

Final Draft

MASTER PLAN

Borough of Washington  
Warren County, New Jersey

1979

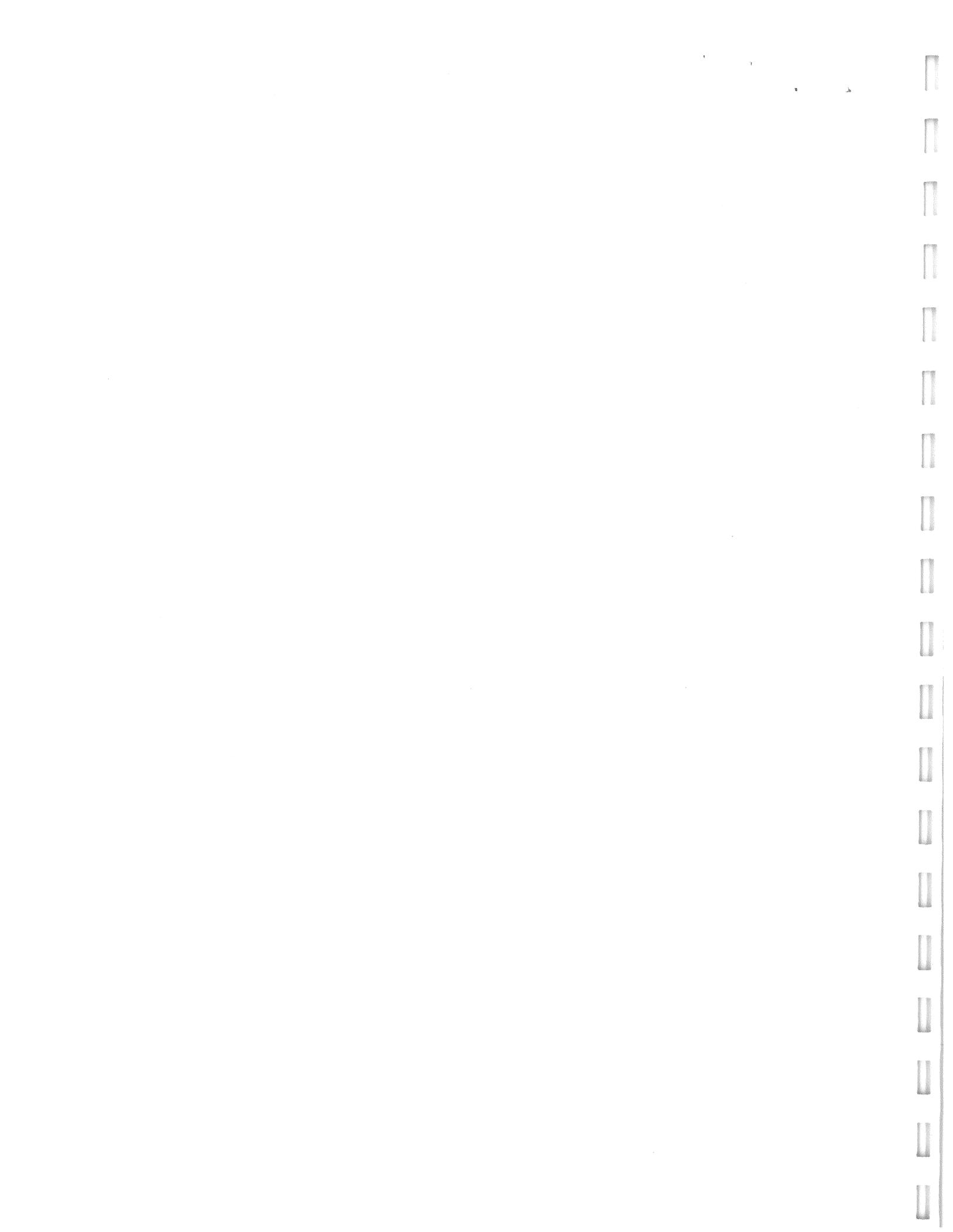
Adopted September 10, 1979  
by the Washington Borough Planning Board

Prepared by:

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20 N. Pennsylvania Avenue  
Morrisville, Pennsylvania

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John J. Lynch      P.P. #19



Washington Borough Planning Board  
1978 and 1979

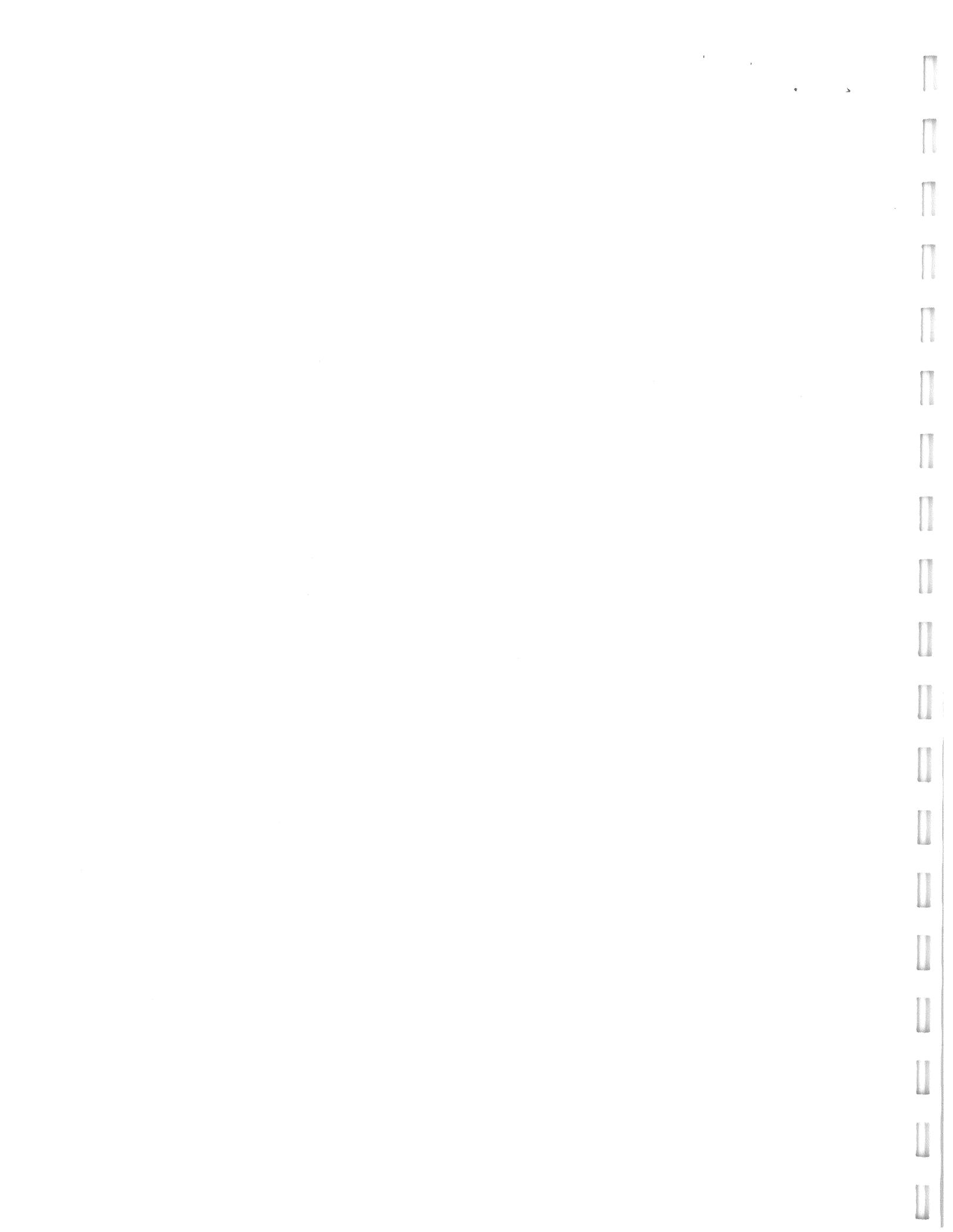
Stanley Brewster, Chairman, 1978  
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Mary Spatz, Secretary, 1978-79  
Howard Shaw, Assistant Secretary, 1979  
George Thompson, Mayor, 1978  
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1978-79

Robert Blanche  
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Horst Meichsner  
William Neal

George Thompson  
John O. Tinsman  
Adam Sadowski, Manager  
Charles M. Lee, Esq., Borough Attorney



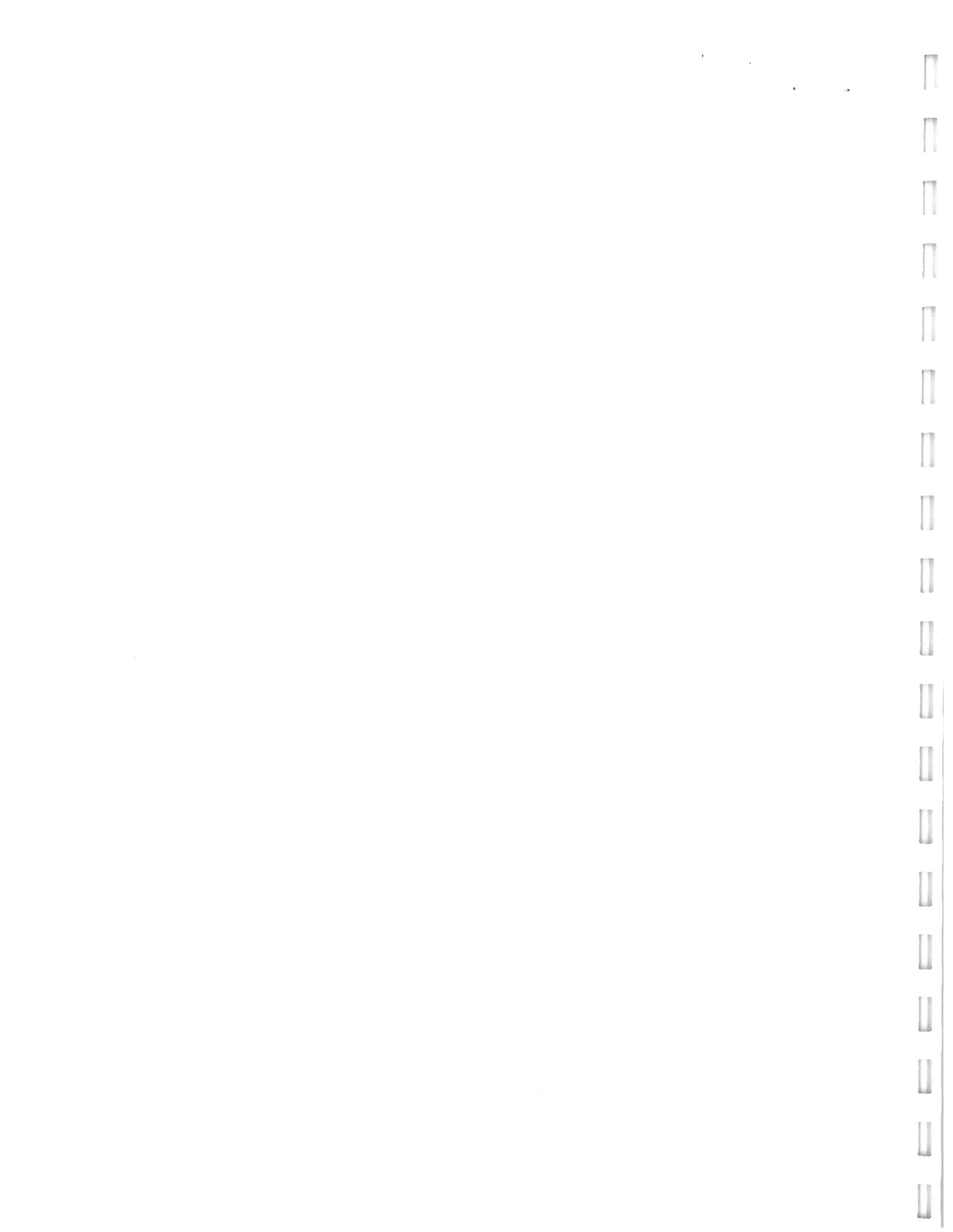
MASTER PLAN

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BOROUGH OF WASHINGTON  
PLANNING BOARD  
WARREN COUNTY, NEW JERSEY

In the Matter of the Adoption :  
of the Master Plan for the :  
Borough of Washington :

RESOLUTION

WHEREAS, the Planning Board of the Borough of Washington has, pursuant to N.J.S.A. 40:55D-28, engaged the services of John J. Lynch, a professional planner, to prepare a Master Plan for the Borough; and

WHEREAS, the within Master Plan was considered at special open public meetings held on the following dates, as to the following topics:

- March 22, 1978 - Existing uses and natural features
- April 26, 1978 - Population study and housing analysis
- May 24, 1979 - Land use plan draft and draft of development regulations ordinance
- June 28, 1978 - Public facilities and traffic study
- July 26, 1978 - Draft of traffic flow, conservation and recreation and utility plans
- October 30, 1978 - Final Review of development regulations ordinance

WHEREAS, the Master Plan was further considered at public meetings of October 6, 1978; October 30, 1978; November 29, 1978, December 15, 1978; and February 21, 1979. The Land Use Element was passed on December 15, 1978.

