

# The Teaneck Greenbelt and its Appropriate Uses in 2017

# Is the Greenbelt An Historic District?

A color coded review

*What IS the Status of the Teaneck Greenbelt ? As viewed by:*

the State of New Jersey,

p. 3

the County of Bergen

p. 12

the 2011 comments- former Township Atty Kates  
– with reference to the

p. 18

P.18

2007 Conservation, Open Space & Rec Plan

p. 24

1992-4 Master Plans

p. 33

The 2011 Master Plan Re-examination (and its  
unanimous rejection in Resolution O in the  
Teaneck Council 8-16-2011)

p.48

The 2/2017 views of selected Teaneck Residents -

p.49

TO HELP EVALUATE consideration of the Greenbelt's  
appropriate use as a Billboard Site and Hotel Zone



NJ DEP - Historic Preservation Office  
New Jersey and National Registers of Historic Places

Page 22 of 26  
Last Update: 2/21/2017  
Bergen County

Teaneck Route 4 Open Space Corridor Historic District (ID#5457)  
Route 4 and adjacent publically owned parcels between River Road and  
Englewood Border  
SHPO Opinion: 9/1/2015  
(a.k.a Teaneck Route 4 Greenbelt)



HPO Project # 10-1096-2, -3, -4  
HPO-12015-014

State of New Jersey

MAIL CODE 501-04B  
DEPARTMENT OF ENVIRONMENTAL PROTECTION  
NATURAL & HISTORIC RESOURCES  
HISTORIC PRESERVATION OFFICE  
P.O. Box 420  
Trenton, NJ 08625-0420  
TEL. (609) 984-0176 FAX (609) 984-0578

CHRIS CHRISTIE  
*Governor*

KIM GUADAGNO  
*Lt. Governor*

BOB MARTIN  
*Commissioner*

September 1, 2015

Zack Asadpour, Supervisor  
Office of Environmental Solutions, Northern Region Team 1  
New Jersey Department of Transportation  
1035 Parkway Avenue  
P.O. Box 600  
Trenton, New Jersey 08625

The Teaneck Route 4 Open Space Corridor Historic District (Teaneck Route 4 Greenbelt) is significant as an early example of municipal planning by a suburban community in New Jersey with the intention of protecting the quality of life in its residential neighborhoods. The district was created by Teaneck Township between 1933 and 1962 to implement the goals of its 1933 municipal master plan, which included the protection of the community's residential character against intrusive commercial development along the newly constructed highway. The historically significant public effort to acquire land along the highway resulted in the creation of a vegetative buffer and a parkway-like effect through Teaneck that is unique along the entire length of the highway.

Sincerely,

Daniel D. Saunders  
Deputy State Historic  
Preservation Officer

DDS/JK/SKL/VM/KS

Cc:

Jaime Evalina, Teaneck Township Clerk  
Eugene Coleman, Teaneck Historic Preservation Commission  
Elaine Gold, Bergen County Historic Preservation Trust Fund  
Larry Robertson, Teaneck Township Historian



**Dr. John Christie Ware Bungalow (ID#695)**

246 East Saddle River Road  
NR: 8/29/1986 (NR Reference #: 86001615)  
SR: 6/13/1986  
(#17 - Saddle River MRA)

**South Hackensack Township**

**Erie Railroad Main Line Historic District (ID#218)**

Erie Railroad Right-of-Way westward from Hudson, Jersey City at Coles Street to undetermined extent  
SHPO Opinion: 2/20/2003  
(Previous Opinion: 3/10/1999; Opinion of 3/6/2006 expands boundaries to include NJT Bergen County Line.)

**See Main Entry / Filed Location:**

Hudson County, Jersey City

**Teaneck Township**

**John Ackerman House (ID#696)**

1286 River Road  
SR: 10/3/1980  
DOE: 1/10/1983  
(DOE/Owner Objection; #171 - Thematic Nomination of Early Stone Houses of Bergen County)

**Banta-Coe House (ID#697)**

884 Lone Pine Lane  
NR: 1/10/1983 (NR Reference #: 83001460)  
SR: 10/3/1980  
(#172 - Thematic Nomination of Early Stone Houses of Bergen County)

**Brinkerhoff-Demarest House (ID#698)**

493 Teaneck Road  
NR: 1/10/1983 (NR Reference #: 83001478)  
SR: 10/3/1980  
(#169-Thematic Nomination of Early Stone Houses of Bergen County)

**Draw Bridge at New Bridge (ID#655)**

Old New Bridge Road over Hackensack River  
NR: 7/5/1989 (NR Reference #: 89000775)  
SR: 5/22/1989

**See Main Entry / Filed Location:**

Bergen County, River Edge Borough

**Teaneck Armory (ID#4338)**

Teaneck Road at Liberty Street  
SHPO Opinion: 9/10/2004

**Teaneck Route 4 Open Space Corridor Historic District (ID#5457)**

Route 4 and adjacent publically owned parcels between River Road and Englewood Border  
SHPO Opinion: 9/1/2015  
(a.k.a Teaneck Route 4 Greenbelt)

**Adam Vandelinda House (ID#699)**

586 Teaneck Road  
NR: 1/10/1983 (NR Reference #: 83001562)  
SR: 10/3/1980  
(#174 - Thematic Nomination of Early Stone Houses of Bergen County)

**James Vandelinda House (ID#700)**

566 Teaneck Road  
NR: 1/10/1983 (NR Reference #: 83001563)  
SR: 10/3/1980  
(#175 - Thematic Nomination of Early Stone Houses of Bergen County)

**Casper Westervelt House (ID#701)**

20 Sherwood Road  
NR: 1/10/1983 (NR Reference #: 83001584)  
SR: 10/3/1980  
(#170 - Thematic Nomination of Early Stone Houses of Bergen County)

**Zabriskie-Kipp-Cadmus House (ID#702)**

664 River Road  
NR: 12/13/1978 (NR Reference #: 78001741)  
SR: 7/12/1978  
(#173 - Thematic Nomination of Early Stone Houses of Bergen County)

**Tenaflly Borough**

**Brinkerhoff House (ID#703)**

1 Tenaflly Road  
SR: 10/3/1980  
(#179 - Thematic Nomination of Early Stone Houses of Bergen County)

**Christie-Parsels House (ID#704)**

195 Jefferson Avenue  
NR: 1/10/1983 (NR Reference #: 83001482)  
SR: 10/3/1980  
(#177 - Thematic Nomination of Early Stone Houses of Bergen County)

**Demarest-Lyle House (ID#705)**

91 West Clinton Avenue  
NR: 1/10/1983 (NR Reference #: 83001494)  
SR: 10/3/1980  
(#178 - Thematic Nomination of Early Stone Houses of Bergen County)

**Donald V. Lowe House (ID#5304)**

53 Knickerbocker Road  
COE: 12/31/2013

**King-Jellison House (ID#4143)**

330 Engle Street  
SHPO Opinion: 3/31/2003



Attachment Tools      Route 4 Greenbelt, Teaneck, Bergen Co. - Message (HTML)

File    Message    Attachments    Tell me what you want to do

Open    Quick Print    Remove Attachment    Save As    Save All Attachments    Select All    Copy    Show Message Message

Actions      Save to Computer      Selection      Message




Mon 4/17/2017 2:57 PM

Craig, Bob <Bob.Craig@dep.nj.gov>

Route 4 Greenbelt, Teaneck, Bergen Co.

To powerscw@charlespowersweb.com

**i** You forwarded this message on 4/17/2017 6:19 PM.

 I2015-014.pdf  
3 MB

The SHPO opinion is attached.

Bob Craig  
Registration Program Supervisor  
NJ Historic Preservation Office  
Mail code 501-04B  
PO Box 420  
Trenton, NJ 08625-0420



State of New Jersey

MAIL CODE 501-04B

DEPARTMENT OF ENVIRONMENTAL PROTECTION

NATURAL & HISTORIC RESOURCES

HISTORIC PRESERVATION OFFICE

P.O. Box 420

Trenton, NJ 08625-0420

TEL. (609) 984-0176 FAX (609) 984-0578

CHRIS CHRISTIE  
Governor

BOB MARTIN  
Commissioner

KIM GUADAGNO  
Lt. Governor

September 1, 2015

Zack Asadpour, Supervisor  
Office of Environmental Solutions, Northern Region Team 1  
New Jersey Department of Transportation  
1035 Parkway Avenue  
P.O. Box 600  
Trenton, New Jersey 08625

Dear Mr. Asadpour:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the Federal Register on December 12, 2000 (65 FR 77725-77739) and amended on July 6, 2004 (69 FR 40553-40555), I am providing consultation comments on the following proposed undertaking:

**Bergen County, Township of Teaneck  
Route 4 Bridge over Palisade Avenue (Structure No. 0206-169)  
Cultural Resources Investigation  
New Jersey Department of Transportation # 020654**

---

Summary (**NEW SHPO Opinion**): One newly identified historic resource, the Teaneck Route 4 Open Space Corridor Historic District (Teaneck Route 4 Greenbelt), is eligible for the New Jersey and National Registers of Historic Places. The proposed undertaking will have an adverse effect upon the historic district. Additional consultation is needed in order to develop measures to avoid, minimize, and/or mitigate these adverse effects.

