1929	1	-
11 Allen Place	dwelling	Col. Revival	c. 1929	1	-
9 Allen Place	dwelling	Col. Revival	c. 1929	1	-
7 Allen Place	dwelling	Col. Revival	c. 1929	1	-
5 Allen Place	dwelling	Col. Revival	c. 1929	1	-
3 Allen Place	dwelling	Col. Revival	c. 1929	1	-
1 Allen Place	dwelling	Col. Revival	c. 1929	1	-
335 Howard Ave.	dwelling	Col. Revival	c. 1929	1	-
333 Howard Ave.	dwelling	Col. Revival	c. 1929	1	-
2 Aberdeen Place	dwelling	Col. Revival	c. 1929	1	-
4 Aberdeen Place	dwelling	Col. Revival	c. 1929	1	-
6 Aberdeen Place	dwelling	Col. Revival	c. 1929	1	-
8 Aberdeen Place	dwelling	Col. Revival	c. 1929	1	-
10 Aberdeen Place	dwelling	Col. Revival	c. 1929	1	-
12 Aberdeen Place	dwelling	Col. Revival	c. 1929	1	-
14 Aberdeen Place	dwelling	Col. Revival	c. 1929	1	-
16 Aberdeen Place	dwelling	Col. Revival	c. 1929	1	-
18 Aberdeen Place	dwelling	Col. Revival	c. 1929	1	-

Address	Function	Style & Description	Construction Date	# Contributing Resources	# Non-contributing Resources
17 Aberdeen Place	dwelling	Col. Revival	c. 1929	1	-
15 Aberdeen Place	dwelling	Col. Revival	c. 1929	1	-
11A Aberdeen Place	dwelling	Col. Revival	c. 1929	1	-
11 Aberdeen Place	dwelling	Col. Revival	c. 1929	1	-
9 Aberdeen Place	dwelling	Col. Revival	c. 1929	1	-
7 Aberdeen Place	dwelling	Col. Revival	c. 1929	1	-
5 Aberdeen Place	dwelling	Col. Revival	c. 1929	1	-
3 Aberdeen Place	dwelling	Col. Revival	c. 1929	1	-
1 Aberdeen Place	dwelling	Col. Revival	c. 1929	1	-
327 Howard Ave.	dwelling	Col. Revival	c. 1929	1	-
325 Howard Ave.	dwelling	Col. Revival	c. 1929	1	-
2 Arlington Place	dwelling	Col. Revival	c. 1929	1	-
4 Arlington Place	dwelling	Col. Revival	c. 1929	1	-
6 Arlington Place	dwelling	Col. Revival	c. 1929	1	-
8 Arlington Place	dwelling	Col. Revival	c. 1929	1	-
10 Arlington Place	dwelling	Col. Revival	c. 1929	1	-
12 Arlington Place	dwelling	Col. Revival	c. 1929	1	-
14 Arlington Place	dwelling	Col. Revival	c. 1929	1	-
11 Arlington Place	dwelling	Col. Revival	c. 1929	1	-
9 Arlington Place	dwelling	Col. Revival	c. 1929	1	-
7 Arlington Place	dwelling	Col. Revival	c. 1929	1	-
5 Arlington Place	dwelling	Col. Revival	c. 1929	1	-
3 Arlington Place	dwelling	Col. Revival	c. 1929	1	-
1 Arlington Place	dwelling	Col. Revival	c. 1929	1	-
319 Howard Ave.	dwelling	Col. Revival	c. 1929	1	-
2 Ashburn Place	dwelling	Col. Revival	c. 1929	1	-
4 Ashburn Place	dwelling	Col. Revival	c. 1929	1	-
6 Ashburn Place	dwelling	Col. Revival	c. 1929	1	-
8 Ashburn Place	dwelling	Col. Revival	c. 1929	1	-
10 Ashburn Place	dwelling	Col. Revival	c. 1929	1	-
9 Ashburn Place	dwelling	Col. Revival	c. 1929	1	-
7 Ashburn Place	dwelling	Col. Revival	c. 1929	1	-
5 Ashburn Place	dwelling	Col. Revival	c. 1929	1	-