WHEREAS, the Master Plan and each of its component parts were finally considered at the regular open public meeting held Monday, September 10, 1979, and

WHEREAS, the requisite notices were given to the County Planning Board of the County of Warren and the Township of Washington in the County of Warren; and

WHEREAS, the aforesaid final hearing on the adoption of the Master Plan

was duly advertised in accord with the requirements of the Municipal Land Use Law; and

WHEREAS, the Planning Board has found and determined that the aforesaid Master Plan is one which will guide the use of lands within the Borough in a manner which protects public health and safety and promotes the general welfare;

NOW THEREFORE BE IT RESOLVED, by the Planning Board of the Borough of Washington, in the County of Warren and State of New Jersey that the aforesaid Master Plan, including the statement of objectives, the Land Use Plan Element, the Housing Plan Element, the Circulation Plan Element, the Utility Service Plan Element, the Community Facilities Plan Element, the Recreation Plan Element, the Conservation Plan Element and the Appendices and separate reports submitted with the proposed Master Plan be and the same are hereby finally adopted.

The above resolution was moved by William Neal  
seconded by Mary Spatz voted and carried  
this 10th day of September, 1979.

Barbara E. Lisk  
(MRS.) BARBARA LISK, Clerk  
Washington Borough Planning Board

## MASTER PLAN BACKGROUND STUDIES

Borough of Washington  
Warren County, New Jersey

1979

### EXISTING LAND USE

A field survey was conducted in March, 1978, to determine the use of land in the borough. The information was gathered by automobile and on foot and was based on a lot by lot examination of all land in the borough.

A display map was prepared showing existing uses and it served as part of the background material used in updating the last Master Plan prepared for the borough in 1960. The map showing existing land uses is on Plate 1 on the following page.

The borough has a full range of land uses, serving as the center of a rural and agricultural area of Warren County for many years. Single family homes on medium to small sized lots are found along with duplexes, semi-detached, attached and multi-family residential. Much of the more densely developed residential land is within convenient walking distance of shopping found in the center of the borough along Washington Street. This is the major section of commercial activity in Washington, offering retail goods and services at a pedestrian scale.

Industrial activity is not a dominant part of the land use in Washington, although several industries continue to operate in the borough, offering jobs and adding variety to the local economic base.

The field survey yielded a count of 1,189 single family homes, 247 two-family, and 52 three or more family dwellings. Public and quasi-public buildings and uses, exclusive of public parking lots, totalled 26, while commercial and industrial uses were 142 and 15 respectively.

In the 1960 Master Plan, the reported land use patterns were very similar to those found in 1978. The most significant growth characteristics over the 18-year period were the addition of three garden apartments on Prospect Street, south of Route 57 in the western part of the borough, and off South Lincoln Avenue on Nunn Avenue. Also, the development of single family homes in the northeasterly section of the borough was a major change in use. Little change occurred in the industrial and commercial land use pattern.

### TRAFFIC

This report, prepared in February, 1979, presents an analysis of traffic circulation in the borough. It considers street functions, traffic volumes, right-of-way widths and accident locations in an effort to identify problem areas.

EXISTING LAND USE

March, 1978

BOROUGH OF

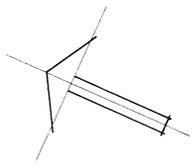
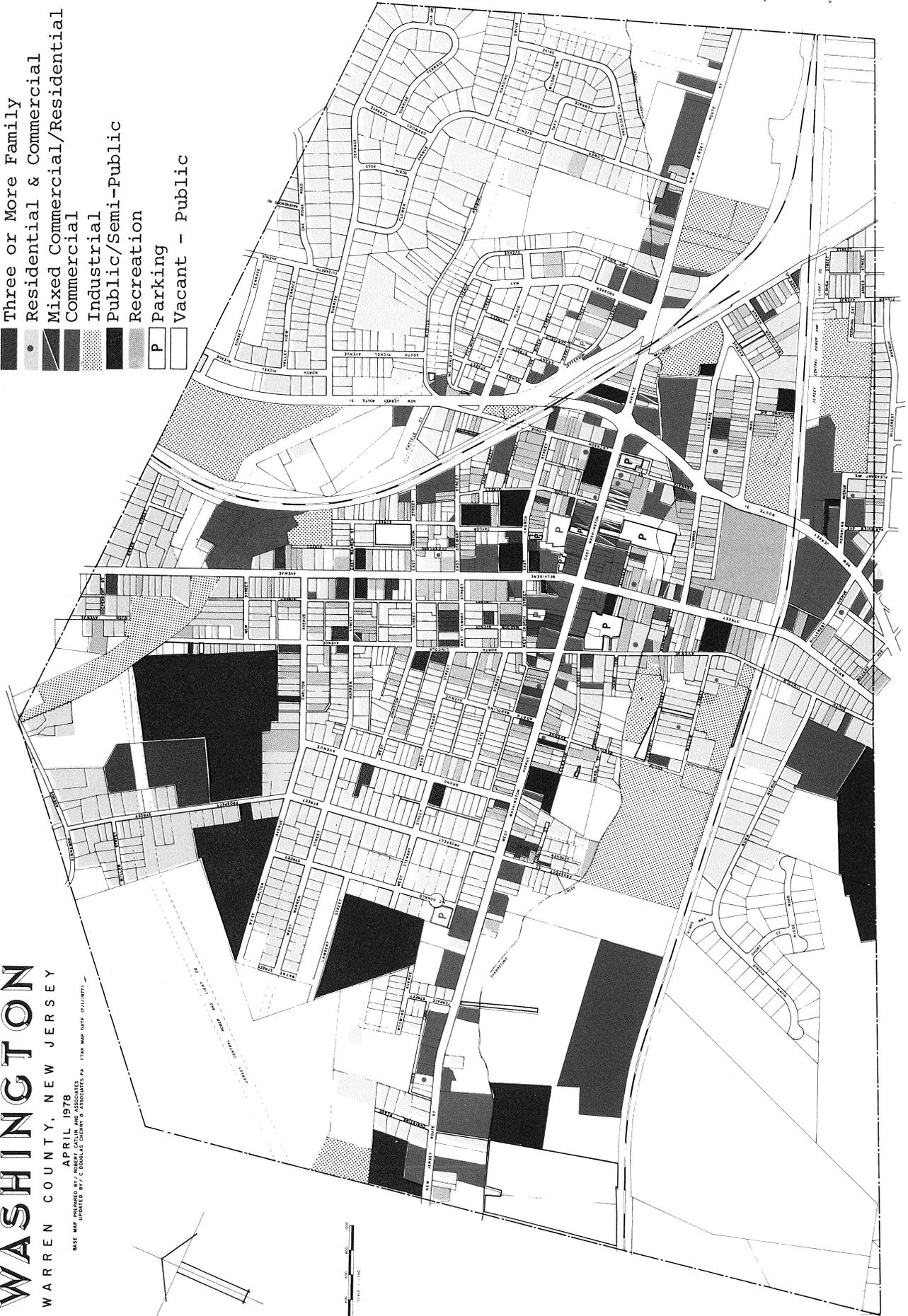
# WASHINGTON

WARREN COUNTY, NEW JERSEY

APRIL 1978

BASE MAP PREPARED BY ROBERT CHILK AND ASSOCIATES  
UPDATED BY C DOUGLAS CHERRY & ASSOCIATES PA 1784 MAP DATE 9/11/1971

- One Family
- Two Family
- Three or More Family
- Residential & Commercial
- Mixed Commercial/Residential
- Commercial
- Industrial
- Public/Semi-Public
- Recreation
- P Parking
- Vacant - Public



One of the purposes of this study is to identify achievable improvements to the street system which will aid in easing the flow of traffic throughout the borough, both for regional and local traffic.

### Street Function

Street function is identified in two broad categories - Arterial and Collector. The arterial roadway is one which has a distinctly regional orientation, serving local needs only as an incidental function to its primary objective of handling long-range traffic.

The collector roadway serves a local or intermunicipal function, gathering traffic from local streets and allowing it to flow either into the arterial network or to travel to nearby municipalities on a subregional roadway network. Street functions are shown on Plate 2.

Arterial Streets: Two roads have been identified as arterials, and both are state highways. Route 57, which serves an east-west flow, is more heavily used than the Route 31 arterial, which handles north-south traffic.

Both roadways provide direct access to abutting properties, but Route 57 has far more access points and potential interruptions to traffic than does Route 31.

Route 57 provides a valuable link between the Phillipsburg-Easton area and Route 80. Traffic leaving the Easton area and desiring to reach northeastern New Jersey or New York City can do so by travelling on Route 78 to 287 to 80 or by using Route 57 as a direct access to 80. Until the missing section of Route 78 in Union County is completed, Route 57 will continue to be fairly heavily used as an access road to the industrial and employment centers to the east of Washington in northeastern New Jersey.

Some decline in the use of Route 57 was noted after Route 287 opened through Morristown, providing a direct link between Routes 78 and 80. However, because of the general lack of state highways in the Warren and Morris County area which run in a southwest-northeast direction, Route 57 can be expected to serve an important role in regional traffic flows even when Route 78 is completed, but its role should have more of a localized function. As an example, traffic from the Dover, Netcong and Mount Olive areas travelling to the Easton area would rely on Route 57 for access, but Easton-bound traffic from Parsippany-Troy Hills and points east and south of that area would tend to use Routes 287 and 78.

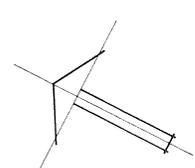
The land uses adjoining Route 57 in the borough significantly reduce its ability to handle large volumes of traffic. Even at reduced traffic volumes, Route 57 is carrying more traffic than it can effectively handle. Traffic flows through the central business district, particularly between Lincoln Avenue and Route 31, are frequently interrupted by the on-street parking of automobiles and turning movements associated with

EXISTING STREET FUNCTIONS

BOROUGH OF  
**WASHINGTON**  
WARREN COUNTY, NEW JERSEY

APRIL 1978  
BASE MAP PREPARED BY / BROWN AND CALDWELL  
UPDATED BY / C. DONALD CHERRY & ASSOCIATES, P.A. (T.M. MAP DATE 12/1/1977)

Arterial  
Collector



locally oriented traffic. Reductions in regional traffic volume will tend to offset these inconveniences for a short period of time, but the history of traffic flows indicates that traffic volumes will continue to build over the years until they reach the heavy flows that were experienced before the opening of Route 287. However, the new traffic will be more locally oriented, as discussed in the previous paragraph.

Route 31 provides a regional connection between the Trenton area and Stroudsburg, serving as an important link between the central New Jersey area and the resort areas of the Poconos. Throughout its length, Route 31 passes through areas which are generally rural or only lightly developed, which makes it more attractive for traffic travelling in this general direction which has the alternative of using Route 206. Only two small urban centers of any significant size are found along Route 31, one is Washington and the other is Flemington. In its long-range planning, the state is considering some alignment changes and overall improvements for Route 31, one of which would by-pass Washington to the east. Based on the relatively low traffic volumes on Route 31 and the many problems which exist on more heavily travelled roads in other parts of New Jersey, it is felt that any major expenditures on capital improvements to Route 31 are many years away.

Route 31 also serves as a connector between Routes 78 and 80. Traffic between the Somerville-New Brunswick-Perth Amboy-Plainfield area and Stroudsburg or the Pocono Mountains has no limited access highways it can use in New Jersey between Routes 78 and 80. The only major traffic arteries are Route 206 and Route 31 which can provide access within New Jersey. Route 33 between Easton and Stroudsburg in Pennsylvania is the most easterly major connector between 78 and 80, and is more heavily used than Routes 31 and 206 as a connector.