---

This letter was prepared in response to your letter of February 25, 2015 and a copy of the following report:

Leynes, Jennifer B. and Sharon D. White et al.

January 2015 *Cultural Resources Investigation, Replacement of Route 4 Bridge over Palisade Avenue, CSX Railroad and Windsor Road (Structure No. 0206-169), Township of Teaneck, Bergen County, New Jersey.* Prepared for

Parsons Brinckerhoff and the New Jersey Department of Transportation.  
Prepared by the Richard Grubb & Associates, Inc., Cranbury, New Jersey.

This documentation was submitted to the Historic Preservation Office (HPO) for review and comment pursuant to Section 106 of the National Historic Preservation Act.

#### 800.4 Identification of Historic Properties

##### *Architecture*

The submitted report documents the intensive-level architectural survey of sixteen (16) resources more than fifty (50) years of age within the Area of Potential Effects (APE). None of these resources were previously listed on or determined eligible for the New Jersey and National Registers of Historic Places.

The consultant recommended two of the surveyed resources, the Teaneck Route 4 Greenbelt and the New York, Western Shore & Buffalo Railroad Historic District, eligible for the New Jersey and National Registers of Historic Places. The Teaneck Route 4 Greenbelt was also recommended eligible in the 2007 Bergen County Historic Sites Survey.

**It is my opinion as Deputy State Historic Preservation Officer that the Teaneck Route 4 Open Space Corridor Historic District (Teaneck Route 4 Greenbelt) is eligible for listing on the New Jersey and National Registers of Historic Places.** The district is eligible under Criterion A in the areas of Community Planning and Development. As a historic district, the resource is also eligible under Criterion C as it represents a significant and distinguishable entity whose components lack individual distinction. The district is significant at the local level.

The Teaneck Route 4 Open Space Corridor Historic District (Teaneck Route 4 Greenbelt) is significant as an early example of municipal planning by a suburban community in New Jersey with the intention of protecting the quality of life in its residential neighborhoods. The district was created by Teaneck Township between 1933 and 1962 to implement the goals of its 1933 municipal master plan, which included the protection of the community's residential character against intrusive commercial development along the newly constructed highway. The historically significant public effort to acquire land along the highway resulted in the creation of a vegetative buffer and a parkway-like effect through Teaneck that is unique along the entire length of the highway.

Construction of the section of Route 4 through Teaneck began in 1931. The highway was intended to provide an efficient high speed approach to the newly constructed George Washington Bridge over the Hudson River from the interior of Bergen County. Approximately 2.5 miles of Route 4's 10 mile length is located within Teaneck Township. The construction of the highway occurred at the same time the Township was witnessing an enormous population explosion as large estates were subdivided for residential developments. From 1920 to 1930 Teaneck's population quadrupled from 4,192 to 16,513.



In an effort to preserve the residential character of their municipality, Teaneck's leaders created a zoning board in 1928 and a planning board in 1931, one of the first to be created under state enabling legislation passed in 1930. Most importantly, Teaneck passed a municipal master plan in 1933. Right-of-way acquisition and construction of Route 4 had resulted in the creation of many narrow lots with highway frontage that were unsuitable for residential use. The 1933 master plan recommended acquisition of these lots for preservation as open space. The Township immediately acquired and developed two narrow strips of land south side of the highway from Wilson Avenue to Lincoln Place as planting strips. The 1933 master plan would serve as the impetus for what would become the Teaneck Route 4 Open Space Corridor Historic District.

The Township's goal of protecting the community's residential character was challenged as early as June 1933, when a petition was received to rezone property fronting Route 4 for commercial use. The rezoning was not allowed and the Township continued its efforts to acquire property. By 1934, the Township already owned one third of the properties along Route 4. This included land donated by the residential developers in order to protect adjoining developments. By 1946, the Township owned a majority of the property along the highway and the 1947 municipal planning report is the earliest to document the existence of the Greenbelt, which was then called the Route 4 park strips.

By 1962, the Township had acquired all of the available land along the roadway corridor, resulting in a comprehensive, uninterrupted, non-commercialized area along the highway. While those portions of the highway located in other municipalities became more like a main street due to extensive commercial development, the Teaneck portion became distinguishable for its parkway-like feel and free-flowing traffic due to its absence of development and commercial driveways. Although it does not appear that it was ever intended to be a designed landscape similar to other parkways, over the years Teaneck has planted trees, grass, and shrubs in the open space parcels in order to create an attractive stretch of road and to give the travelling public a favorable impression of their upscale suburban community.

The period of significance for the historic district is 1933 (the adoption of the Teaneck Master Plan and the first acquisition of property along Route 4) to 1962 (when all available land along the corridor had been acquired).

The HPO respectfully disagrees with the consultant's determination that the boundary of the resource should exclude the roadway and bridges because they predate the period of significance and do not contribute to the district's importance as a unique example of municipal planning in a suburban community. Based on a review of the report, conversation with National Park Service National Register staff in Washington, DC, and internal HPO staff discussions, the roadway and bridges are included in the boundary of the district and are considered contributing resources. A contributing building, site, structure, or object is defined as one that adds to the historic architectural qualities, historic associations, or archeological values for which a property is significant because a) it was present during the period of significance, and possesses historic integrity reflecting its character at that time or is capable of yielding important information about the period, or b)

it independently meets the National Register Criteria. Route 4 and its associated bridges were present during the period of significance of the district, retain integrity from the period of significance, and add to the historical associations of the historic district as the construction of the roadway was the impetus for the municipality's desire to acquire the adjacent properties to create a vegetative buffer for its residential neighborhoods. The local roadway bridges that cross over the Teaneck Route 4 Open Space Corridor Historic District and date from the period of significance are also considered contributing resources.

The boundary of the Teaneck Route 4 Open Space Corridor Historic District (Route 4 Teaneck Greenbelt) is as proposed in the submitted report (the Teaneck, Teaneck Board of Education, and Bergen County owned parcels along Route 4 between River Road and the municipal border with Englewood) with the exception that the boundary also includes the Route 4 roadway corridor and bridges. That portion of the corridor between the Hackensack River and River Road is excluded from the boundary because there are no Township owned parcels in that area and it was previously altered extensively by the reconstruction of the River Road intersection. The boundary includes portions of the Lowell School property, Kieliszek Park, Police Athletic League property, South Gaylord Park, Windsor Park, Votee Park, and Overpeck Park as delineated on pages RGA1-28 through RGA1-31 of the submitted report.

Character defining features of the district include, but may not be limited to, the spatial relationship between the 5-6 lane Route 4 roadway corridor and bridges, the adjacent, undeveloped open space buffers and parkland, and the residential neighborhoods beyond. Plantings which primarily include hardwood trees and grass in the open space buffers, overhead vehicular and pedestrian bridges, and planted medians and islands at intersections are also character defining features within the district.

The district retains integrity of location, design, materials, setting, workmanship, feeling, and association. Trees and plantings have been lost and added over the years, but hardwood trees and grassy areas remain prevalent and the landscape's setting among the community's residential neighborhoods is intact. Modern features like bus shelters are few in number and unobtrusive. The integrity of feeling and association of the district are particularly high as the section of Route 4 in Teaneck remains distinctive from the highway corridors in adjacent municipalities.

The HPO respectfully disagrees with the consultant's eligibility determination for the surveyed portion of the New York, West Shore & Buffalo Railroad (NYWS&BRR) Historic District. Based upon a review of the submitted report, information on file at the HPO, and discussions amongst the HPO staff, we have concluded that the NYWS&BRR Historic District does not appear to meet the criteria for New Jersey and National Register eligibility. No additional consideration of this resource is required for the proposed undertaking.