Address	Function	Style & Description	Construction Date	# Contributing Resources	# Non-contributing Resources
3 Ashburn Place	dwelling	Col. Revival	c. 1929	1	-
1 Ashburn Place	dwelling	Col. Revival	c. 1929	1	-
Eldorado Village Apts, Abbott Rd. North (formerly Abbott Court Apts), North Bldg A,B,C,D	apartments	Tudor/Gothic Revival,brick	c. 1929	1	-
Eldorado Village Apts, Abbott Rd. North (formerly Abbott Court Apts), South Bldg E,F,G,H	apartments	Tudor/Gothic Revival,brick	c. 1929	1	-
2316-2304 Howard Ave./1525-1503 Plaza Rd./2305 High St.	multiple-family dwelling	garden apartments, brick	c.1955	-	1
2311-2415 High St.	multiple-family dwelling	garden apartments, brick	c. 1955	-	1
1506/1510 Abbott Rd. North	duplex	brick	c. 1955	-	1
1514/1518 Abbott Rd. North	duplex	brick	c. 1955	-	1
1522/1526 Abbott Rd. North	duplex	brick	c. 1955	-	1
2 Audubon Place	dwelling	Col. Revival	c. 1929	1	-
4 Audubon Place	dwelling	Col. Revival	c. 1929	1	-
6 Audubon Place	dwelling	Col. Revival	c. 1929	1	-
8 Audubon Place	dwelling	Col. Revival	c. 1929	1	-
10 Audubon Place	dwelling	Col. Revival	c. 1929	1	-
9 Audubon Place	dwelling	Col. Revival	c. 1929	1	-
7 Audubon Place	dwelling	Col. Revival	c. 1929	1	-
5 Audubon Place	dwelling	Col. Revival	c. 1929	1	-
3 Audubon Place	dwelling	Col. Revival	c. 1929	1	-
1 Audubon Place	dwelling	Col. Revival	c. 1929	1	-
2701 High St.	dwelling	split-level, frame	c. 1955	-	1
2 Addison Place	dwelling	Late Colonial Revival	c. 1940	-	1
4 Addison Place	dwelling	Late Colonial Revival	c. 1940	-	1
6 Addison Place	dwelling	Late Colonial Revival	c. 1940	-	1
8 Addison Place	dwelling	Late Colonial Revival	c. 1940	-	1

Address	Function	Style & Description	Construction Date	# Contributing Resources	# Non-contributing Resources
10 Addison Place	dwelling	Late Colonial Revival	c. 1940	-	1
11 Addison Place	dwelling	Late Colonial Revival	c. 1940	-	1
9 Addison Place	dwelling	Late Colonial Revival	c. 1940	-	1
7 Addison Place	dwelling	Late Colonial Revival	c. 1940	-	1
5 Addison Place	dwelling	Late Colonial Revival	c. 1940	-	1
3 Addison Place	dwelling	Late Colonial Revival	c. 1940	-	1
1 Addison Place	dwelling	Late Colonial Revival	c. 1940	-	1
2 Andover Place	dwelling	Late Colonial Revival	c. 1940	-	1
4 Andover Place	dwelling	Late Colonial Revival	c. 1940	-	1
6 Andover Place	dwelling	Late Colonial Revival	c. 1940	-	1
8 Andover Place	dwelling	Bungalow	c. 1940	-	1
10 Andover Place	dwelling	Late Colonial Revival	c. 1940	-	1
12 Andover Place	dwelling	Late Colonial Revival	c. 1940	-	1
14 Andover Place	dwelling	Late Colonial Revival	c. 1940	-	1
11 Andover Place	dwelling	Late Colonial Revival	c. 1940	-	1
9 Andover Place	dwelling	Late Colonial Revival	c. 1940	-	1
7 Andover Place	dwelling	Late Colonial Revival	c. 1940	-	1
5 Andover Place	dwelling	Late Colonial Revival	c. 1940	-	1
3 Andover Place	dwelling	Late Colonial Revival	c. 1940	-	1
1 Andover Place	dwelling	Late Colonial Revival	c. 1940	-	1
2825 High St.	dwelling	split-level, frame	c. 1955	-	1
1510 Alden Terrace	dwelling	split-level, frame	c. 1955	-	1
1514 Alden Terrace	dwelling	split-level, frame	c. 1955	-	1
1518 Alden Terrace	dwelling	split-level, frame	c. 1955	-	1
1522 Alden Terrace	dwelling	split-level, frame	c. 1955	-	1
1606 Alden Terrace	dwelling	split-level, frame	c. 1955	-	1
1610 Alden Terrace	dwelling	split-level, frame	c. 1955	-	1
1614 Alden Terrace	dwelling	split-level, frame	c. 1955	-	1
1618 Alden Terrace	dwelling	split-level, frame	c. 1955	-	1
1622 Alden Terrace	dwelling	split-level, frame	c. 1955	-	1
1626 Alden Terrace	dwelling	split-level, frame	c. 1955	-	1
1702 Alden Terrace	dwelling	split-level, frame	c. 1955	-	1
1706 Alden Terrace	dwelling	split-level, frame	c. 1955	-	1