Route 31 has less impact on local traffic flows than Route 57. Not only does it run for a shorter distance in the borough than Route 57, but it by-passes the central business district and has fewer street intersections and curb cuts than Route 57.

Collector Streets: The most important collector street in the borough is Broad Street-Belvidere Avenue. This road provides direct access to the business district from Route 31 to the south and Oxford to the north. It is the only road which travels completely through the borough other than the state highways. Because of topography, railroad lines, the Shabbecong Creek and limitations imposed by existing development, this north-south alignment would be very difficult to parallel within the borough. Its importance in future years is therefore assured.

Lincoln Avenue runs roughly parallel to Broad Street-Belvidere Avenue serving a more localized collector function between West Carlton Avenue and the southern boundary of the borough. It provides a means of controlled access to Route 57 which is not as congested as that found at the Broad-Belvidere intersection with Route 57. Lincoln Avenue's most significant limitation as a collector street is its narrow right-of-way, which is

less than 35 feet south of Route 57, and only 40 feet on the north side. By contrast, Broad-Belvidere has a 66 foot right-of-way - far more suitable in its role as a collector street.

Kinnaman Avenue is a county road skirting the northern part of the borough. It provides east-west access among Prospect Street, Belvidere Avenue and Route 31, with the latter two connections found in Washington Township. It is the first road north of Route 57 which provides a crossing of the railroad, which is a major limiting factor on local traffic circulation.

Prospect Street is identified as a collector because of its connection to Kinnaman Avenue and the fact that it is the westernmost link in the borough between Route 57 and Kinnaman, although a connector does exist just west of the borough. Prospect serves as a feeder to multi-family housing and as an important north-south access road to two schools and a church-related community center. Any future development of the large vacant tract in the northwestern section of the borough would rely to a large extent on Prospect Street for access to Route 57 and Kinnaman Avenue.

Carlton Avenue connects Prospect to Belvidere and serves as an access road to the school. It should become the major link to development which would ultimately be located in the vacant tract in the northwest part of the borough.

Church Street both east and west of Belvidere is very important to local traffic flows. Police and fire vehicles are dispatched from this location to all parts of the borough, so it is important that they be able to reach all areas smoothly and with a minimum of congestion encountered. The Jackson Avenue link to Route 57 should be considered as an integral part of the overall function of Church Street since it provides the only access to Route 57 between Belvidere and Route 31. Church Street also serves as an access to central business district parking, the municipal building, an elementary school, the Post Office, some commercial and professional uses on West Church Street and many homes on East Church Street. The Jackson Avenue link between Church Street and Route 57 functions effectively only for northbound traffic. Traffic desiring to go east on Route 57 must cross the heavy westbound flows without benefit of a traffic light. Back-ups related to the Route 31 and 57 traffic light further preclude the use of Jackson Avenue for eastbound Route 57 traffic except during periods of low traffic volume. This means traffic heading east on Route 57 which originates on Church Street will use Belvidere as an access road, adding to the considerable amount of congestion found at that intersection.

Youmans Avenue is the nearest parallel route to the south of 57 which provides a connection between Routes 31 and Broad Street. Traffic leaving the public parking areas south of Route 57 which desires to avoid the Route 57-Broad Street intersection uses Youmans to gain access to Route 31 and the easterly section of Route 57. Youmans Avenue is a 48 foot wide street serving one and two family homes on small lots. The

intersection with Route 31 is wide and uncontrolled, but visibility is reasonably good. In fact, more traffic accidents occur along Youmans Avenue between Broad and Route 31 than occur at the intersection of Route 31 itself.

Hillcrest Avenue is another important connector between Route 31 and Broad Street, offering an access road to Broad Street for residents of Washington Township. It offers very little service as a collector for borough residents, however.

The remaining collector shown on Plate 2 provides access to the residential areas in the northeast part of the borough. Its connection with Route 31 is Myrtle Avenue and Flower Avenue provides access to Route 57. This is an odd-shaped collector and its function is truly local. The Myrtle Avenue link to Route 31 is very narrow, with only a 20 foot right-of-way shown on the tax maps. However, this is the best access to Route 31 available in terms of visibility and topography, so it should be retained as part of the collector system.

#### Traffic Volumes

Information on traffic volumes provided by the New Jersey Department of Transportation shows some counts for 1972, 1974 and 1975. Counts are shown for Routes 31 and 57, and spot information is shown for Broad-Belvidere, Prospect, Kinnaman and Youmans.

Both Routes 57 and 31 carry over 10,000 vehicles per day. Traffic on Route 31 south of 57 is heavier than that found to the north. Traffic appears to have declined somewhat on Route 31 between 1972 and 1975, some of which may be attributable to lower traffic on Route 57 as the result of the opening of Route 287 through Morristown during that period.

Route 57 carries the heaviest traffic volumes in the borough. Various counts indicate that traffic flows on Route 57 are between 13,500 and 15,000 vehicles per day, compared to volumes on Route 31 of 10,000 to 13,500 vehicles per day. Volumes on Route 57 were about one-third higher in 1972 than in 1975, the two years in which comparable counting methods were used. Again, this is attributable to changes in the regional road network.

Broad Street and Belvidere Avenue carry 4,000-5,000 vehicles on an average day, while Kinnaman Avenue carries a little over 2,000 per day. Prospect and Youmans between Route 31 and Broad carry about 1,500 vehicles per day.

An intersection count at Routes 31 and 57 by the N. J. Department of Transportation in November, 1974 was taken between the hours of 10:00 A.M. and 6:00 P.M. and adjusted to an average annual daily total. Some interesting findings resulted.

1. Traffic volumes south of 57 on Route 31 were about 25 percent higher than those to the north, as reported earlier.

2. Traffic volumes on 57 west of 31 were about 35 percent higher than those east of 31.
3. Only about half the northbound traffic on Route 31 continues north of Route 57, while about one-third turns west onto Route 57.
4. About 60 percent of the southbound Route 31 traffic continues south past 57, while about one-third turns west on 57.
5. Almost 85 percent of the westbound traffic on Route 57 continues west on 57 past 31, and almost 15 percent turns south on Route 31.
6. Eastbound Route 57 traffic continues east past 31 in about 60 percent of the cases, while 20 percent turn north and 20 percent south on Route 31.
7. On Route 31 north of 57, southbound traffic was about 10 percent heavier than northbound, while south of 57 northbound traffic was 5 percent heavier.
8. West of Route 31 on 57, westbound traffic was 10 percent heavier than eastbound, while east and west flows were about the same east of Route 31.

#### Right-of-Way Widths

Plate 3 shows street rights-of-way in four broad categories: 60' and over; 50'-59'; 35'-49'; and under 35'.

60' and Over: 60 feet is generally regarded as the minimum for collectors. Among the major streets, Routes 31, 57 and Broad-Belvidere all exceed 60 feet in width. Their rights-of-way are reasonably consistent in width throughout the borough.

Prospect Street has a section of 60 foot right-of-way, but its effectiveness for carrying traffic is diminished since it drops to under 40 feet both north of Carlton Avenue and at its connection with Route 57. Since Prospect should continue to function as a collector street, some widening of the narrower portions should be considered.

The remaining wide streets serve as local streets and should not be relied upon as future collectors or other higher volume streets. These include Grand Avenue, Gibson Place and Prosper Way.

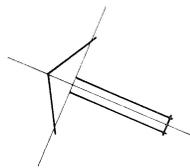
50'-59': A 50 foot right-of-way is generally regarded as the minimum acceptable for local streets. In most cases, 50 foot rights-of-way are found in the newer sections of the borough. In the older sections, Carlton, West Stewart, the eastern end of Church Street, Hillcrest, Pershing, Pleasant and a part of Railroad are all 50 feet in width.

STREET RIGHTS-OF-WAY

BOROUGH OF  
**WASHINGTON**  
WARREN COUNTY, NEW JERSEY

APRIL 1978  
BASE MAP PREPARED BY FORBET, CATLIN AND ASSOCIATES  
PLANNERS & CONSULTING ENGINEERS, INC. (TAX MAP DATE 8/1/1977)

- 60' and Over
- 50' - 59'
- 35' - 49'
- Under 35'



Under 50': The remaining street widths of less than 50 feet are shown in two categories on Plate 3, with streets under 35 feet unmarked. Most of the streets in the borough are less than 50 feet wide, creating potentially serious traffic flow and access problems for emergency vehicles in many cases.

The most serious conflicts between street rights-of-way and traffic carrying capacity are found on the streets designated as collectors, with South Lincoln Avenue the most obvious example of a narrow street performing an important traffic function.

#### Accident Locations

The Police Department keeps mapped records of traffic accidents. For the year 1977, there were 287 accidents in the borough, with 2 fatalities. Most of the accidents occurred on Route 57 west of Route 31 and on Route 31 south of Route 57.

The areas with the most accidents are listed below, listing the most serious problem areas first:

1. Route 31 and 57 intersection.
2. Route 57 between Lincoln and Route 31.
3. Quik-Check Parking Lot.
4. Belvidere and 57.
5. Owl's Nest Tavern and 57.
6. Hillcrest Avenue and Broad Street.
7. Hillcrest Avenue and Route 31.
8. Park Avenue and Route 31.
9. North Central Parking Lot.
10. Youmans Avenue between Broad Street and Route 31.

The purpose of identifying high accident areas is to aid in analyzing problem areas.

#### POPULATION AND HOUSING

This report, prepared in July, 1978, analyzes the population and housing characteristics of the borough for the purpose of understanding existing conditions and making projections of future characteristics.

The population section deals with population trends, age groups, births and deaths, educational attainment, occupations, and family income. The

housing characteristics section includes considerations of owner and renter occupancy, vacancies, number of units in structures, persons per unit, the value of units both in terms of rent and sales, and trends in housing construction. The last section of this report makes projections of population by age group, including a projection of households by age group and housing unit needs.

A great deal of the background data for this report is the United States Census. The updating of information from the Census year of 1970 is made in various ways, all of which are cited in the text that follows.

### Population Trends

Trends in population growth for both the borough and the county are shown on Plate 4 covering the period 1950 through 1976. It can be seen that between 1950 and 1960, the borough population increased at a slightly faster rate than the county, while during the 1960's the rate of growth at the county level was about four times that found in the borough.

The N. J. Department of Labor and Industry estimates the 1976 population of the borough to be 6,320. In later sections of this report it has been concluded that this estimate is low and that the population is tending more toward a 1980 level of 6,680, assuming only modest housing construction in the latter part of the 1970's. In any event, the rate of growth in the borough has been higher than that of the county during the 1970's, primarily due to the construction of apartments and a large single family development in the northeastern section of the borough.

The population density in the borough is considerably higher than that of the county, with much of the county land use pattern characterized by rural and agricultural uses, while much of the borough is developed.

It is fair to conclude that Washington Borough is not a developing municipality. It is largely developed, although some scattered large parcels remain. Development has not yet spread into this portion of the state as a product of the expansion of the more highly developed sections of northeastern New Jersey.

### Age Groups

The characteristics of age group distribution for the census years 1960 and 1970 indicate that some significant changes have occurred in both the borough and the county. Both reflect the nation-wide drop in birth rates which began around 1965 by showing a significant decline in the under 5 population.

Within the borough, the most significant increases are noted in the 15-24 and 65 and over age groups. If the 15-24 age group in the borough in 1970 is compared with the 5-14 age group in 1960, however, it can be seen that the significant percentage increase is more than offset by the fact that there was a loss in this age group of over 100 persons between

Plate 4

GENERAL POPULATION CHARACTERISTICS

Washington Borough and Warren County

	<u>Borough</u>	<u>County</u>
1950 Population	4,802	54,374
1960 Population	5,723	63,220
% Increase	19.2 %	16.3 %
1970 Population	5,955	73,879
% Increase	4.1 %	16.9 %
1976 Est. Population <sup>1.</sup>	6,320	77,520
% Increase	6.1 %	4.9 %
Land Area - Square Miles	2.0	362
1976 Density/Square Mile	3,160	214
1970 Age Group Distribution		
Under 5	7.9 %	8.3 %
5-24	32.9 %	34.9 %
25-64	44.0 %	45.5 %
65 & Over	15.2 %	11.3 %
1970 Educational Attainment		
Median School Years Completed	10.8	11.8
% High School Graduates	40.1 %	48.5 %
1970 Income Characteristics		
Median Family Income	\$9,441	\$10,121
Average Family Income	\$10,769	\$11,045
% Families Below Poverty Level	6.1 %	5.2 %

Source: U. S. Census

1. N. J. Department of Labor and Industry.

1960 and 1970. The 65 and over age group showed a marked increase, representing about one-fourth of the population age 25 and over. At the county level, the 65 and over age group represents about one out of every five persons age 25 and over.