The HPO would also like to note the existence of two additional potentially eligible historic districts in the vicinity of the project. Both the West Englewood Manor (Strand and Pershing Circle) Historic District and the Forest Knolls Historic District were surveyed as part of the 2007 Bergen County Historic Sites Survey and were recommended eligible



for the New Jersey and National Registers of Historic Places. The West Englewood Manor (Strand and Pershing Circle) Historic District is a large residential neighborhood (over 900 buildings) distinguished by its unique street plan and popular twentieth century suburban house styles. Eight properties from this historic district (345, 346, 352, 358, 364, 370, and 434 Billington Road and 1059 Sussex Avenue) are located within the APE for this project. The Forest Knolls Historic District is a suburban residential neighborhood characterized by Tudor Revival houses, curving streets, and consistent setbacks. One property from this historic district (1045 Garrison Avenue) is located in the APE for this project. The HPO concurs that a formal evaluation of the New Jersey and National Register eligibility of these districts was beyond the scope of this project. However, please note that future undertakings in this area may warrant further evaluation of these resources.

### *Archaeology*

The report states that 48 shovel test pits (STP) were excavated within the Archaeology Area of Potential Effect's (APE) at 50 foot intervals. Twenty STP's identified historic and modern artifacts and three of the 20 STP's identified secondary Late-19<sup>th</sup> century historic deposits. No archaeological features were identified. Artifacts included brick, nails, bottle glass and ceramic fragments, and window fragments. No Native American artifacts or features were identified. The report states that no significant pre-Contact or historic period artifacts or features were recovered and recommends no further archaeological testing. *The HPO concurs with this assessment. In consequence, no additional archaeological survey is recommended for this undertaking.*

### 800.5 Assessment of Adverse Effects

It is our understanding, based upon a review of the submitted documentation, that the current project scope includes the following elements:

- Replacement of the existing Route 4 Bridge over Palisade Avenue, CSX Railroad, and Windsor Road (Structure No. 0206-169)
- Addition of acceleration lanes from Belle Avenue along Route 4 Eastbound
- Improvements to the transition geometry on Route 4 Eastbound west of Garrison Avenue through the addition of advanced warning signs
- Construction of two detention basins beneath the replacement bridge and east of the CSX Railroad
- Construction of an underground detention system south of Route 4 in South Gaylord Park
- Construction of retaining walls on all four quadrants of the new bridge
- Construction of new curbs and sidewalks where necessary
- Related underground utility work
- Rerouting the existing overhead utilities from Route 4 into the neighborhood south of the highway along existing utility corridors

As proposed, the undertaking will result in an **adverse effect** upon the Teaneck Route 4 Open Space Corridor Historic District (Teaneck Route 4 Greenbelt) due to the demolition



and replacement of the contributing Route 4 Bridge over Palisade Avenue, CSX Railroad, and Windsor Road (Structure No. 0206-169). A replacement structure that is designed in a manner that is sensitive to the character and setting of the historic district will be required to avoid further adverse effects to the district.

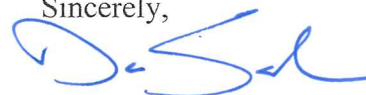
Additional project elements including right-of-way acquisition, roadway widening, installation of retaining walls, pedestrian ramps, sidewalks, curbs, etc., have the potential to affect the historic district, but the HPO believes that if these elements are minimized and/or designed to be compatible with and sensitive to the character and setting of the district, they can potentially conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties. Similarly, the removal of trees and other vegetation within the district should be minimized and any trees and vegetation that must be removed should be replaced in-kind.

The HPO looks forward to further consultation with NJDOT, Teaneck Township, and the additional consulting parties, pursuant to 36 CFR 800.6, in order to develop measures to avoid, minimize, and/or mitigate the effects of the project on historic properties.

#### Additional Comments

Thank you for providing the opportunity to review the submitted documentation. If you have any questions regarding this letter, please do not hesitate to contact Jonathan Kinney of my staff at (609) 984-0141 regarding historic architecture, historic districts, or historic landscapes or Vincent Maresca of my staff at (609) 633-2395 regarding archaeology. Please reference the HPO project number 10-1096 in any future calls, emails, or written correspondence to help expedite our review and response. Thank you.

Sincerely,



Daniel D. Saunders  
Deputy State Historic  
Preservation Officer

DDS/JK/SKL/VM/KS

Cc:

Jaime Evalina, Teaneck Township Clerk  
Eugene Coleman, Teaneck Historic Preservation Commission  
Elaine Gold, Bergen County Historic Preservation Trust Fund  
Larry Robertson, Teaneck Township Historian

# The County of Bergen

12

County of Bergen, New Jersey  
Department of Parks, Division of Cultural & Historic Affairs  
Historic Site #: 0260-D59

Bergen County Historic Site Survey

## Historic District Form

Site Name: Teaneck Route 4 Greenbelt District  
Street Address: Route 4  
Municipality: Teaneck Township  
Local Place Name:  
Development Period: 1932 To: 1960  
Physical Condition: Good  
Remaining Historic Fabric: High  
# of Properties: Key Contributing 0  
County: Bergen  
Block/Lot: See description  
Type: Transportation  
Zip Code: 07666  
Source: history, maps

Registrations and Status Dates

Date and ID Number	Contributing	Non-Contributing	Total
	9	2	11

BC DCHA Recommendation Yes

The Teaneck Route 4 Greenbelt District consists of the 2 1/2-mile long east-west transportation corridor through Teaneck that contains NJ Route 4 and the adjacent buffers with landscaped open spaces and parklands. The district extends from the Hackensack River at the border with the City of Hackensack to the border with the City of Englewood. A 5-6-lane highway with central concrete divider traverses the corridor. Some of the landscaped buffers are very narrow (circa 15'), but others extend into parks (North and South Central Park).

Surveyor: T. Robins Brown  
Updated: 4/18/2007

Thursday, April 19, 2007

### New Jersey Register of Historic Places Listings and Other Determinations as of 5/3/2011 with Recommendations for Listing on the Register by the Staff of the Bergen County Historic Sites Survey, 1986, updated through April 2011

0260-D59; Teaneck Route 4 Greenbelt District; Route 4; Block: See description; BCDCHA Recommendation;


**BCDCHA Recommendation:** Recommendation by the consultants and staff of the Bergen County Historic Sites Survey that the district or property is probably eligible for listing on the New Jersey Register of Historic Places. Most of these recommendations date to the mid 1980's and are analyses based on the Bergen County Historic Sites Survey. If municipal survey has been updated since 1999 the updates are used for analyses. This is a professional rather than an official recommendation as official opinions and certifications of eligibility must be obtained through the New Jersey Historic Preservation Office (HPO). If the property is listed on the Registers or has a ruling by the HPO, the BCDCHA Recommendation may be omitted.

### Forster Email – County Division of Community Affairs – 4-17-2017


File Message Attachments Tell me what you want to do


Open Quick Print Remove Attachment Save As Save All Attachments Select All Copy Show Message


Mon 4/17/2017 3:20 PM

 Forster, Cynthia <cforster@co.bergen.nj.us>  
**greenway**

To: Chuck@bergengrassroots.org

 You forwarded this message on 4/17/2017 6:21 PM.

 scanteaneckgreenway... 5 MB

 scanteaneckgreenway... 3 MB

Thank you for contacting us. Please see attached scans, including one from SHPO. Both of these were forwarded to your Teaneck Historic Preservation Commission some time ago. I appreciate your diligence and wish you and the commission well. We are happy to provide resources and wish you good luck with this.