Address	Function	Style & Description	Construction Date	# Contributing Resources	# Non-contributing Resources
1710 Alden Terrace	dwelling	split-level, frame	c. 1955	-	1
1714 Alden Terrace	dwelling	split-level, frame	c. 1955	-	1
1715 Alden Terrace	dwelling	split-level, frame	c. 1955	-	1
1711 Alden Terrace	dwelling	split-level, frame	c. 1955	-	1
1707 Alden Terrace	dwelling	split-level, frame	c. 1955	-	1
1703 Alden Terrace	dwelling	split-level, frame	c. 1955	-	1
1627 Alden Terrace	dwelling	split-level, frame	c. 1955	-	1
1623 Alden Terrace	dwelling	split-level, frame	c. 1955	-	1
1619 Alden Terrace	dwelling	split-level, frame	c. 1955	-	1
1615 Alden Terrace	dwelling	split-level, frame	c. 1955	-	1
1611 Alden Terrace	dwelling	split-level, frame	c. 1955	-	1
1607 Alden Terrace	dwelling	split-level, frame	c. 1955	-	1
1523 Alden Terrace	dwelling	split-level, frame	c. 1955	-	1
1519 Alden Terrace	dwelling	split-level, frame	c. 1955	-	1
1515 Alden Terrace	dwelling	split-level, frame	c. 1955	-	1
1511 Alden Terrace	dwelling	split-level, frame	c. 1955	-	1
1507 Alden Terrace	dwelling	split-level, frame	c. 1955	-	1
2911 High St.	dwelling	split-level, frame	c. 1955	-	1
1506 Radburn Rd.	dwelling	split-level, frame	c. 1955	-	1
1510 Radburn Rd.	dwelling	split-level, frame	c. 1955	-	1
1514 Radburn Rd.	dwelling	split-level, frame	c. 1955	-	1
1518 Radburn Rd.	dwelling	split-level, frame	c. 1955	-	1
1522 Radburn Rd.	dwelling	split-level, frame	c. 1955	-	1
1604 Radburn Rd.	dwelling	split-level, frame	c. 1955	-	1
1608 Radburn Rd.	dwelling	split-level, frame	c. 1955	-	1
1612 Radburn Rd.	dwelling	split-level, frame	c. 1955	-	1
1616 Radburn Rd.	dwelling	split-level, frame	c. 1955	-	1
1620 Radburn Rd.	dwelling	split-level, frame	c. 1955	-	1
1624 Radburn Rd.	dwelling	split-level, frame	c. 1955	-	1
1628 Radburn Rd.	dwelling	split-level, frame	c. 1955	-	1
1702 Radburn Rd.	dwelling	split-level, frame	c. 1955	-	1
1706 Radburn Rd.	dwelling	split-level, frame	c. 1955	-	1
1710 Radburn Rd.	dwelling	split-level, frame	c. 1955	-	1