The overall pattern seems to be that the borough is attracting persons in the older age groups to a greater extent than is found at the county level. This is to be expected in a municipality which has served as a regional center over the years, and which offers the opportunity for smaller housing units more closely meeting the needs of older people as well as young adults with small families.

#### Births and Deaths

The pattern of births and deaths for the years 1960 through 1976 are shown on Plate 5. This information is based on the resident population, which means that if a person living in Washington Borough has a baby delivered in Morristown, the birth is registered as a birth for Washington Borough.

The patterns found in both the borough and the county reflect the general patterns found nation-wide, that is the birth rate drops significantly after the mid-1960's while the death rate remains fairly constant.

The drop in the number of births in the borough is quite apparent between 1965 and 1966. There is some evidence that the number of births will increase based on the information from the early 1970's since the borough is becoming populated to a great extent by females in the childbearing years. However, the projection of births into future years still does not get the number of births back to the high level which existed in the early 1960's.

The decline in births at the county level is not as noticeable as it is in the borough, but it should be kept in mind that the county was growing in population between 1960 and 1970 at a much faster rate than the borough, so the observed decline is in the face of continued growth within the county. During the 1970's, the decline in births at the county level differs from the pattern observed in the borough because it is estimated that the borough's population is growing at a faster rate than the county's during the 1970's.

The number of deaths occurring in the borough and the county over the 17 years shown in Plate 5 reflects a fairly constant absolute number of deaths, which should be continued at least at the county level over the next 10 or 15 years, while it is estimated that the number of deaths will increase in the borough in that same time period because of a continuing trend toward a higher proportion of the borough population falling in the older age groups.

#### Educational Attainment

The number of years of school completed for persons age 25 and over as of 1970 is shown on Plate 4. This information is reported in the U. S. Census.

Plate 5

BIRTHS AND DEATHS

1960 - 1976

	<u>Washington Borough</u>		<u>Warren County</u>	
	<u>Births</u>	<u>Deaths</u>	<u>Births</u>	<u>Deaths</u>
1960	142	90	1,234	739
1961	148	77	1,343	741
1962	143	76	1,311	752
1963	146	70	1,317	804
1964	135	64	1,264	795
1965	144	99	1,237	810
1966	98	78	1,226	801
1967	96	77	1,134	821
1968	95	87	1,150	842
1969	92	85	1,160	847
1970	79	81	1,225	785
1971	102	55	1,128	787
1972	102	84	1,025	831
1973	76	83	975	809
1974	107	71	992	744
1975	105	66	957	865
1976	121	69	1,094	775

Source: N. J. Department of Health

The median number of school years completed is lower in the borough than in the county and the borough has a lower percentage of high school graduates than the county. Some of this may be attributed to the fact that the borough has an older population than the county as a whole, reflecting the higher incidence of a relative lack of education among older persons.

One of the purposes for examining years of school completed is to assist in determining the earning potential of the population. When the lower level of educational attainment is related to the higher median age for the borough, it leads to the conclusion that incomes will not rise as rapidly among borough residents as they will among residents of the region as a whole.

In reviewing the occupation of persons 16 years and older for the borough and the county, the borough shows a higher incidence of workers in the lower paid and less skilled categories and a lower incidence in the professional and managerial categories.

The borough shows a lower median income than the county and a higher incidence of families with incomes below the poverty level. Again, this data is used as a general indicator of relative wealth of the borough and ability to afford housing. It can be concluded from the data reflected on Plate 4 that the borough has been accommodating a higher proportion of persons with lower incomes than other parts of the region.

#### General Housing Characteristics

Plate 6 shows general housing characteristics for the borough and the county for the census years 1960 and 1970. It focuses on the type of occupancy and the vacancy rates for those census years.

In 1960, the borough had 1,922 year-round housing units, 170 fewer than were found in 1970. However, during the same time period, the number of occupied units increased by 202, reflecting a lower overall vacancy rate in 1970 than in 1960. While the housing stock increased, the number of vacant year-round units decreased, with a marked decrease from 41 units in 1960 to 14 units in 1970 seen in the number of units available for sale or rent. The vacancy rate in 1970 was about one-third of that which was found in 1960. An ideal or optimum vacancy rate of about 1 to 2 percent in sales housing and 4 to 5 percent in rental housing is considered essential for the proper functioning of the housing market. Rates lower than this have the effect of inflating housing values. If the ideal or optimum vacancy rates were in effect in the borough in 1970, there would be a total of 11 vacant units for sale as opposed to the actual 6 units for sale, and a total of 38 units for rent as opposed to only 8 units.

In comparing the borough with the county, apparently the borough was offering a more attractive place to live than other parts of the county since its vacancy rate has been lower than that of the county in both 1960 and 1970. However, the borough's 1970 vacancy rate was considerably

Plate 6

GENERAL HOUSING CHARACTERISTICS

1960 and 1970

	<u>Washington Borough</u>		<u>Warren County</u>	
	<u>1960</u>	<u>1970</u>	<u>1960</u>	<u>1970</u>
All Housing Units	1,922	2,095	21,324	24,907
Vacant - Seasonal & Migratory	-	3	1,035	421
All Year-Round Units	1,922	2,092	20,289	24,486
Owner Occupied	1,089	1,134	13,134	16,162
Renter Occupied	759	916	6,099	7,109
Total Occupied	1,848	2,050	19,233	23,271
Vacant - Year-Round	74	42	1,056	1,215
For Sale Only	N.A.	6	N.A.	131
For Rent	N.A.	8	N.A.	354
Total Available	41	14	533	485
Other	33	28	523	730
Vacancy Rate - Sales Housing	N.A.	0.5%	N.A.	0.8%
Vacancy Rate - Rental Housing	N.A.	0.9%	N.A.	4.7%
Overall Vacancy Rate	2.2%	0.7%	2.7%	2.0%

N.A. - Information not available in 1960 Census

Source: U. S. Census

lower than that of the county while the 1960 rate was only about 20 percent below the county's. The county showed a significant decrease in the number of vacant units in the seasonal and migratory category, dropping from 1,035 in 1960 to 421 in 1970. Much of this may be accounted for by the conversion of summer cottages to year-round living.

By way of explanation, the category on Plate 6 under vacant-year-round shown as "other" includes units which are not occupied but which are not actively on the market for sale or rent, such as units which have been sold but which are not yet occupied as well as second homes.

#### Persons Per Unit

The 1970 Census showed the number of persons per unit for the borough and the county. It affirms the smaller family sizes occurring in the borough as compared to the county, with the overall median for the borough a very low 2.4 persons per dwelling unit as compared to 2.7 at the county level, a figure which is also low when compared with statewide medians which are closer to 3 persons per unit. More than two-thirds of all the occupied housing units in the borough had 3 or fewer persons living in them in 1970.

#### Housing Value

In the owner-occupied category, the borough had a slightly higher 1970 median value than housing throughout the county, with almost two-thirds of the housing stock in the borough falling in the \$10,000-\$20,000 range. Warren County as a whole had more housing valued at over \$20,000 than the borough. However, it also had a considerably higher percentage of the housing stock valued at under \$10,000. The relatively narrow band of housing values in the borough in 1970 can be attributed to the fact that the borough is largely developed, and that housing values have influenced each other within the borough limits.

The value of rental housing in the borough is somewhat lower than that in the county, with the median of \$84 in the borough compared to \$104 in the county based on 1970 rent levels. The major difference in the borough housing stock appears to be found in the number of units renting for under \$100, with almost two-thirds of the rental housing stock falling in that category.

#### Age of Housing Stock

A total of 188 out of the 250 units authorized by building permits during the 1960's were in multi-family dwellings. It is important to point out that the amount of building in the borough over the 1970 through 1976 period shows considerably more activity than occurred during the 1960's. This provides a basis for estimating current population levels and projecting 1980 and 1990 total population for the borough.

Almost 7 out of every 10 dwelling units in the borough as of 1970 were built before 1940. This makes the housing stock in the borough considerably older than that of the county, where only slightly more than half the units were built before 1940. The borough also showed a proportionately lower level of building activity during the 1960's than the county.

### Projections

The background study on Population and Housing analyzed age group trends and made projections based on a survival technique. The population at the beginning of the decade was aged to the end of the decade, distributing births among those who would be born during the decade and distributing deaths based on anticipated survival rates by age group. This resulted in an estimation of the survived population as of the end of the decade. Estimates were then made on inor out-migration, resulting in an age group distribution for the end of the decade. Where subsequent projections were made, this decade ending age distribution was then established as the starting population for the succeeding decade, and the process was repeated for the next ten year period.

A net of 216 persons moved out of the borough over the 1960-1970 decade, resulting in the 1970 population of 5,943. It is interesting to note that in-migration occurred in the 55 and over age groups and in the 25-34 age group, with all other age groups showing out-migration. The age groups attracted to the borough were those which are normally attracted to areas with a housing stock having a higher proportion of smaller dwelling units, which is the case in the borough as compared to the county. The number of children in the 5-14 age group at the end of the decade was higher than it was at the beginning of the decade. This is simply a reflection of the higher birth rates which occurred in the late 1950's and early 1960's as compared to the pre-1955 period. In 1960 the average number of persons per housing unit was 3.10 compared to 2.90 in 1970.

Age group projections for the 1970-1980 decade were based on a projection of births and deaths from the actual trends which have occurred over the first seven years of the 1970's. These figures continue to show a natural increase in the population, which is unusual in built-up areas in New Jersey. The projected level of the survived population in 1980 is shown at 6,250 persons. In order to estimate the net in-migration during the 1970's, a hypothetical distribution of housing unit needs was made based on the age group distribution. This showed that a significant increase over the survived population should be projected for 1980.

Trends in school enrollment were also analyzed to gain some insight into the trends in the lower age groups. Based on this information, it is estimated that by the end of the 1970's decade there will be a net in-migration in the borough of 430 persons, resulting in a total population in 1980 of 6,680. This assumes that over the last few years of the 1970's, very little additional housing construction will take place.

During the 1970's, it is projected that there will be continued in-migration in the older age groups, while the trends toward out-migration in the younger age groups which were evident during the 1960's will be considerably diminished. The only age groups which show a similarly high level of out-migration during the 1970's as compared to the 1960's are the under 5 and the 15-24 age groups. Continued high levels of out-migration are projected in these age groups because of observed drops in kindergarten enrollment as compared to births occurring 5 years earlier in the borough and also due to general trends occurring among persons in the 15-24 age group to leave smaller towns to attend college or find work. The percentage reduction in the 15-24 age group is about the same in the 1970's as was shown in the 1960's.

Two different age group projections were made for the 1980's. Both projections show the same projected 1980 population distribution. They also show the same number of deaths and only a slight variation in the number of births. The birth projections are based on the increasing number of women falling in the 15-44 age group, which is the age group associated by demographers with fertility. The continuing increases in this age group are offset to a large extent by a lower birth rate, resulting in only a slight natural increase in both projections. The largest difference between the two projections lies in the amount of in-migration forecast. In the low projection, the amount of in-migration is heavier in the older age groups, with out-migration in the younger age groups, while the in-migration pattern in the high projection is fairly similar to that which is apparently occurring during the 1970's.

Plate 7 shows the projection of households by age group, indicating the estimates for the base year of 1970 and projections for 1980 and the two levels at 1990.

The information shown for 1970 is not available in the Census for municipalities as small as the borough, but it is shown for the county based on the age of head of household. County figures were applied to the age group distributions in the borough, and appropriate adjustments were made to result in the estimate contained on Plate 7. The adjusted percentages indicate that 10.4 percent of all persons age 15-24 were heads of household, while the percentages for the remaining age groups were 46.8 percent for the 25-34 group, 52.0 percent for the 35-44 group, 57.2 percent for the 45-64 group, and 62.4 percent for those age 65 and over. These are all slightly higher than the percentages for the county as a whole.