Cynthia

Cynthia L. Forster  
Director  
Division of Cultural & Historic Affairs  
1 Bergen County Plaza  
4<sup>th</sup> Floor  
Hackensack, NJ 07601-7076  
201.336.7276





# Historic District Form

**Historic Site #: 0260-D59**

**Site Name:** Teaneck Route 4 Greenbelt District  
**Street Address:** Route 4 **Type:** Transportation  
**Municipality:** Teaneck Township **County:** Bergen **Zip Code:** 07666  
**Local Place Name:** **Block/Lot:** See description  
**Development Period:** 1932 **To:** 1960 **Source:** history, maps  
**Physical Condition:** Good

**Remaining Historic Fabric** High

**# of Properties:** Key Contributing 0      Contributing 9      Non-Contributing 2      Total: 11

**Registrations and Status Dates**
**BC DCHA Recommendation** Yes

Date and ID Number
**Historic Site Survey Committee of Interest:** 

**National Historic Landmark:**   
**National Register:**   
**New Jersey Register:**   
**SHPO Opinion:**   
**Local Designation:**   
**Other Designation:**   
  
**Certificate of Eligibility:**   
**Determination of Eligibility:**

**BC Stone House Survey Id:**  
**BC Cemetery Inventory Id:**  
**BC Save Outdoor Sculpture Id:**  
**NJDOT Historic Bridge Survey Id:** 0206166-0206175  
**Other Survey Name and ID:**

**Description:**

Route 4 right-of-way; right-of-ways of Fairidge Terrace and Elizabeth Avenue; approaches and islands around entrances from Queen Anne Road, and Teaneck Road, and between Webster Av./Farragut Drive and Decatur Ave.; 401/ part of lot 1; 402/1; 502/18, 19; 503/10; 504/9; 901/part of lot 1 (Lincoln School); 902/1 (South Gaylord Park); 903/1 (South Gaylord Park); 1401/part of lot 1; 1403/part of lot 1 1501/1,7; 1502/1; 1503/1; 1504/11; 1506/14; 2210/5 (North Gaylord Park), 2211/1 (North Gaylord Park); 2401/ part of lot 1; 2701, part of lot 1 (Windsor Park); 2702/11; 2703/10; 4001/8; 4002/11; 4003/23; 4102/27; 4101/ part of lot 1 (Overpeck County Park); 4701, part of lot 1 (Windsor Park); 4703/4, 4704/1 (part of Milton Vottee Park); 4808/15; 4811/12; 4812/15; 5919/ part of lot 1 (St. Anastasia church property), part of lot 16; 5921/ 11,12; 5922/9; 5923/9; 5924/11; 5925/ 7, 8; 5927/1, 4 5; 6001/1, 3, 7, 8; 6002/10

The Teaneck Route 4 Greenbelt District consists of the 2 1/2-mile long east-west transportation corridor through Teaneck that contains NJ Route 4 and the adjacent buffers with landscaped open spaces and parklands. The district extends from the Hackensack River at the border with the City of Hackensack to the border with the City of Englewood. A 5-6-lane highway with central concrete divider traverses the corridor. Some of the landscaped buffers are very narrow (circa 15'), but others extend into parks (North and South Gaylord Parks, Windsor Park, Milton Vottee Park, and Overpeck County Park). In some areas the access roads and road crossing have landscaped islands (south side of Route 4 in Fairleigh Dickinson University campus, around Queen Anne Road and Teaneck Road and between Webster Av. /Farragut Drive and Decatur Avenue). In several places local roads (Fairidge Terrace and Elizabeth Avenue) and school properties (Lincoln School (0260-D06, # 31) and Teaneck High School (0260-015)) contribute to the buffer. Within the district are nine bridges included in the New Jersey Department of Transportation's New Jersey Historic Bridge Survey (#0206166-0206169, 0206171-0206175). These bridges carry the highway over local roads and the Conrail railroad tracks or the local roads over the highway. There are two pedestrian bridges. The highway in the greenbelt has limited access to local streets. Most of the property in the Greenbelt

**Surveyer:** T. Robins Brown

Thursday, April 19, 2007

**Updated:** 4/18/2007



# Historic District Form

Historic Site #: 0260-D59

District is owned by the State of New Jersey or the Township of Teaneck, but parts of some privately-owned parcels are included when they are adjacent to the Route 4 right-of-way and have landscaping that contributes to the quality of the cultural landscape.

## Setting:

Most of the Teaneck Route 4 Greenbelt District has a suburban residential setting with adjacent houses dating from the 1920's to the present. Several of the residential neighborhoods are identified in this survey as historic districts. They are the Forest Knolls District (0260-D06) and the West Englewood Manor District (0260-D13). An exception to this residential character is found at the west end where educational buildings, playing fields, and parking lots of Fairleigh Dickinson University are adjacent to the Greenbelt. Other large educational buildings adjacent to the Greenbelt are the Lincoln School (0260-D06 # 31) and Teaneck High School (0260-015). Another institutional building near the district is the Richard Rodda Community Center at 250 Colonial Court, which was greatly expanded in the 1990's. Around the Teaneck Road intersection the setting is more institutional/commercial in character. St. Anastasia Roman Catholic Church (0260-053) has landscaped grounds that contribute to the character of the Greenbelt. The large office building at the northwest corner of Teaneck Route and Route 4 is an visual intrusion into the aesthetic quality of the Greenbelt. Other office and commercial buildings in the Teaneck Road area are smaller and so not intrusive. North of the Greenbelt between Decatur Street and the border with Englewood are light industrial buildings. They are well buffered by the landscaped area near them in the Greenbelt. In several places the buffer is enhanced by the presence of large parks (Overpeck County Park at the southeast edge of the district, Milton G. Votee Park (0260-70) extending north near the center of the district, and South and North Gaylord Park east of the Conrail bridge). While the yards of some houses abut the Route 4 right-of-way, but the buildings' scale and their properties landscaping do not detract appreciably from the parkway character.

## History/Significance:

In the Teaneck Route 4 Greenbelt District, Route 4 appears to be a parkway with landscaped buffers and limited access. Such landscaping for an extended length along Route 4 is unusual as most property along the highway are developed commercially with unlimited access (i.e. highway strip development). The attractive greenbelt is the intentional result of actions that the Township of Teaneck took in the early 1930's through the 1940's. The state built Route 4 through Teaneck in 1932 without buffers, with a minimal right-of-way, and with the potential for unlimited access. The entire 10.9 mile-length of Route 4 goes from the George Washington Bridge to Paterson and was completed in 1934. It and the bridge enhanced Teaneck's and most of Bergen County's accessible for intense development as highway suburbs. However Teaneck was already experiencing rapid development prior to the construction of this road. The construction of the road coincided with the Township's realization that it needed to take actions to direct its future. This resulted in the approval of the Teaneck Plan of 1933 and its implementation in subsequent years. A key objectives of the plan was: "That everything possible should be done to preserve Teaneck's many advantages and charms and to encourage its future development as a predominantly residential community of the best type."

After the highway opened some of the property owners along the Route 4 corridor in Teaneck petitioned the Teaneck Council to change the zoning from residential to commercial. On the advice of its Planning Board, the Council refused to make to change to commercial along the highway as the Township's vision of the future called for the area to be residential. However, the governing body realized that to remain attractive, the residential areas needed to have buffers from the highway.



# Historic District Form

Historic Site #: 0260-D59

From the mid-1930s to the mid-1940s the Township acquired a substantial amount of frontage along Route 4 through purchase and through donation to create the Greenbelt and landscaped these area with trees, shrubbery, flowers, and grass. Some of the parcels are very narrow, but some are over 50 wide and several are parts of large parks. This attractive greenbelt helped to continue Teaneck's appeal as an attractive residential community. It contributed to Teaneck having the qualities that caused it to be chosen as the Army's model community in 1949. The land in Teaneck along Route 4 remains predominately residential to today with desirable residential neighborhoods including several identified as historic districts. The exception is the light industrial area on the north side near the Englewood border, but the buildings here are hidden by the Greenbelt landscape buffer and do not have direct access to Route 4.

Over the years there have been many threats to the greenbelt and its now has more highway lanes and much more traffic than it did originally. There were numerous recommendations to change Route 4 to a freeway. In the early 1980s, the greenbelt was threatened as NJ Department of Transportation (NJDOT) wanted to widen it. The Route 4 was 6-lanes, except for a section in Teaneck where it narrowed to five lanes for the bridge over the railroad tracks. The NJDOT proposed to widen the Teaneck stretch into an 8-lane highway (3 lanes on each side with 12'-wide paved shoulder on both sides). This plan would have destroyed the greenbelt. Vocal Teaneck residents opposing the plan created the Preserve the Greenbelt Committee that remains active today. The Greenbelt was identified in the 1985 Teaneck Master Plan as a historic site. In Nov. 1984 the Township accepted a compromise, which will help alleviate the traffic bottleneck in Teaneck due to the reduction in lanes around Belle Avenue. NJDOT is allowed to widening the roads from five to six lanes, but must preserve the majority of the greenbelt by having minimal shoulders. Eventually NJDOT accepted this compromise and is currently planning the road widening. The railroad bridge is scheduled to be widened in 2011. NJDOT has schedules the railroad bridge widening for 2011. While none of the bridges, which were all constructed in 1931, are considered to be individually eligible for the National Register as they are typical examples of 1930's bridge design. Together they contribute to the historic quality of the cultural landscape. It is probable that the Teaneck Route 4 Greenbelt district is eligible for listing on the State and National Registers of Historic Places due to its importance in as a cultural landscape in the statewide historic context of Metropolitan New Jersey (1910-1945).