Address	Function	Style & Description	Construction Date	# Contributing Resources	# Non-contributing Resources
1714 Radburn Rd.	dwelling	split-level, frame	c. 1955	-	1
2910 Howard Ave.	dwelling	split-level, frame	c. 1955	-	1
2914 High St.	dwelling	split-level, frame	c. 1955	-	1
2910 High St.	dwelling	split-level, frame	c. 1955	-	1
2906 High St.	dwelling	split-level, frame	c. 1955	-	1
2902 High St.	dwelling	split-level, frame	c. 1955	-	1
2816 High St.	dwelling	split-level, frame	c. 1955	-	1
1419 Craig Rd.	dwelling	rancher	c. 1955	-	1
1411 Craig Rd.	dwelling	rancher	c. 1955	-	1
1407 Craig Rd.	dwelling	rancher	c. 1955	-	1
2805 Fair Lawn Ave.	dwelling	split-level, frame	c. 1955	-	1
2809 Fair Lawn Ave.	dwelling	Late Colonial Revival	c. 1955	-	1
2815 Fair Lawn Ave.	dwelling	Moderne	c. 1960	-	1
2903 Fair Lawn Ave.	dwelling	split-level, frame	c. 1955	-	1
2907 Fair Lawn Ave.	dwelling	split-level, frame	c. 1955	-	1
2911 Fair Lawn Ave.	dwelling	split-level, frame	c. 1955	-	1
2915 Fair Lawn Ave.	dwelling	split-level, frame	c. 1955	-	1
1406 Radburn Rd.	dwelling	split-level, frame	c. 1955	-	1
1410 Radburn Rd.	dwelling	split-level, frame	c. 1955	-	1
United Methodist Church	church	Gothicized, brick	1948	-	1
2702 High St.	parish hall	institutional, brick	c. 1960	-	1
2701 Fair Lawn Ave.	parsonage	Late Victorian, frame	c. 1900	-	1
2610-2605 Fair Lawn Ave.	multiple-family dwelling	garden apartments, brick	c. 1955	-	1
2531 Fair Lawn Ave.	multiple-family dwelling	garden apartments, brick	c. 1955	-	1
2515 Fair Lawn Ave.	office building	beige brick	c. 1980	-	1
2503 Fair Lawn Ave./1410-1414 Abbott Rd. North/2502 High St.	multiple-family dwelling	garden apartments, brick	c. 1955	-	1
2512-2604 High St.	multiple-family dwelling	garden apartments, brick	c. 1955	-	1

Address	Function	Style & Description	Construction Date	# Contributing Resources	# Non-contributing Resources
2602 High St.	multiple-family dwelling	garden apartments, brick	c. 1955	-	1
2608-2612 High St.	multiple-family dwelling	garden apartments, brick	c. 1955	-	1
1424 Abbott Rd. North	Post Office	institutional, brick	c. 1955	-	1
2421-2411 Fair Lawn Ave.	commercial, retail	shopping strip, brick	c. 1955	-	1
2407 Fair Lawn Ave.	restaurant	Dutch vernacular farmhouse, stone and frame	c. 1790	-	1
2359-2351 Fair Lawn Ave.	commercial, retail	shopping strip, brick	c. 1955	-	1
Plaza Building, 1401 Plaza Rd. North	commercial, retail	Colonial Revival, brick and cast stone	c. 1929	1	-
2302-2412/2420-2428 Fair Lawn Ave.	commercial, retail	shopping strip, brick	c. 1960	-	1
1363-1367 Abbott Rd. South/2502-2506 Fair Lawn Ave.	multiple-family dwelling	Georgian Revival, garden apartments, brick	c. 1955	-	1
2510-2520 Fair Lawn Ave.	multiple-family dwelling	Georgian Revival, garden apartments, brick	c. 1955	-	1
2522-2620 Fair Lawn Ave./1366 Sandford Rd.	multiple-family dwelling	Georgian Revival, garden apartments, brick	c. 1955	-	1
1360-1356 Sandford Rd./2631-2627 Warren Rd.	multiple-family dwelling	Georgian Revival, garden apartments, brick	c. 1955	-	1
2623-2615 Warren Rd.	multiple-family dwelling	Georgian Revival, garden apartments, brick	c. 1955	-	1