Because of the high proportion of persons in the older age groups in 1970, the housing stock shows a correspondingly high skewing toward that group. The projections show a peaking of the 65 and over group in 1980 at about one-third of the total households, dropping down to about 3 out of 10 as of 1990. The proportion of persons in the 25-34 age group is also projected to increase because of the considerable increases in the rental housing stock, and the number of smaller units being made available in the borough as compared to the region.

Plate 7

HOUSEHOLDS BY AGE GROUP

1970, 1980 & 1990

Age of Household Head	<u>1970</u>		<u>1980</u>		<u>1990 (LOW)</u>		<u>1990 (HIGH)</u>	
	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>	<u>No.</u>	<u>%</u>
15-24	93	4.5	99	4.0	90	3.5	96	3.5
25-34	313	15.3	473	19.3	487	19.1	517	19.0
35-44	313	15.3	330	13.5	463	18.2	494	18.2
45-64	769	37.5	737	30.1	738	28.9	787	29.0
65 & Over	<u>562</u>	27.4	<u>810</u>	33.1	<u>772</u>	30.3	<u>824</u>	30.3
Total	2,050		2,445		2,550		2,718	
Avg. Household Size	2.90		2.73		2.73		2.72	

Source: Estimates by Queale & Lynch, Inc.

Plate 8

HOUSING UNIT NEEDS

1980 & 1990

Est. 1980 Households	2,445
Plus: 3% Vacancy Rate	73
Plus: Est. 1970-80 Housing Unit Loss	75
Total	<u>2,593</u>
Minus: 1970 Housing Stock	2,092
Equals: 1970-80 Needs	501
Minus: 1970-76 Production	396
Equals: 1977-80 Housing Unit Need	105
Estimated 1990 Households (High)	2,718
Plus: 3% Vacancy Rate	82
Plus: Est. 1970-90 Housing Unit Loss	155
Total	<u>2,955</u>
Minus: 1976 Housing Stock	2,488
Equals: 1977-1990 Housing Production	467

Source: Estimates by Queale & Lynch, Inc.

Because the borough is largely developed, the projections of future age group distribution of households is shaped largely by the existing housing stock rather than by assumptions on the type of housing necessary to satisfy the projected populations.

Plate 7 shows an increase of 395 households between 1970 and 1980 which is almost exactly the level of housing production over the same period. The low projection for 1990 shows an increase of 105 over the expected 1980 household level, while the high projection shows an increase of 273 households.

These numbers cannot be taken alone since some factors must be introduced for attempting to maintain optimum vacancy rates and to estimate the housing unit losses which would take place during the current and succeeding decade. Plate 8 takes the information shown in Plate 7 and adds in these vacancy and housing unit loss factors, showing a housing unit need for the remainder of the 1970's at 105 units, about three-fourths of which would go toward offsetting the housing unit loss projected over the decade. This projection of 75 units lost during the decade corresponds to a census reported loss of 80 units during the 1960's. Since the housing stock is somewhat tighter in the 1970's than in the 1960's, it is estimated that the loss will be slightly lower.

The remaining housing need through 1990, assuming the high level of housing production needed to meet the high projection shown in the right-hand column on Plate 7, shows a housing production need of 467 units, about one-third of which would be necessary to offset the anticipated housing unit loss over the period.

#### Conclusion

The borough had experienced a recent surge in housing production, leaving only a few buildable parcels of land for future development. The borough has acted as a center of development activity in the region functioning historically as a rural center, while in recent years offering development opportunities because of favorable zoning and the presence of water and sewer.

In doing so, the borough has attracted smaller families, consisting primarily of young marrieds and persons in the older age groups. This general trend can be expected to continue throughout the 1980's, but with the probability that development rates will decline over the next decade.

Washington cannot be considered a developing community since it is not in the path of development, but rather is functioning as the center of a slowly developing rural area.

Future zoning to respond to the housing needs of the borough and the surrounding areas should reflect the existing character of development in the borough and need not provide for any housing types not already found within the borough limits. The variety of the housing stock with in the borough is quite extensive offering a wide housing choice for all persons.

## COMMUNITY FACILITIES

This report, prepared in August, 1978, examines a number of community facilities and services in the borough and relates them to the needs of present and future populations. As reported in the Population and Housing Study of July 1978, the number of residents in the borough is projected at 6,680 for 1980 and 6,950-7,400 for 1990.

### Schools

The borough has two schools for grades K-6 and special education: Memorial Elementary School at the western end of West Stewart Street and Taylor Street Elementary School at Taylor and East Stewart Streets. The two school sites are shown on Plate 9. In 1969 the borough and Washington, Mansfield and Franklin townships formed the Warren Hills Regional School District for grades 7-12. Borough children attend the regional junior high school on Carlton Avenue in the borough (the former local high school) for grades 7-9 and senior high school in Washington Township for grades 10-12.

Memorial School is a one-story building constructed in 1967. It has had no additions. Its site covers 9.5 acres and includes a parking area and playground with playground equipment. The school contains 13 classrooms, a resource room, music room, remedial room, multi-purpose room (combination auditorium/gymnasium), library, teachers' room, nurse's room and administrative offices. The fall 1977 enrollment was 305 children, with one kindergarten class and two classes each of grades 1-6.

Taylor Street School was built in 1873, with additions and remodeling in 1882, 1895 and 1916-17. New roofs and windows were installed in 1977. The site contains 1.2 acres and has a parking area but no recreational facilities. A 1.2-acre field owned by the Board of Education at Taylor and East Johnston Streets is used for many of the school's recreation programs. The school is a two-story building with a basement. There are 19 classrooms (including two special education classrooms in the basement during 1977-78), an auditorium, gymnasium, library, art room, music room, remedial room, two teachers' rooms, nurse's office, child study team office and administrative offices. In Fall, 1977, there were a total of 393 children enrolled in 20 classes: two half-day kindergarten sessions, 4 first grade classes, 3 second grade classes, 2 classes each of grades 3-6 and 3 special education classes.

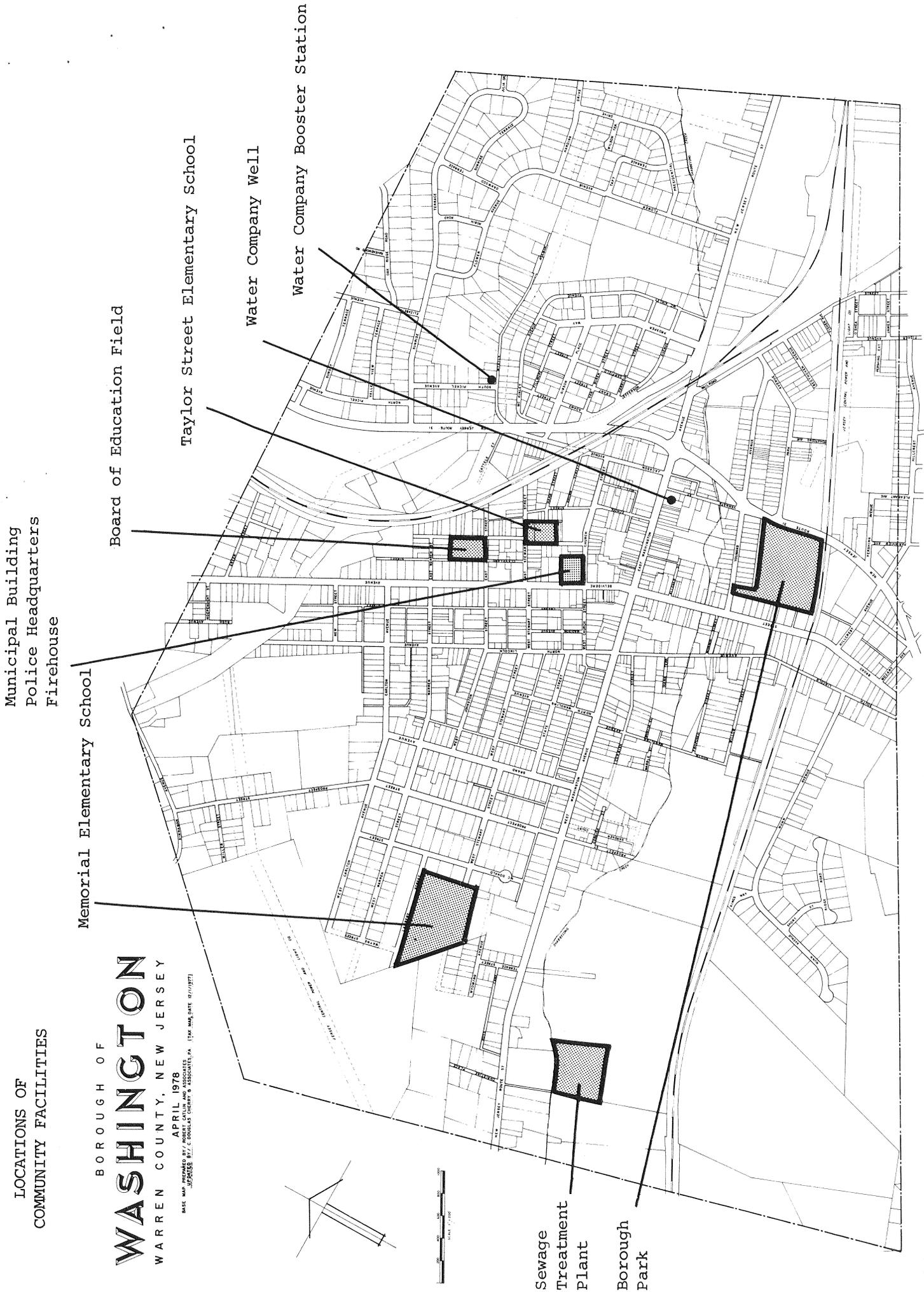
Together the two schools had an enrollment of 698 children as of September 30, 1978. School personnel for the 1977-78 year included a superintendent/principal, principal and 42 classroom and special teachers as well as auxiliary teachers for federally funded programs.

The New Jersey Department of Education has recommended that elementary schools have a site of 10 acres plus one additional acre for each 100 pupils enrolled. Neither of the borough public schools meets this standard although the Memorial School site is closer to it.

LOCATIONS OF  
COMMUNITY FACILITIES

BOROUGH OF  
**WASHINGTON**  
WARREN COUNTY, NEW JERSEY

APRIL 1978  
BASE MAP PREPARED BY ROBERT CALVIN AND ASSOCIATES  
JSP0055 8/7 C DOUGLAS CHERRY & ASSOCIATES, PA 17404 MAP DATE 8/11/1977



Municipal Building  
Police Headquarters  
Firehouse

Memorial Elementary School

Board of Education Field

Taylor Street Elementary School

Water Company Well

Water Company Booster Station

Sewage  
Treatment  
Plant

Borough  
Park

Some borough children attend non-public schools. According to State Education Department records, there were 17 Washington children enrolled in St. Philip and St. James, a 1-8 parochial school in Phillipsburg, and 18 enrolled in St. Mary's, a K-8 parochial school in Hackettstown, as of September, 1977.

#### Enrollment Trends and Projections

From 1972 to 1977, enrollment in grades K-6 fluctuated slightly between a high of 700 pupils (in 1976) and a low of 660 (in 1975).

In order to learn the trends that affected enrollments during this period, three factors were studied: (1) changes in the size of the kindergarten class which is the new class of pupils entering the system each year; (2) the relationship between kindergarten enrollment and births to residents five years earlier; and (3) whether classes lost or gained pupils as they progressed through the grades.

In many communities, kindergarten enrollment has decreased in recent years because of the nation-wide trend to lower birth rates; however, in Washington an increasing proportion of young families has kept kindergarten enrollment at about the same level or higher than at the beginning of the decade (91 kindergarten pupils in 1977 vs. 95 in 1970). Kindergarten pupils reached a high of 128 in 1976 due to an increase in births in 1971 plus the fact that young families with pre-school children had moved to the borough, most noticeably into the new houses in the northeastern section.

In 1974-76 there were 15-28 percent more children in kindergarten than had been born to Washington residents five years before. These years seem to have had the greatest impact from the new housing development. Before and after that period there was either net out-migration of pre-school children or no significant loss or gain in the under 5 age group.

As classes moved through the grades they tended to change in size. For example, the kindergarten class in 1975 had 101 pupils. By the time it reached first grade there were 123 in the class but by second grade it was down to 112. These changes were due to children entering or leaving the school system. In three out of five years (1974, 1975 and 1977), more children left the system than entered it, with the trend most noticeable in 1977.