## Bibliography/Sources:

John Chichowski, "Teaneck Greenbelt," *The Record*, March 1, 2007.

Judith Glassman, "The Master Planners," *The Teaneck News*, May 18, 1983,

<http://www.teaneck.org/virtualvillage/discoverteaneck/masterplanners.html>

Hall, pp. 86-87.

"NJ State Highways: 1-4", <http://web.mit.edu/smalpert/www/roads/nj/log/0.html>, consulted 4-18-2007.

Township of Teaneck, Office of Township Planning Board, *The Teaneck Plan*, 1933,

<http://www.teaneck.org/virtualvillage/TeaneckPlan/index.html>

1938, Franklin, Atlas.

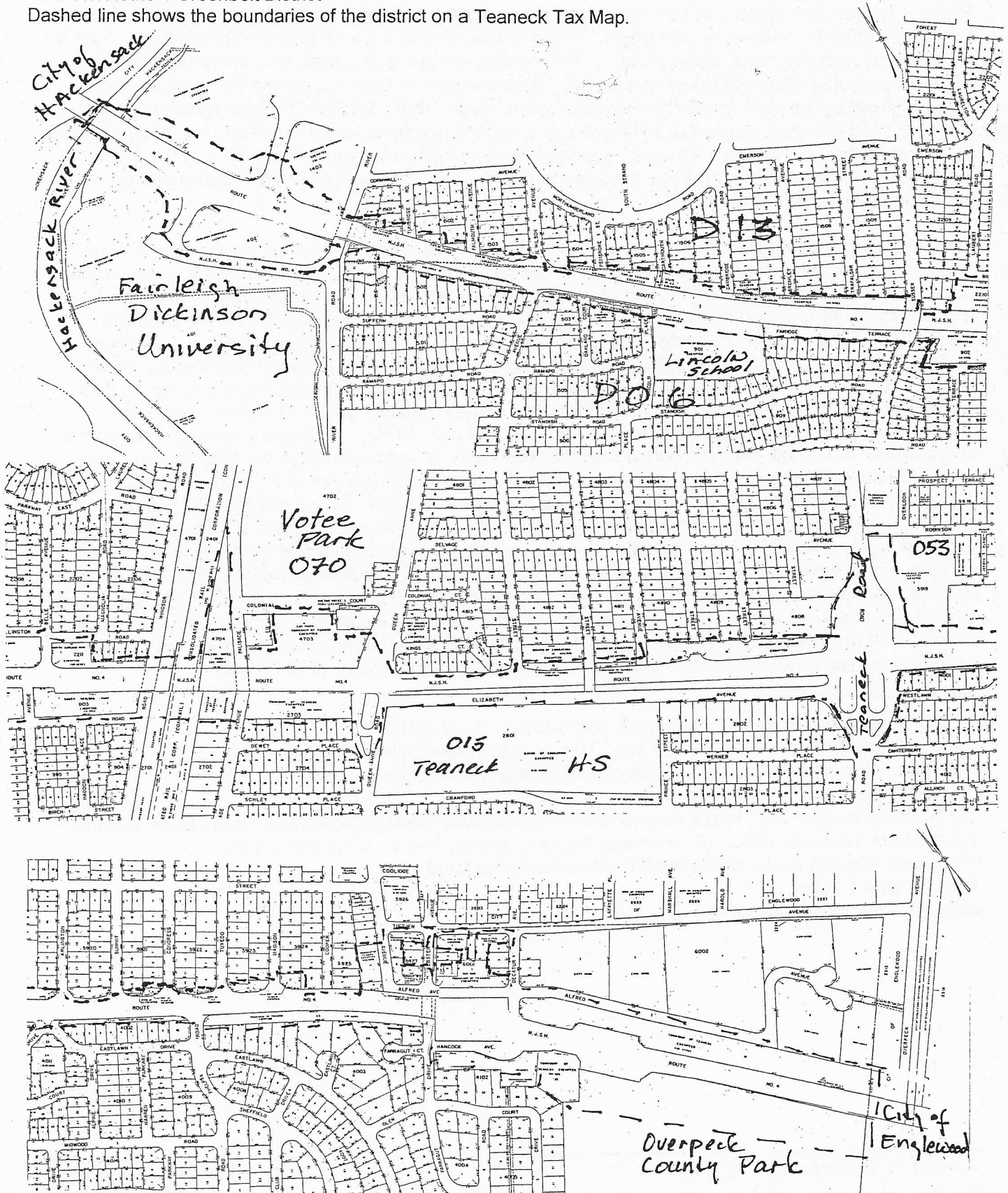
2004, Pictometry International



# CONTINUATION SHEET

Teaneck Route 4 Greenbelt District

Dashed line shows the boundaries of the district on a Teaneck Tax Map.



# Former Township Attorney Kates

Public Comments – Township Council Meeting of August 16, 2011

Michael B. Kates

Behind you are Maps reproduced from the 1979 Master Plan. They were not put there to cover holes in the wall – they were put there by a prior planning board and township council to remind succeeding planning boards and councils of the sanctity of our planning process and to never forget our history. I know that as fact, because I was the Planning Board attorney at the time and the consultant's contract included the reproduction of those exhibits for that wall.

## **2007 Master Plan**

The adoption of the 2007 Master Plan on April 12, 2007, postponed the adoption of one element – the Conservation, Recreation and Open Space Plan Element.

It was subsequently adopted by the Planning Board on June 12, 2008. It is in the body of that document that the 1994 Historic Site Designation and Map is specifically defined by Block and Lot. And that document lists Block 4102, Lot 26 –

## **2011 Reexamination Report**

The May 9, 2011 Phillips Preiss Grygiel LLC Reexamination report makes reference to the 2008 adoption of the Open Space and Recreation Plan (OSRP) – the one identifying the lots as being within the Route 4 Greenbelt. So at least it recognizes that planning document. But then it contradicts the Greenbelt designation of the subject lots by recommending their rezoning from a protective R-S single-family residential zone to a new Hotel zone.

Public Comments – Township Council Meeting of August 16, 2011

Michael B. Kates

Behind you are Maps reproduced from the 1979 Master Plan. They were not put there to cover holes in the wall – they were put there by a prior planning board and township council to remind succeeding planning boards and councils of the sanctity of our planning process and to never forget our history. I know that as fact, because I was the Planning Board attorney at the time and the consultant’s contract included the reproduction of those exhibits for that wall.

1979 Master Plan

Conservation and Recreation Plan

(Commenting on and adopting 1978 Recreational Update prepared for Environmental Commission by Conservation and Environmental Studies Center)

9. As a part of the conservation and open space aspects of this Plan, the township reaffirms the preservation of open space along Route 4, recognizing the important role this space plays in protecting the residential character of Teaneck, and continuing to recognize the far-sighted actions of early Teaneck planners in establishing this open space.

That far-sightedness of early planners is detailed in The Teaneck 100 Year Book.

Handout and read excerpts.

#### 1985 Master Plan

**Route 4 Corridor Improvements:** NJDOT has recommended major improvements to the section of Route 4 passing through Teaneck. In the opinion of the Planning Board, the improvements as proposed would adversely affect one of the landmarks of Bergen County, namely the greenbelt preserved along both sides of the highway. The establishment of the greenbelt was one of the more successful municipal planning decisions made in the county, and to allow it to be disturbed to accommodate a major widening and improvement program, only to see traffic continue to be restricted in the more congested areas of Route 4 lying east and west of the township, appears to be an unduly radical solution to a problem which can be addressed in a more modest way. (Went on to recommend 3 lanes in each direction).

#### 1994 Master Plan

Takes it a step further.

#### Historic Site Designation and Map – Handouts

You will note that the entirety of Route 4 is in the designated Greenbelt.

I will concede that the Greenbelt designation is not specific as to which lots or buffer widths are included in the Greenbelt. But it became clarified – in the Master Plan of 2007.

### **2007 Master Plan**

The adoption of the 2007 Master Plan on April 12, 2007, postponed the adoption of one element – the Conservation, Recreation and Open Space Plan Element.

It was subsequently adopted by the Planning Board on June 12, 2008. It is in the body of that document that the 1994 Historic Site Designation and Map is specifically defined by Block and Lot. And that document lists Block 4102, Lot 26 – the Siegel & Siegel property, as part of the Route 4 Greenbelt, as well as the Township lot east of it, as well as the Township lot across Route 4 adjacent to Alfred Avenue – all within the Greenbelt.