Address	Function	Style & Description	Construction Date	# Contributing Resources	# Non-contributing Resources
2609-2601 Warren Rd.	multiple-family dwelling	Georgian Revival, garden apartments, brick	c. 1955	-	1
2519-2501 Warren Rd./1359 Abbott Rd. South	multiple-family dwelling	Georgian Revival, garden apartments, brick	c. 1955	-	1
2702 Fair Lawn Ave.	commercial, office	Art Deco, brick	c. 1920	1	-
Radburn Association, 2920 Fair Lawn Ave.	office/recreational	?, frame	?	1	-
21 Sandford Rd.	dwelling	two-story frame	c. 1955	-	1
23 Sandford Rd.	dwelling	Col. Revival	c. 1933	1	-
25 Sandford Rd.	dwelling	Col. Revival	c. 1933	1	
27 Sandford Rd.	dwelling	Col. Revival	c. 1933	1	
29 Sandford Rd.	dwelling	Col. Revival	c. 1933	1	
31 Sandford Rd.	dwelling	Cape Cod, frame	c. 1940	-	1
33 Sandford Rd.	dwelling	Cape Cod, frame	c. 1940	-	1
35 Sandford Rd.	dwelling	Cape Cod, frame	c. 1940	-	1
37 Sandford Rd.	dwelling	Cape Cod, frame	c. 1940	-	1
39 Sandford Rd.	dwelling	Colonial Revival, frame	c. 1940	-	1
16 Rutgers Terrace	dwelling	Colonial Revival, frame	c. 1940	-	1
14 Rutgers Terrace	dwelling	Colonial Revival, frame	c. 1940	-	1
12 Rutgers Terrace	dwelling	Colonial Revival, frame	c. 1940	-	1
10 Rutgers Terrace	dwelling	Colonial Revival, frame	c. 1940	-	1
8 Rutgers Terrace	dwelling	Colonial Revival, frame	c. 1940	-	1
6 Rutgers Terrace	dwelling	Colonial Revival, frame	c. 1940	-	1

Address	Function	Style & Description	Construction Date	# Contributing Resources	# Non-contributing Resources
4 Rutgers Terrace	dwelling	Colonial Revival, frame	c. 1940	-	1
8 Ryder Rd.	dwelling	Colonial Revival, frame	c. 1940	-	1
17 Ramsey Terrace	dwelling	Colonial Revival, frame	c. 1940	-	1
19 Ramsey Terrace	dwelling	Colonial Revival, frame	c. 1940	-	1
Park R	swimming pool	concrete	c. 1933	1	-
Park R	pool house	brick	c. 1933	1	-
20 Ramsey Terrace	dwelling	Colonial Revival, frame	c. 1940	-	1
18 Ramsey Terrace	dwelling	Colonial Revival, frame	c. 1940	-	1
16 Ramsey Terrace	dwelling	Colonial Revival, frame	c. 1940	-	1
14 Ramsey Terrace	dwelling	Colonial Revival, frame	c. 1940	-	1
12 Ramsey Terrace	dwelling	Colonial Revival, frame	c. 1940	-	1
10 Ramsey Terrace	dwelling	Colonial Revival, frame	c. 1940	-	1
8 Ramsey Terrace	dwelling	Colonial Revival, frame	c. 1940	-	1
6 Ramsey Terrace	dwelling	Colonial Revival, frame	c. 1940	-	1
4 Ramsey Terrace	dwelling	Colonial Revival, frame	c. 1940	-	1
2 Ramsey Terrace	dwelling	Colonial Revival, frame	c. 1940	-	1
1 Ramapo Terrace	dwelling	Colonial Revival, frame	c. 1940	-	1

Address	Function	Style & Description	Construction Date	# Contributing Resources	# Non-contributing Resources
3 Ramapo Terrace	dwelling	Colonial Revival, frame	c. 1940	-	1
5 Ramapo Terrace	dwelling	Colonial Revival, frame	c. 1940	-	1
7 Ramapo Terrace	dwelling	Colonial Revival, frame	c. 1940	-	1
9 Ramapo Terrace	dwelling	Colonial Revival, frame	c. 1940	-	1
11 Ramapo Terrace	dwelling	Colonial Revival, frame	c. 1940	-	1
13 Ramapo Terrace	dwelling	Colonial Revival, frame	c. 1940	-	1
15 Ramapo Terrace	dwelling	Colonial Revival, frame	c. 1940	-	1
17 Ramapo Terrace	dwelling	Colonial Revival, frame	c. 1940	-	1
19 Ramapo Terrace	dwelling	Colonial Revival, frame	c. 1940	-	1
21 Ramapo Terrace	dwelling	Colonial Revival, frame	c. 1940	-	1
10 Ramapo Terrace	dwelling	Colonial Revival, frame	c. 1933	1	-
12 Ramapo Terrace	dwelling	Colonial Revival, frame	c. 1933	1	-
14 Ramapo Terrace	dwelling	Colonial Revival, frame	c. 1933	1	-
16 Ramapo Terrace	dwelling	Colonial Revival, frame	c. 1933	1	-
18 Ramapo Terrace	dwelling	Colonial Revival, frame	c. 1933	1	-
20 Ramapo Terrace	dwelling	Colonial Revival, frame	c. 1933	1	-