Enrollments were projected to 1990 based on these observations as well as the population projections in the Population and Housing Study. Plates 10 and 11 give a high and low projection for enrollment to 1990. Projections to 1980 are the same on both tables and assume slight out-migration for pre-school and school-aged children since single-family home construction has dropped off in recent years. The 1980 projection of 682 pupils in grades k-6 is close to the 1977 enrollment; however, grades 4-6 are shown as having more pupils than in 1977 because the large classes entering kindergarten during 1974-76 will be in grades 4-6 by then. Conversely, grades K-3 will have fewer pupils since kindergarten enrollment from now to 1980 is not expected to be as high as in periods of greater housing construction.

Plate 10  
 School Enrollment Projections (Low)  
 1977-1990  
 Washington Borough Public Schools

	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990
Births	102	76	107	105	121	120	110	112	114	114	115	116	117	118
K	91	71	99	98	113	112	102	104	106	106	107	108	109	110
1	121	90	70	98	97	112	111	101	103	105	105	106	107	108
2	112	120	89	69	97	96	111	110	100	102	104	104	105	106
3	105	111	119	88	68	96	95	110	109	99	101	103	103	104
4	80	104	110	118	87	67	95	94	109	108	98	100	102	102
5	93	79	103	109	117	86	66	94	93	108	107	97	99	101
6	76	92	78	102	108	116	85	65	93	92	107	106	96	98
Total	678	667	668	682	687	684	665	678	713	720	729	724	721	729

Source: Estimates by Queale & Lynch, Inc. based on 1980 population of 6,680 and 1990 population of 6,950.

Plate 11

School Enrollment Projections (High)

1977-1990

Washington Borough Public Schools

	<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>1984</u>	<u>1985</u>	<u>1986</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>
Births	102	76	107	105	121	120	110	112	114	116	117	119	120	122
K	91	71	99	98	116	115	106	108	109	111	112	114	115	117
1	121	90	70	98	98	116	115	106	108	109	111	112	114	115
2	112	120	89	69	98	98	116	115	106	108	109	111	112	114
3	105	111	119	88	69	98	98	116	115	106	108	109	111	112
4	80	104	110	118	88	69	98	98	116	115	106	108	109	111
5	93	79	103	109	118	88	69	98	98	116	115	106	108	109
6	<u>76</u>	<u>92</u>	<u>78</u>	<u>102</u>	<u>109</u>	<u>118</u>	<u>88</u>	<u>69</u>	<u>98</u>	<u>98</u>	<u>116</u>	<u>115</u>	<u>106</u>	<u>108</u>
Total	678	667	668	682	696	702	720	759	770	783	779	778	787	786

Source: Estimates by Queale & Lynch, Inc. based on 1980 population of 6,680 and a 1990 population of 7,400.

The 1980 projections are based on actual, rather than estimated, births. Projections to 1990 are more speculative because the birth rate must be estimated from 1978 on and there is greater chance for changes in other factors such as migration patterns. If the borough grows at the lower rate projected, which assumes housing construction and in-migration of families more like the recent slower period, the projected enrollment is 729 pupils in 1990, an increase of 51 children over 1977 enrollment. If the borough grows at the higher rate, the projected enrollment is 786 pupils in 1990, an increase of 108 pupils over the 1977 enrollment. In both cases, enrollment in public school grades K-6 in the borough is seen as increasing somewhat over the next 12 years due largely to the fact that births are projected to remain near their present level.

### Recreation

The borough park is located off Youmans Avenue and Broad Street (shown on Plate 9), and covers 8.02 acres. It contains two pools (one for toddlers and the other with a diving area for adults); three tennis courts; a baseball field with a grandstand containing dugouts, storage areas, restrooms and a concession stand; playground equipment; a basketball court; two shuffleboard courts; and a parking area. The pool, which was built in 1960, is open to borough and Washington Township residents. Season pool tags are \$7.50 for a borough resident, \$15.00 for a borough family, \$12.50 for a township resident and \$35.00 for a township family. The pool is open every day during the season, weather permitting, from noon to 5 p.m. and from 6 p.m. to 7:30 p.m. except when there are organized swim meets. The tennis courts are available from 9 a.m. to 5 p.m. on a first come, first served basis, although borough residents have preference. In addition, the borough runs a summer program at the park under the supervision of a recreation director. The program is for children 8 and older and is held from the time school closes in June until Labor Day. It includes basketball and baseball leagues, swimming lessons and swim teams, tennis tournaments and arts and crafts.

In February, 1978, the borough submitted an application to the State Green Acres Program for a \$425,000 grant, to be matched by the borough, to improve and increase facilities at the park. The application has recently been approved, although funding is subject to passage of an appropriations bill. The plan includes replacing the existing pool because of problems with leaks and the filtration mechanism. The new pool would have 50 and 100-meter lanes and be designed to allow open swimming and swim meets at the same time. There would also be a bathhouse for changing. In addition, the area under the grandstand is to be remodelled to include offices, lockers, showers and more restroom facilities; the totlot area, toddler's pool, basketball and shuffleboard courts, baseball field and parking area are to be improved; and lighting, walkways and jogging trails are to be added.

At present the borough has no winter recreation program. Other recreation programs in the borough include a PAL program, midget football, programs run by the Central Warren Youth Association for children in grades 7-12, and the Industrial Softball League which has 10 teams and uses the ball-field and grandstand facilities in the park five nights a week.

Recreation standards call for 10 acres of land for each 1,000 persons in the municipality, with one acre for playgrounds, one acre for playfields and 8 acres for open space and natural areas. Based on this, Washington should have about 14 acres of playgrounds and playfields and 55-60 acres of open space to serve the 1980 and 1990 populations. Although the need for open space has not been critical in the past because of the generally rural atmosphere of the surrounding areas, it will become increasingly important as these areas develop in the future.

#### Police Department

The police department, fire department and municipal offices are located in the municipal building on East Church Street on a site of one acre (shown on Plate 9). The building was constructed in 1970 and has two stories. The police department moved into the building in 1971. At present it has five rooms on the first floor plus a cell area with three cells. The cells are used only for temporary holding not to exceed 72 hours. Prisoners to be held for any length of time are taken to the county jail.

The department has eight policemen including the chief, although there are nine budgeted positions. In addition, there are 9 school crossing guards and about 20 special policemen who are used mainly for sports functions. The department provides 24-hour police coverage.

In another ten years, the department estimates a total of about 12 policemen will be needed as well as an accompanying increase in facilities: about three more marked cars, another unmarked car, and more space at headquarters especially in the locker area.

A standard for adequate police coverage gives a range of 1.5 policemen per 1,000 population to 2.0 per 1,000 in municipalities that are heavily developed or have significant traffic or other problems. Applying this range to the population projections for Washington suggests a police force of 10-13 men in 1980 and 10-15 in 1990.

#### Fire Department

The Washington Fire Department has two companies: Steamer Co. #1 and Truck Co. #2. The headquarters at the rear of the municipal building contains a total of 9,000 square feet on two floors. There are six garage bays, a meeting room, kitchen, storage area, hose tower and equipment room. The department has the following trucks which are housed at headquarters:

1. 1942 Seagrave 500 gpm pumper
2. 1956 Ward LaFrance 750 gpm quad
3. 1959 Mack 750 gpm pumper
4. 1975 aerial scope Mack 75 ft.
5. 1978 Mack 1000 gpm pumper

In 1977, the department answered about 65 alarms. On the average, about 12-18 men respond to calls in the daytime and about 25-30 in the evening. The men are alerted by Plectron home alarms as well as air horns at headquarters. For additional assistance, the department can request help from departments in nearby communities.

Water for fire-fighting in the borough comes from hydrants. The department considers the pressure in the lines adequate, although volume is not adequate in some residential areas in the south, southwest and northeast. In addition, the department would like to see new loops with larger lines added to supply new areas.

Present and future needs include more firemen and replacing the 1942 and 1956 trucks. Over the next 10-15 years, the department would like to add two 1,000 gpm pumpers, additional breathing apparatus, an equipment carrier and a chief's car.

Standards for service areas for fire departments vary according to intensity of development. In built-up areas such as the borough, the recommended service radius is 1.5 miles. All of Washington Borough falls within this distance from the firehouse.

#### Sanitary Sewers

The Washington Borough sanitary sewerage system is owned and operated by the borough. It was started in 1910 and added to in 1930, 1955 and 1966. The system now serves all developed areas in the borough except for about 40 residential properties (counting both homes and vacant lots). In addition, it serves about 35 homes in Washington Township. Fees for connecting homes to the system are \$75 in the borough and \$600 in the township. There is also an annual service charge to users to cover the system's operating costs. The present rates are \$48 for a home, \$50 for a commercial use and industries are charged according to their use.

The treatment plant is located on Shabbecong Creek on a site of 5 acres near the western boundary (see Plate 12). The plant provides tertiary treatment of sewage, with effluent discharged into the creek. In 1967 a wastewater stabilization pond was added to improve effluent quality. According to the federal Environmental Protection Agency, the plant's capacity is 830,000 gallons per day (.83 mgd). At present it treats about .65-.7 mgd, although when it rains it can be as much as .9-1.0 mgd because of infiltration in the lines. The borough engineer has determined that if all vacant land in the borough were developed according to present zoning regulations, the system would have to handle another .45 mgd which would put it over capacity.

The system's interceptor runs mostly along Shabbecong Creek. East of South Lincoln Avenue its diameter is 12 inches or less. West of South Lincoln, as it nears the treatment plant, it is from 15 to 30 inches in diameter. Other lines in the system are 8 or 10 inches.

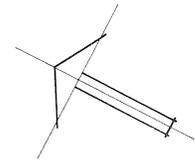
SANITARY SEWERAGE SYSTEM

BOROUGH OF  
**WASHINGTON**  
WARREN COUNTY, NEW JERSEY

APRIL 1978

BASE MAP PREPARED BY ROBERT CAYLOR AND ASSOCIATES, INC. DATE 12/1/77. THIS MAP DATE 12/1/77.

-  Treatment Plant
-  Force Main
-  8-12" Line
-  15-21" Line
-  30-36" Line



In 1969 the Warren County-Pohatcong Creek Sewer Authority was established to provide regional sewer facilities for the borough, Washington Township and Mansfield Township. A new plant was proposed in Washington Township on Pohatcong Creek about a mile west of the borough plant. At one time, the borough plant was considered for use as an interim regional facility until the new plant could be put into operation. At that time, recommended improvements included making several improvements to the plant and replacing the section of the interceptor between Wandling Avenue and Prospect Street.

### Water

The Washington Water Company, which supplies water to the borough and township, was started in 1884. At present, water comes from a reservoir on Roaring Rock Creek in Washington Township plus a well in the borough near East Washington Avenue and Vannata Street. A second well is now being dug in the township near the borough's western boundary to replace a former well at that location. The first well supplies 550 gallons of water per minute (gpm) and the second well is expected to produce 500 gpm. The company also has a booster station at South Pickel and Myrtle Avenues. The facilities in the borough are shown on Plate 13.

Water from the reservoir is transported in 10-inch and 16-inch transmission lines. Other lines in the borough range from 2 to 8 inches. According to the water company, the lines are in good condition and pressure and volume is good.

At present there are 1909 customers in the borough, which represents almost all of the municipality. In addition, there are 700 customers in the township. In 1977 the total consumption for the borough and the township was 237,693,000 gallons, of which about 75 percent is estimated to have been used by the borough. The peak usage was 1,064,000 gallons on July 11, 1977 and the lowest usage was 543,000 gallons on March 20, 1977.

By 1980 the company plans to eliminate the reservoir as a source of water supply because its yield is reduced in dry weather. A third well, which would have a safer yield, is planned. It would probably be located in the township and produce about 500 gpm.

WATER FACILITIES

BOROUGH OF  
**WASHINGTON**  
WARREN COUNTY, NEW JERSEY

APRIL 1978

BASE MAP PREPARED BY ROBERT LAYTON AND ASSOCIATES  
1000 E. 10TH STREET, PHOENIX, ARIZONA 85016, PH. (602) 252-1121

- Well
- ▲ Booster Station
- 2-4" Lines
- 6-8" Lines
- 10-16" Lines



## MASTER PLAN ELEMENTS

### Background

In January of 1976, a new statute was enacted in New Jersey called the Municipal Land Use Law. It sets forth guidelines for the preparation of municipal land use controls, including an outline of the purposes of planning and the scope of a master plan.