### **HANDOUT.**

Appended to the Open Space and Recreation Plan by block and lot is a complete inventory of the “Route 4 Greenbelt”. The lots now being considered for inclusion in a new Hotel Zone, both Township-owned and privately owned, are designated as being in the Greenbelt.



### **2011 Reexamination Report**

The May 9, 2011 Phillips Preiss Grygiel LLC Reexamination report makes reference to the 2008 adoption of the Open Space and Recreation Plan (OSRP) – the one identifying the lots as being within the Route 4 Greenbelt. So at least it recognizes that planning document. But then it contradicts the Greenbelt designation of the subject lots by recommending their rezoning from a protective R-S single-family residential zone to a new Hotel zone.

In a separate section of the 2011 Reexamination Report, entitled “Recommended Changes to the Master Plan and Development Regulations”, the error is committed – a statement that rezoning the lots into a Hotel Zone would **“not interfere or disrupt the greenbelt as it passes through remaining part of Teaneck”**.

What I suspect is that in a justifiable search for ratables, the Planning Board and its paid consultants overlooked the historic record in prior Master Plans and the history of Teaneck’s noble sacrifice to de-commercialize Route 4.

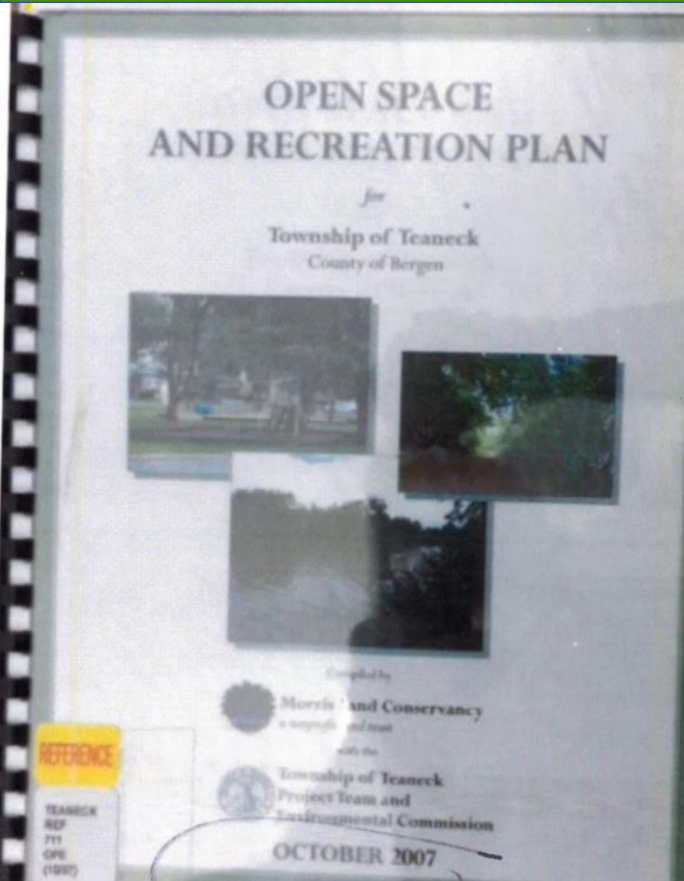
TO PREVENT SUCH AN ERROR IN THE FUTURE, YOU SHOULD PUT THESE EXHIBITS ON THAT WALL. I WOULD BE WILLING TO DONATE THEM TO THE TOWNSHIP BUT YOU HAVE TO EARN IT. IF YOU PLEDGE TO PRESERVE THE



GREENBELT AND IN PARTICULAR TO LOOK ELSEWHERE FOR A HOTEL ZONE, THE EXHIBITS ARE YOURS, IF INSTEAD, YOU REFUSE TO DO SO OR, EVEN WORSE, YOU BREACH OUR TRUST BY REZONING FOR HOTELS IN THE ROUTE 4 GREENBELT, THEN WE WILL MAKE THE GIFT TO A TOWNSHIP COUNCIL THAT WILL, MOST DEFINITELY, SUCCEED YOU.

John Kenneth Galbraith is quoted as saying: “Nothing is so admirable in politics as a short memory.” Not in Teaneck. The Route 4 Greenbelt should not be sacrificed for ratables.

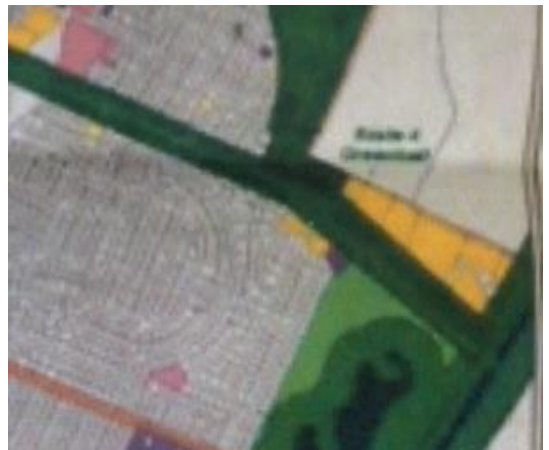
# 2007 Open Space and Recreation Plan <sup>24</sup>

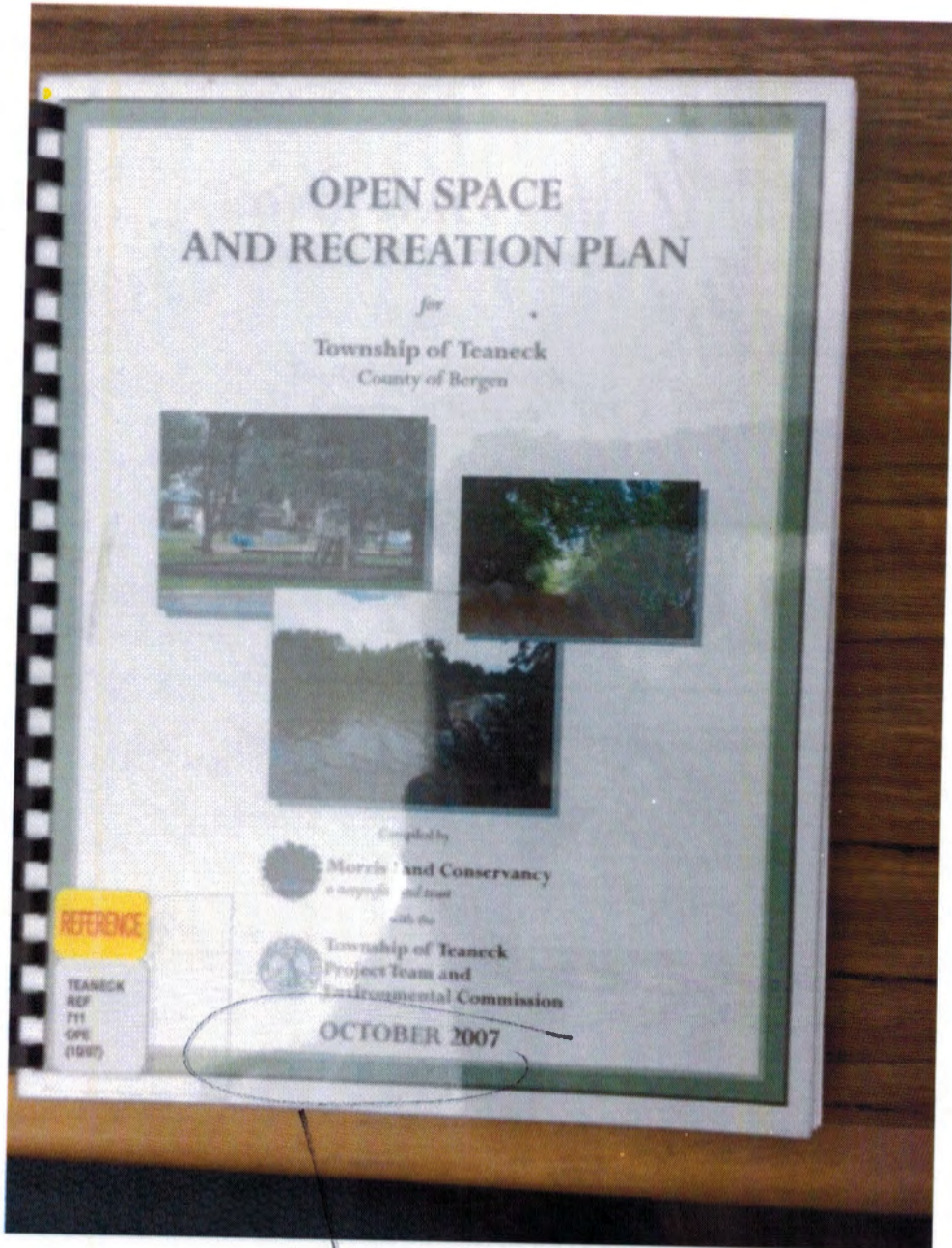


Greenway	BLOCK	LOT
Route 4 Greenbelt	4003	10
Route 4 Greenbelt	4003	20
Route 4 Greenbelt	4003	21
Route 4 Greenbelt	4003	22
Route 4 Greenbelt	4101	1
Route 4 Greenbelt	4102	26
Route 4 Greenbelt	4102	27
Route 4 Greenbelt	4813	9
Route 4 Greenbelt	5919	16.01
Route 4 Greenbelt	5919	16.04
Route 4 Greenbelt	5919	16.05
Route 4 Greenbelt	6001	6
Route 4 Greenbelt	6001	7
Route 4 Greenbelt	6001	8
Route 4 Greenbelt	6002	1
Route 4 Greenbelt	6002	2
Route 4 Greenbelt	6002	3
Route 4 Greenbelt	6002	4
Route 4 Greenbelt	6002	8
Route 4 Greenbelt	6002	9
Route 4 Greenbelt	6002	10
Route 4 Greenbelt	6002	11