Address	Function	Style & Description	Construction Date	# Contributing Resources	# Non-contributing Resources
2-4 Randolph Terrace	multiple-family duplex	Revival, brick	c. 1930	1	-
6-12 Randolph Terrace	Multiple-family group dwelling	Revival, brick	c. 1930	1	-
14-20 Randolph Terrace	Multiple-family group dwelling	Revival, brick	c. 1930	1	-
22-24 Randolph Terrace	multiple-family duplex	Revival, brick	c. 1930	1	-
23-21 Randolph Terrace	multiple-family duplex	Revival, brick	c. 1930	1	-
19-11A Randolph Terrace	Multiple-family group dwelling	Revival, brick	c. 1930	1	-
11-5 Randolph Terrace	Multiple-family group dwelling	Revival, brick	c. 1930	1	-
3-1 Randolph Terrace	multiple-family duplex	Revival, brick	c. 1930	1	-
2-4 Reading Terrace	multiple-family duplex	Revival, frame	c. 1930	1	-
6-12 Reading Terrace	Multiple-family group dwelling	Revival, frame	c. 1930	1	-
14-20 Reading Terrace	Multiple-family group dwelling	Revival, frame	c. 1930	1	-
22-24 Reading Terrace	multiple-family duplex	Revival, frame	c. 1930	1	-
23-21 Reading Terrace	multiple-family duplex	Revival, frame	c. 1930	1	-
19-13 Reading Terrace	Multiple-family group dwelling	Revival, frame	c. 1930	1	-
11-5 Reading Terrace	Multiple-family group dwelling	Revival, frame	c. 1930	1	-
3-1 Reading Terrace	multiple-family duplex	Revival, frame	c. 1930	1	-

Address	Function	Style & Description	Construction Date	# Contributing Resources	# Non-contributing Resources
2-8 Townley Rd.	Multiple-family group dwelling	Revival, brick	c. 1930	1	-
10-16 Townley Rd.	Multiple-family group dwelling	Revival, brick	c. 1930	1	-
18-24 Townley Rd.	Multiple-family group dwelling	Revival, brick	c. 1930	1	-
4 Ramapo Terrace	dwelling	Colonial Revival, frame	c. 1940	-	1
2 Ramapo Terrace	dwelling	Colonial Revival, frame	c. 1940	-	1
1301 Plaza Rd. South	dwelling	Colonial Revival, frame	c. 1940	-	1
1305 Plaza Rd. South	dwelling	Colonial Revival, frame	c. 1940	-	1
1309 Plaza Rd. South	dwelling	Colonial Revival, frame	c. 1940	-	1
1315 Plaza Rd. South	dwelling	Colonial Revival, frame	c. 1940	-	1
1317 Plaza Rd. South	dwelling	Colonial Revival, frame	c. 1940	-	1
1319 Plaza Rd. South	dwelling	Colonial Revival, frame	c. 1940	-	1
1321 Plaza Rd. South	dwelling	Colonial Revival, frame	c. 1940	-	1
1306 Plaza Rd. South	dwelling	Cape Cod, brick	c. 1950	-	1
1308 Plaza Rd. South	dwelling	Cape Cod, brick	c. 1950	-	1
1310 Plaza Rd. South	dwelling	Cape Cod, brick	c. 1950	-	1
1312 Plaza Rd. South	dwelling	Cape Cod, brick	c. 1950	-	1
1314 Plaza Rd. South	dwelling	Cape Cod, brick	c. 1950	-	1
1316 Plaza Rd. South	dwelling	Bungalow	c. 1940	-	1
1318 Plaza Rd. South	dwelling	Bungalow	c. 1940	-	1
1320 Plaza Rd. South	dwelling	Bungalow	c. 1940	-	1
1322 Plaza Rd. South	dwelling	Bungalow	c. 1940	-	1

Resource Count

Address	Function	Style & Description	Construction Date	# Contributing Resources	# Non-contributing Resources
1324 Plaza Rd. South	dwelling	Bungalow	c. 1940	-	1
1326 Plaza Rd. South	dwelling	Bungalow	c. 1940	-	1
Radburn-Fair Lawn Passenger Station	train station	Colonial Revival, frame and stone	1930	1	
Plaza Rd. South	industrial site	-	c. 1928	1	-
Radburn	site plan	-	c. 1928	1	-
TOTALS=	-	-	-	320	188