One of the provisions incorporated in the new law calls for the updating of the master plan and other development regulations at least every 6 years.

The last comprehensive master plan prepared for the borough was completed in 1960, making it necessary to reexamine the plan in light of today's needs.

A master plan is comprised of several elements, one of which is the Land Use Plan. This is one of the more important aspects of the plan since it serves as the basis for zoning. The Land Use Plan is to be adopted by the Planning Board after a public hearing. Once adopted, the Borough Council is then in a position to adopt the zoning ordinance. Deviations are possible between the master plan and zoning ordinance. However, when they occur the governing body must set forth its reasons for deviating from the master plan. For this reason, the Land Use Plan becomes a very important document, placing the Planning Board in a far more vital position on issues related to future development. The Housing Plan is included with the Land Use Plan to serve as a guide to development densities and housing types to be considered in zoning.

The statutory purposes of planning as set forth in the Municipal Land Use Law are as follows:

- a. To encourage municipal action to guide the appropriate use or development of all lands in this State, in a manner which will promote the public health, safety, morals, and general welfare;
- b. To secure safety from fire, flood, panic and other natural and man-made disasters;
- c. To provide adequate light, air and open space;
- d. To ensure that the development of individual municipalities does not conflict with the development and general welfare of neighboring municipalities, the county and the State as a whole;
- e. To promote the establishment of appropriate population densities and concentrations that will contribute to the well-being of persons, neighborhoods, communities and regions and preservation of the environment;
- f. To encourage the appropriate and efficient expenditure of public funds by the coordination of public development with land use policies;

- g. To provide sufficient space in appropriate locations for a variety of agricultural, residential, recreational, commercial and industrial uses and open space, both public and private, according to their respective environmental requirements in order to meet the needs of all New Jersey citizens;
- h. To encourage the location and design of transportation routes which will promote the free flow of traffic while discouraging location of such facilities and routes which result in congestion or blight;
- i. To promote a desirable visual environment through creative development techniques and good civic design and arrangements;
- j. To promote the conservation of open space and valuable natural resources and to prevent urban sprawl and degradation of the environment through improper use of land;
- k. To encourage planned unit developments which incorporate the best features of design and relate the type, design and layout of residential, commercial, industrial and recreational development to the particular site; and
- l. To encourage senior citizen community housing construction consistent with provisions permitting other residential uses of a similar density in the same zoning district;
- m. To encourage coordination of the various public and private procedures and activities shaping land development with a view of lessening the cost of such development and to the more efficient use of land.

#### LAND USE AND HOUSING PLAN

The Land Use and Housing Plan considers residential, commercial and industrial uses. It also shows areas devoted to public and quasi-public uses, as well as recreation and conservation areas. However, these uses are considered in detail in the master plan elements dealing with Community Facilities, Recreation and Conservation.

Several significant issues are addressed in this plan, which is shown on Plate 14, including:

- 1. The problem of conversions of single family dwellings into two family dwellings.
- 2. The trend toward smaller family sizes based on lower birth rates, the maturing of the children born during the high birth rate years of the 1950's and early 1960's, and the growing number of elderly persons.
- 3. The need to maintain a strong business center.
- 4. The problem of determining appropriate land uses along heavily travelled Route 57 and the Belvidere Avenue-Broad Street north-south roadway.



The map showing the Land Use Plan outlines six residential, three commercial, and one industrial category in addition to the public, quasi-public, conservation and recreation areas.

The overall pattern calls for new uses to be developed in a manner which is consistent with existing development. The essential land use pattern of the borough is well established, serving as the basis for new uses to be permitted. The plan calls for a variety of housing types ranging from one family detached dwellings to apartments and townhouses. Two of the commercial areas are retail in nature, with the central business district boundaries set up to limit its spread and re-enforce the pedestrian scale of the area. Non-retail light business uses are encouraged in several areas extending outward from the retail business districts. Industrial areas are established to allow for the construction of new employment opportunities and to add diversity to the economic base of the borough.

### Residential

The six residential categories on the Land Use and Housing Plan range from large lot single family dwellings to multifamily uses.

Three areas are shown for single family residential use.

The R-1A is found along the southern border of the borough in the Nunn Avenue area. Lot sizes in this area should be about three-quarter acre or larger in recognition of the topographical characteristics of the area. Some clustering can be allowed if water and sewer is provided in order to encourage the preservation of some open space while not increasing the density of overall development.

The R-1 area calls for lots of 17,500 square feet or larger. Three areas are shown for R-1 density levels. In the northeast, R-1 development has taken place and only small areas remain for additional development. In the southeast, R-1 is called for to be compatible with zoning in Washington Township, which has a far greater influence over the use of this tract than adjoining parts of the borough since the road frontage is actually located in the township. The R-1 area in the northwest part of the borough includes a major vacant tract which can have a considerable impact on adjoining single family areas in the borough. Access to the tract is through streets which are unsuited to carrying heavy traffic because of their limited width and the fact that they serve as local streets for a single family residential area. The lower density is to assure that development will be compatible with the adjoining R-2 residential district, which must be traversed to reach the nearest collector street - Prospect Street. Clustering should be encouraged on this tract to provide adequate setbacks from the overhead power lines and to provide added design flexibility while retaining lot size compatibility with existing developed areas.

The R-2 single family areas are shown in four locations. The two large districts north of Route 57 provide a transition between the R-1 areas and the more densely developed areas near the central business district. The R-2 areas in the southern part of the borough are drawn to reflect existing lot sizes in the borough and in adjoining areas of Washington Township. The lot size should be no less than one-quarter acre. Clustering should not be permitted in this district.

The R-3 area calls for a mix of one, two and three family dwellings. Lot sizes should increase for two and three family dwellings at the rate of 5,000 square feet per family over the basic lot size of 6,250 square feet for a single family dwelling. This allows a variety of housing types without encouraging conversions on undersized lots. The three areas shown for R-3 surround the central business district, providing a higher density residential area within walking distance of downtown shopping.

The R-4 areas include the three major apartment developments in the borough as well as some land for additional multifamily housing along Kinnaman Avenue. A development density of 8-10 units per acre is recommended, with buildings limited in height to 2 stories.

The R-6 area is found in one location south of Route 57. This area is created to provide for the development of townhouses at an overall density of about 4 units per acre. This will provide an additional housing choice, one which is particularly responsive to increases in housing cost and the need for somewhat smaller units because of smaller household sizes.

#### Commercial

Three commercial areas are shown, two for retail and one for office buildings.

The retail districts are shown as B-1 and B-2 on the map. They are located on Routes 57 and 31. The B-1 areas are distinguished from the B-2 area by requiring a greater front yard setback in recognition of the higher speed traffic and related access problems associated with the B-1 areas.

The B-2 area should function as a pedestrian scale shopping district. It focuses on the Belvidere Avenue-Broad Street intersection with Route 57, extending less than a quarter mile in each direction. Care should be taken not to allow the B-2 area to extend beyond this general size. To do so would weaken the area. Sufficient opportunity exists for new development within the B-2 area to respond to the needs created by residential development permitted in this plan.

The third commercial area is shown as OB. Office and professional uses should be permitted along with R-3 type residential uses. The residential appearance of these areas should be retained. Four OB areas are shown, three of which abut the central business district, while the fourth lies along Route 57 in the vicinity of Flower Avenue. These districts serve to soften the impact of the central business district and adjoining retail commercial areas on established residential areas by providing an opportunity for transitional uses along heavily travelled roads. The uses should be designed in such a way that they will fit in well with adjoining residential uses.

## Industrial

Five industrial areas are shown, all of which have industrial development. The only district which is fully developed lies between Route 31 and Fisher Avenue along the railroad line in the southern part of the borough. Expansion or new development opportunities exist to varying degrees in the other four districts, with the largest vacant parcels found along the eastern end of Route 57 and west of Route 31 in the vicinity of the American Company. These development opportunities offer the borough room for new employment and added ratables to improve the economic base.

## TRAFFIC CIRCULATION PLAN

The Traffic Circulation Plan considers the flow of traffic within the borough, including regional traffic influences. Street functions are designated to establish a system of basic traffic flows, with Arterials handling regional and intermunicipal traffic, and Collectors distributing traffic from local streets to the Arterial system.

The goals and objectives of the Traffic Circulation Plan, as shown on Plate 15, are as follows:

1. To encourage the separation of local traffic from regional and intermunicipal traffic.
2. To improve access to the central business district for shoppers and employees.
3. To alleviate traffic congestion by improving street intersections, removing unnecessary on-street parking on major streets, and widening roadways as necessary to accommodate anticipated traffic flows.
4. To reflect county and regional traffic and transportation recommendations by coordinating the local road network with that of the region.

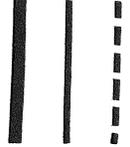
## Street Functions

The Arterials are Routes 31 and 57, intersecting just east of the central business district. These highways are under the jurisdiction of the N. J. Department of Transportation, which has no plans for modifying Route 57. However, preliminary design studies by DOT indicate that Route 31 may be realigned to by-pass the borough to the east to improve regional traffic flows.

The Collectors are shown as existing and proposed roads, and discussed below by geographic sections of the borough. One of the purposes of designating roads as Collectors is to anticipate somewhat higher traffic volumes than will be found on local streets. As a general guide,

PROPOSED CIRCULATION PLANT

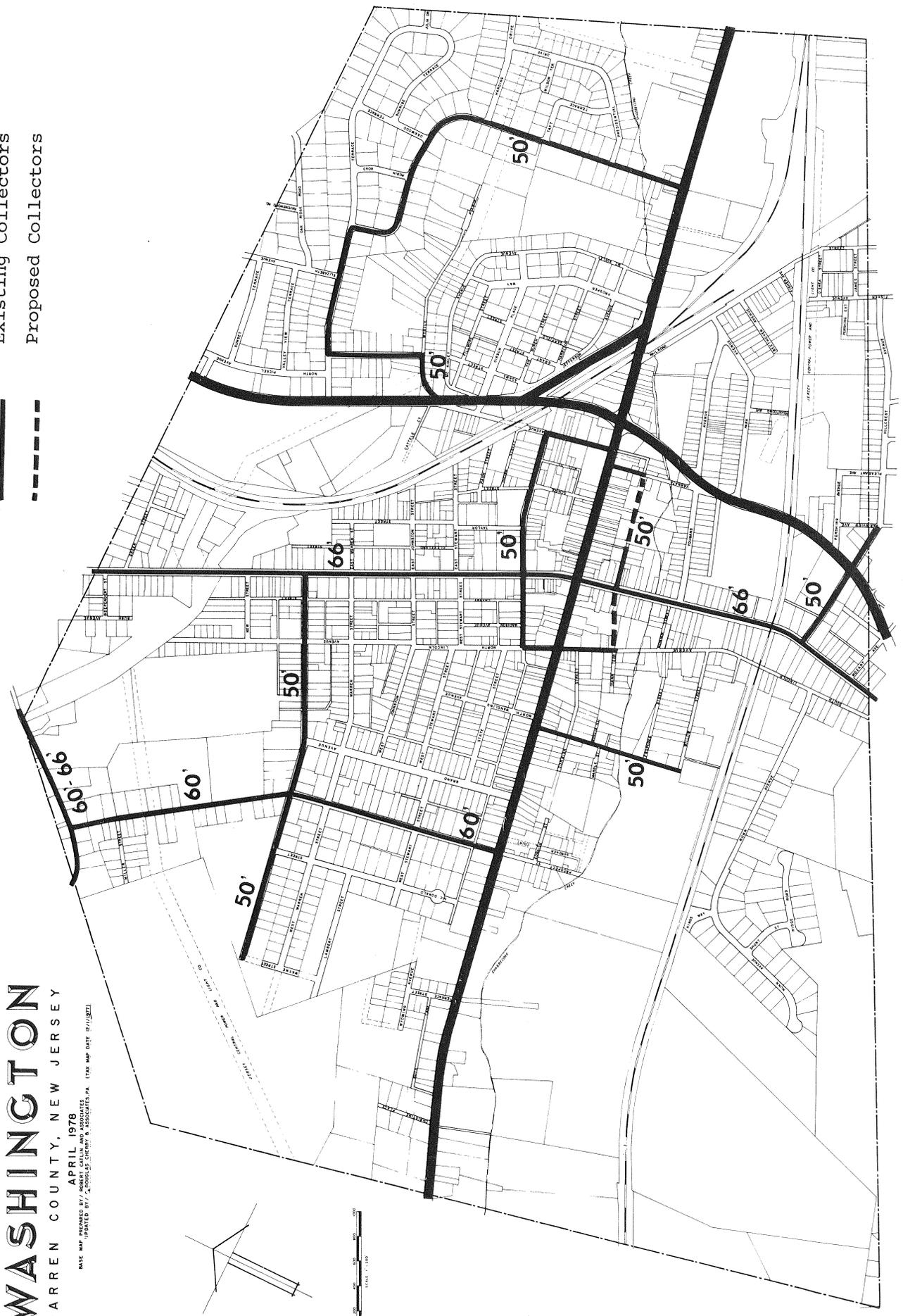
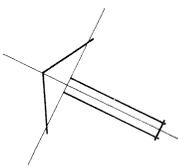
Arterial  
Existing Collectors  
Proposed Collectors



BOROUGH OF  
**WASHINGTON**  
WARREN COUNTY, NEW JERSEY

BASE MAP PREPARED BY "RODOLFO CERRETELLI & ASSOCIATES, P.A." (TAX MAP DATE 12/11/82)  
APRIL 1978

DATE MAP PREPARED BY "RODOLFO CERRETELLI & ASSOCIATES, P.A." (TAX MAP DATE 12/11/82)



collectors should have a pavement width of 40 feet or more if parking is provided on both sides of the street, and 32 to 40 feet with one-side parking. Less than 32 feet in paved width, no on-street parking should be permitted.