Open space and recreation have been important to Teaneck since the early 1930s when the Township's Master Plan recognized the benefit of establishing a greenbelt along the new State Route 4. This greenbelt presently runs along both sides of Route 4 and offers a quiet buffer of trees and green-space to residential neighborhoods that hug the Route 4 corridor.

Teaneck has always had an interest in open space and aesthetic beauty. It is the only town along the State Route 4 corridor that does not have any commercial development. Rather, the Township and the State of New Jersey have created a greenbelt/buffer area. State Route 4 is the only major state highway in Teaneck and traverses the community in an east-west direction.





REFERENCE

TEANECK  
REF  
711  
096  
(1007)

OCTOBER 2007

final



## Table of Contents

	Page
Executive Summary.....	1
Community Resources .....	3
Natural Resources.....	3
Cultural and Historic Resources .....	11
Built Resources .....	16
Recreation Resources .....	18
Goals and Policies: The Open Space Program in Township of Teaneck .....	27
Public Participation .....	30
Inventory of Outdoor Resources in Township of Teaneck .....	39
Needs Analysis: The Need for Open Space Preservation in Township of Teaneck....	43
Resource Assessment: A System of Open Space in Township of Teaneck.....	47
Action Plan: Action Program and Recommendations for Township of Teaneck .....	57
Preservation Partners, Tools, and Funding Sources.....	61
References .....	71

### Maps

- Natural Features Map
- Land Use Map
- Open Space Map
- Greenway Map

### Appendix

- 1) Township of Teaneck Environmental Commission - Philosophy of Open Space
- 2) Public Hearing #1 - October 4, 2006
- 3) Symposium on Open Space and Development - October 23, 2006
- 4) Public Hearing #2 - February 27, 2007
- 5) Open Space Trust Fund Resolution
- 6) Recreation and Open Space Inventory
- 7) Parcel Data Tables - Open Space Inventory
- 8) Parcel Data Tables - Greenway Map
- 9) MOST 2005 Report
- 10) MOST 2006 Report
- 11) Greenway Fact Sheet

*MAPP - Greenway Block-Lot Tables included*

*Cover Photographs: Coolidge Park and the Hackensack River Greenway - September 2006*

## Executive Summary

Established in 1895, the Township of Teaneck is a progressive community located in the eastern portion of Bergen County, New Jersey. The Township comprises an area of approximately 6.23 square miles and had a 2000 population of 39,260 residents. Teaneck's close proximity to New York City and easy access to mass transportation and major roadways enables quiet suburban residential living convenient to Manhattan and the entire metropolitan area.

Present day Teaneck was built on either side of a high ridge, now the location of Queen Anne Road. Early Lenape Indian settlements were located on either side of this ridge. Other early settlement took place in what is now the Brett Park/New Bridge Landing, an important Revolutionary War site. The State of New Jersey recognizes the importance of New Bridge Landing and established a state commission to protect and guide its historic preservation.

The Township of Teaneck Open Space and Recreation Plan is being developed at a time when the Township is at a crossroads regarding its future course due to desire to balance its open space and recreation with the desire for economic growth and development. Each requires careful consideration to maintain Teaneck's quality of life. Oftentimes, tax relief is anticipated through new residential and commercial development. However, studies have shown that such new development may not reduce the tax burden and may in fact increase it. Teaneck's Open Space and Recreation Plan offers a vision for natural resources protection and opportunities for outdoor recreation, with detailed information on funding sources and partners for preservation in the Township of Teaneck.

Open space and recreation have been important to Teaneck since the early 1930s when the Township's Master Plan recognized the benefit of establishing a greenbelt along the new State Route 4. This greenbelt presently runs along both sides of Route 4 and offers a quiet buffer of trees and green-space to residential neighborhoods that hug the Route 4 corridor.

The Hackensack River Greenway is considered one of the premier open space resources in the Township of Teaneck, as well as in Bergen County. Easements have been acquired along portions of the riverfront, and additional land acquisitions and/or easements will be needed to complete the Greenway. Presently such opportunities for preservation exist, and would greatly benefit this recreational corridor running along the Township's western border.

Additional open space is needed to preserve the character of the town, maintain adequate locations for both passive and active recreation for all residents, and support existing wildlife habitat. Additional opportunities for walking and bicycling in all areas of the township are needed. Recreation facilities are highly utilized and require expansion. Many recreation programs lack the needed space to accommodate demand from a very active citizenry. Any additional residential development project which adds

upland plateau be utilized entirely for passive recreation to maintain compatibility with the surrounding residential neighborhood and to offer interpretation of the early Lenape Indian occupation here. (*New Bridge Landing Comprehensive Interpretive Plan*)

Brett Park was purchased by Teaneck utilizing Green Acres funding in 1969 and is thus, like all Green Acres sites listed on the municipal Recreation and Open Space Inventory, ineligible for non-open space or non-park uses.

## **Built Resources**

A planned system of open space should complement the existing built areas and infrastructure of the Township. Open space preservation can also shape the Township of Teaneck's future growth and retain the identity and sense of place for the community.

### *Land Use*

At approximately 6.23 square miles and home to 39,260 individuals (2000 U.S. Census), the Township of Teaneck is the second most populous municipality in Bergen County, exceeded only by Hackensack, immediately to the west of the Township. Land in Teaneck is primarily residential and most development consists of single-family housing (approximately 86%). With the exception of the Overpeck County Park, the entire community is considered as urban by the New Jersey Office of Smart Growth. Several major institutions are located in the Township, including Fairleigh Dickinson University and Holy Name Hospital. Multi-family housing includes garden apartments, two-family houses, apartment houses and condominiums. Some light industry is present, largely along the rail line, and there are several commercial/retail areas offering a variety of goods and services to area residents and visitors.

Teaneck has always had an interest in open space and aesthetic beauty. It is the only town along the State Route 4 corridor that does not have any commercial development. Rather, the Township and the State of New Jersey have created a greenbelt/buffer area. State Route 4 is the only major state highway in Teaneck and traverses the community in an east-west direction.

### *Public Water*

There are no public community wells located in Teaneck. However, two wells are located just to the south of Teaneck's border with Bogota. Portions of the wellhead protection area for these public water supply wells are located in a large part of the southwestern quadrant of the Township. Public water is supplied to Teaneck by United Water, a water utility company.

### *Demography*

At a size of only 6.23 square miles, the Township of Teaneck is located in the Central Bergen sector of Bergen County. Its 2000 population is second highest in the county, only lower than the county seat of neighboring Hackensack.