### Area Analyses

In order to provide a clearer understanding of problem areas and their relationship to traffic flows in the borough, they are discussed by quadrants, with Routes 31 and 57 serving as the dividing lines. A separate discussion of traffic flows around the central business district follows.

Northwest Quadrant: Belvidere Avenue is the main street distributing traffic in this quadrant. It is used to gain access to Route 57, Route 31 southbound via Broad Street, and Route 31 northbound via Kinnaman Avenue. The only direct connection between Belvidere and Route 31 within the borough is Route 57.

The Prospect Street collector will increase in importance as a connector between Route 57 and Kinnaman Avenue, particularly if the large remaining vacant tract is developed to the west of West Carlton Avenue. Its link with 57 should be widened to about 60 feet as should the section north of Carlton.

Lincoln Avenue is functioning as a collector, offering traffic light controlled access to Route 57 as an alternate to the heavily used Belvidere Avenue intersection. Lincoln Avenue is too narrow to continue to serve as a collector, it has an offset alignment at West Johnston Street and it has a confusing array of intersections along its length. Widening should not be considered for Lincoln Avenue, and local traffic should be encouraged to use Belvidere as the major collector for this section of the borough. A widening program on Lincoln Avenue would only serve to attract additional traffic to a road which has many design shortcomings as a collector. The intersection of Lincoln Avenue with Route 57 will continue to be important to the flow of traffic in and around the central business district.

The general orientation of residential streets in this quadrant is east-west, lessening the need for an east-west collector. Kinnaman Avenue and Carlton Avenue should accommodate the east-west needs adequately. Over the years, the prospect of creating a new crossing of the railroad line between Belvidere and Route 31 has been considered. While such a connection would improve access to the northeastern section of the borough from the central business district, its cost would be excessive and it is not recommended that such a connection be made. Instead, improvements in the flow of traffic around the business district should be emphasized.

Northeast Quadrant: The major collector road in this neighborhood is along Flower Avenue, Sunrise Terrace, South Pickel Avenue and Myrtle

Avenue, providing access to both Routes 31 and 57. The major defect in this collector system is the width of Myrtle Avenue, which at 20 feet should be widened to properly function as a collector. Flower Avenue is quite narrow to serve as a collector and long-range widening should be considered, although the road is not carrying high traffic volumes.

A completely separate system of local roads serves the predominantly residential area lying closer to the intersection of Routes 31 and 57. Prosper Way and Gibson Place are the major access roads, but the volumes are so low that they are only designated as local streets. No connection is recommended between this area and the new residential areas to the north and east.

The major traffic flow problem affecting residents of this area is its accessibility from the north side of Route 57 in the central business district during peak traffic hours. Traffic must flow through the Belvidere intersection with Route 57 and proceed east to gain access to the northeast quadrant since Jackson Avenue is too close to Route 31 to allow left turns onto Route 57 during peak traffic flows.

Southeast Quadrant: This is the smallest section of the borough. No collector streets are found in this quadrant, and the only significant traffic problems noted are at the intersections of Route 31 and Youmans, Park and Hillcrest Avenues. These are all uncontrolled access points to Route 31, creating conflicts between the higher volumes found on Route 31 and the relatively light traffic found on the intersecting streets. No new roads or major road improvements are recommended for this area.

Southwest Quadrant: Broad Street is the major collector street in this area. It provides direct access to Routes 57 and 31.

South Lincoln Avenue also collects local traffic and distributes it to Route 57 and points south, but it is too narrow to effectively function as a collector over the years. Widening appears to be impractical, particularly since Broad Street can effectively serve the same function as South Lincoln Avenue if connections between the two roads are improved. Only three connections now exist: Monroe Street, but it is only 20 feet wide and one-way to the west; a paved area adjoining the railroad tracks; and access through a borough-owned parking lot near Route 57.

With industrial zoning in the Willow Street-South Wandling Avenue area, access should be improved to the collector street system.

Low density development in the hilly area west and south of Nunn Avenue should not present serious traffic difficulties. The area lying between Route 57 and the railroad west of Prospect Street is primarily for multi-family housing, which will rely on Route 57 for access.

Consideration should be given to widening South Wandling Avenue to provide better access to the industrial area from Route 57. This would involve only about 10 improved properties between Willow Street and Route 57 and would give the area its only full-sized road. A right-of-

way of at least 50 feet is recommended. Widening Willow Street as an industrial access road may be impractical because of topography and adjoining development.

Central Business District: Traffic flows around and through the central business district are complex, involving a mix of long- and short-range traffic. Ideally, these two types of traffic should be separated, but there are no plans by the N. J. Department of Transportation to realign Route 57 to by-pass the center of the borough. As a result, attempts must be made to ease the flow of through traffic while recognizing the needs of local business to retain convenient access for their customers.

The 1960 Master Plan called for a pedestrian mall along a portion of Washington Avenue, splitting the Route 57 traffic flows into a one-way system around the business district utilizing Church and Alleger Streets as part of the traffic flow. This solution is impractical based on the realities of development in the business district today. However, some of the advantages of a circular traffic flow can be found in the existing alignments of Church Street and Alleger Street.

One of the objectives for easing traffic flows in the business district is to improve access to the off-street parking areas, without the mandatory use of the Route 57-Belvidere intersection. Also, stacking lanes for left-turns onto Route 57 from Belvidere or Broad should ease traffic flows, as would the consideration of traffic light phasing for left turns.

A limiting factor in the handling of traffic flows is the difficulty faced by shoppers arriving at the business district from the east. If parking is found on the north side of Route 57, they must use either Belvidere or Lincoln to gain traffic light controlled access to Route 57 to return east. The only other road offering eastbound access is Jackson Avenue, which is so close to Route 31 that it can only be used for left turns during very light traffic periods.

School Street is one-way northbound, as it should be since it is narrow and would have many of the same access problems as Jackson Avenue if it were one-way southbound. This street should not be considered as an alternate means of access to Route 57 by changing the one-way flow.

Consideration should be given to developing a coordinated parking system in the interior of the block bounded by Route 57, Belvidere, Church and School, with access to the parking available from Church, Belvidere and 57.

On the south side of Route 57, an access road should be developed between South Lincoln Avenue and Vannata Street along the general alignment of Alleger Street. The acquisition of some private property would be required, but this would be minimal. Additional parking could be provided along this road, which should relieve some of the traffic on Youmans Avenue. Vannata Street could be one-way north from the new access road to Route 57, with no left turns allowed on Route 57. This should aid eastbound Route 57 and northbound Route 31 traffic in utilizing the business district if they can find parking to the south of Route 57.

Emergency police and fire traffic desiring to go east on Route 57 and serve the northeast quadrant of the borough will be limited to using Belvidere or Jackson Avenues as access roads to Route 57. The use of lights and sirens should minimize the difficulties presented by the road network, although a more convenient access network to the northeast section would be desirable, though very difficult to achieve.

The removal of on-street parking on Route 57 is not recommended, but a slight reduction in on-street spaces should be considered in the interest of easing traffic flows. If parallel parking spaces are provided in pairs, with adequate room to maneuver fore and aft, it is unnecessary to tie up traffic while cars are attempting to park. This kind of improvement has proven successful in other similar situations and could be considered in Washington as other business district improvements are made.

#### COMMUNITY FACILITIES PLAN

The Community Facilities Plan covers schools and other public buildings. The conclusions and recommendations set forth in this section of the Master Plan are to serve as a general guide for future actions by public bodies. The Municipal Land Use Law, in Section 40:55D-31, outlines the review powers of the planning board, as follows:

Review of Capital Projects. Whenever the planning board shall have adopted any portion of the master plan, the governing body or other public agency having jurisdiction over the subject matter, before taking action necessitating the expenditure of any public funds, incidental to the location, character or extent of such project, shall refer the action involving such specific project to the planning board for review and recommendation in conjunction with such master plan and shall not act thereon, without such recommendation or until 45 days have elapsed after such reference without receiving such recommendation. This requirement shall apply to action by a housing, parking, highway, special district, or other authority, redevelopment agency, school board or other similar public agency, state, county or municipal.

#### Schools

The borough school enrollments are stable or increasing, which is contrary to trends toward declining enrollments throughout many areas of New Jersey.

The Board of Education is completing an Educational Facilities Master Plan. No specific recommendations for the school facility system are included in this plan pending completion of the Educational Facilities Master Plan. When it is completed, it should be presented to the public by the planning board for comment and eventual adoption as a part of the borough Master Plan.

#### Other Public Buildings

The municipal building at Church Street and Belvidere Avenue houses the administrative offices, police station and fire equipment. The building

was erected in 1970 and appears to be adequate to meet the borough's needs. In the next review of the Master Plan, consideration should be given to the concerns raised by the police department about needing additional space in the latter part of the 1980's.

The library on Broad Street is well located in that it offers an opportunity for people to visit the library while shopping. This is considered an ideal situation. However, the standards for a library to service the borough indicate a recommended floor area of about 4,500 square feet, 30 seats for readers, and a total of about 18,000 volumes of books. If additional space is desired, every effort should be made to retain a central location for the library.

The borough and adjoining portions of Washington Township are served by sanitary sewers and public water. The sewage treatment plant will have to be expanded if full development of the borough occurs. Water facilities are to be upgraded through the elimination of the reservoir as a water source and the sinking of a third well, which should offer more stable flows, particularly in dry weather.

#### RECREATION AND CONSERVATION PLAN

The borough park at Youmans Avenue and Broad Street serves as the major recreation resource for the borough. Schools also provide athletic fields for general use.

The borough plans to upgrade the facilities at the park through the replacement of the existing pool; addition of a bathhouse; the remodeling of the area under the grandstand to include offices, lockers, showers and more restrooms; improvement of the totlot area, toddler's pool, basketball and shuffleboard courts, baseball field and parking area; and the addition of lighting, walkways and jogging trails.

As residential development takes place on vacant lands in the northeast, northwest and southwest sections of the borough, additional small active recreation areas should be provided.

Conservation areas are areas which should remain undeveloped due to unusual natural features or particular environmental limitations for development. The narrow flood plain along the Shabbecong Creek should be reserved as should certain lands in the southwest quadrant which have slopes in excess of 20 percent. These are generally found south of the railroad.

#### RELATIONSHIP TO SURROUNDING PLANS

The New Jersey State Development Guide Plan shows Washington and some of the immediately adjoining lands in the township extending westerly from the borough as Growth Areas. These are areas in which there is existing development and land available for new growth. This Growth Area is surrounded by an Agricultural Area, continuing the role of Washington as a small regional center in an area forecast by the State as one which will retain its rural character.

The Warren County Planning Board shows the borough as a Town Center and suggests no basic changes in the regional traffic circulation patterns through the borough.

The Washington Township Plan developed in 1974 is compatible in all respects with the borough Master Plan. Adjoining areas of nonresidential uses relate to other nonresidential use patterns in the borough. Although in some instances the types of nonresidential uses are somewhat different, they present no problems of compatibility.