Greenway	BLOCK	LOT	Greenway	BLOCK	LOT	Greenway	BLOCK	LOT
Route 4 Greenbelt	2801	1	Route 4 Greenbelt	4002	1	Route 4 Greenbelt	4003	10
Route 4 Greenbelt	2802	1	Route 4 Greenbelt	4002	5	Route 4 Greenbelt	4003	20
Route 4 Greenbelt	4001	1	Route 4 Greenbelt	4002	6	Route 4 Greenbelt	4003	21
Route 4 Greenbelt	4001	2	Route 4 Greenbelt	4002	7	Route 4 Greenbelt	4003	22
Route 4 Greenbelt	4001	3	Route 4 Greenbelt	4002	8	Route 4 Greenbelt	4101	1
Route 4 Greenbelt	4001	4	Route 4 Greenbelt	4002	9	Route 4 Greenbelt	4102	26
Route 4 Greenbelt	4001	5	Route 4 Greenbelt	4002	10	Route 4 Greenbelt	4102	27
Route 4 Greenbelt	4001	7	Route 4 Greenbelt	4002	11	Route 4 Greenbelt	4813	9
Route 4 Greenbelt	4001	8	Route 4 Greenbelt	4003	1	Route 4 Greenbelt	5919	16.01
Route 4 Greenbelt	4002	2	Route 4 Greenbelt	4003	2	Route 4 Greenbelt	5919	16.04
Route 4 Greenbelt	4002	3	Route 4 Greenbelt	4003	3	Route 4 Greenbelt	5919	16.05
Route 4 Greenbelt	4002	4	Route 4 Greenbelt	4003	4	Route 4 Greenbelt	6001	6
Route 4 Greenbelt	4808	2	Route 4 Greenbelt	4003	5	Route 4 Greenbelt	6001	7
Route 4 Greenbelt	4808	14	Route 4 Greenbelt	4003	6	Route 4 Greenbelt	6001	8
Route 4 Greenbelt	4808	15	Route 4 Greenbelt	4003	7	Route 4 Greenbelt	6002	1
Route 4 Greenbelt	4809	10	Route 4 Greenbelt	4003	9	Route 4 Greenbelt	6002	2
Route 4 Greenbelt	4809	11	Route 4 Greenbelt	4003	23	Route 4 Greenbelt	6002	3
Route 4 Greenbelt	4810	10	Route 4 Greenbelt	4011	25	Route 4 Greenbelt	6002	4
Route 4 Greenbelt	4810	11	Route 4 Greenbelt	5921	11	Route 4 Greenbelt	6002	8
Route 4 Greenbelt	4811	10	Route 4 Greenbelt	5921	12	Route 4 Greenbelt	6002	9
Route 4 Greenbelt	4811	11	Route 4 Greenbelt	5922	8	Route 4 Greenbelt	6002	10
Route 4 Greenbelt	4811	12	Route 4 Greenbelt	5922	9	Route 4 Greenbelt	6002	11
Route 4 Greenbelt	4811	13	Route 4 Greenbelt	5922	11			
Route 4 Greenbelt	4812	14	Route 4 Greenbelt	5923	8			
Route 4 Greenbelt	4812	15	Route 4 Greenbelt	5923	9			
Route 4 Greenbelt	5919	1	Route 4 Greenbelt	5923	10			
Route 4 Greenbelt	5919	15	Route 4 Greenbelt	5924	10			
Route 4 Greenbelt	5920	11	Route 4 Greenbelt	5924	11			
Route 4 Greenbelt	5920	12	Route 4 Greenbelt	5925	7			
Route 4 Greenbelt	5920	13	Route 4 Greenbelt	5925	8			
Route 4 Greenbelt	5921	9	Route 4 Greenbelt	5925	9			
Route 4 Greenbelt	5921	10	Route 4 Greenbelt	5925	10			
Route 4 Greenbelt	5921	13	Route 4 Greenbelt	5927	4			
Route 4 Greenbelt	5921	14	Route 4 Greenbelt	5927	5			
















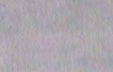
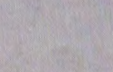
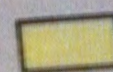



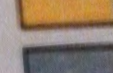

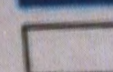
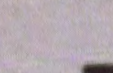
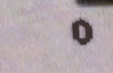

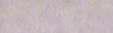
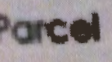
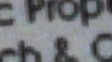


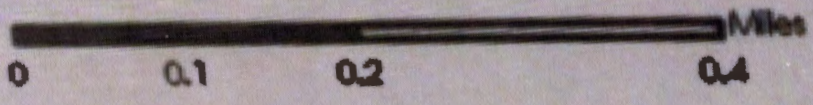
Enlarged  
from Greenbelt  
MAP

Route 4  
Greenbelt





-  Properties of Open Space Interest as Identified in 2005 CRMP
-  Greenway
-  Eco-Tourism Connector
-  Preserved Open Space Owned by Bergen County (Class 15C)
-  Preserved Open Space Owned by Township of Teaneck (Class 15C)
-  Federal, State & County Owned Property (Class 15C & 15F)
-  Township of Teaneck Property (Class 15C)
-  Township & Commercial Property (Class 15C & 4A)
-  Public School Property (Class 15A)
-  Other School Property (Class 15B)
-  Public Property (Class 15C)
-  Church & Charitable Property (Class 15D)
-  Cemeteries & Graveyards (Class 15E)
-  Other Tax Exempt (Class 15F)
-  Vacant Property (Class 1)
-  Vacant Property Owned by Fairleigh Dickinson (Class 1)
-  Residential Property > 0.5 acre (Class 2)
-  Residential Property Owned by Fairleigh Dickinson (Class 2)
-  Commercial & Industrial Property > 1 acre (Class 4A & 4B)
-  Railroad (Class 5A/5B)
-  Waterbody
-  River/Stream
-  Parcel
-  Municipal Boundary





# 1992-4 Teaneck Master Plans

## MASTER PLAN

and

## SUMMARY OF BACKGROUND STUDIES

Township of Teaneck  
Bergen County, New Jersey

New ed. in preparation; date  
not set.

A. Schwarz  
4/29/97

Adopted June 1985  
Amended November 12, 1992  
Draft Revision July 1993

The Office of State Planning has completed its review of all the county reports and in 1991 it released a new document called the Interim State Development and Redevelopment Plan.

The Route 4 Greenbelt has been designated as a Critical Environmental Site in the adopted State Plan, which will help in the township's continuing efforts to preserve this important part of Teaneck.

The following historic sites which have been formally designated by the Commission Township Council and which are listed by National and/or State Registers are included in the Master Plan by listing and by identification on the attached map, Plate 32:

PLATE 32  
HISTORIC PRESERVATION PLAN ELEMENT  
DRAFT 7/93

### TOWNSHIP OF TEANECK

BERGEN COUNTY  
NEW JERSEY

A-G DESIGNATED SITES  
1-28 IDENTIFIED SITES AND  
DISTRICTS

SEE TEXT FOR  
DETAILED DESCRIPTIONS

- 17. Route 4 Greenbelt, Route 4 between Teaneck/Englewood boundary and River Road

MASTER PLAN  
and  
SUMMARY OF BACKGROUND STUDIES

Township of Teaneck  
Bergen County, New Jersey

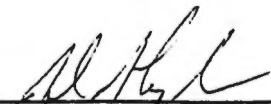
New ed. in preparation; date  
not set.

A. Schwarz  
4/29/97

Adopted June 1985  
Amended November 12, 1992  
Draft Revision July 1993

Prepared by:

QUEALE & LYNCH, INC.  
2210 Yardley Road  
Yardley, PA 19067

  
John J. Lynch P.P.#19, AICP

Scheduled Page  
of adopted  
1992 Masterpl  
with all  
Jumbut  
References



## TABLE OF CONTENTS

Introduction .....	i
 <b><u>Background Studies</u></b>	
Regional Analysis .....	1-1
Existing Land Use and Building Conditions .....	1-3
Natural Resources .....	1-6
Population and Housing .....	1-7
Traffic Circulation .....	1-11
Community Facilities .....	1-12
 <b><u>Master Plan</u></b>	
Background .....	2-1
Statutory Purposes .....	2-1
Land Use Plan .....	2-2
Housing Element .....	2-7
Traffic Circulation Plan .....	2-15
Community Facilities Plan .....	2-21
Historic Preservation Plan Element .....	2-22
Conservation, Recreation and Energy Plan .....	2-28
Utility Services Plan .....	2-32
Recycling Plan Element .....	2-32
Relationship to Other Plans .....	2-33

## LIST OF PLATES

		<u>Following</u>
Plate 1	Existing Land Use (color map to be included in final report)	1-3
Plate 2	Land Use and Building Conditions .....	1-3
Plate 3	Soil, Drainage and Watersheds .....	1-6
Plate 4	General Population Characteristics .....	1-7
Plate 5	Age Group Trends .....	1-7
Plate 6	Teaneck: Age Group Trends .....	1-8
Plate 7	Components of Population Change: 1970-1990 .....	1-9
Plate 8	Bergen County: Age Group Trends .....	1-9
Plate 9	Components of Population Change .....	1-10
Plate 10	Household Income Distribution .....	1-10
Plate 11	Covered Employment Trends .....	1-10
Plate 12	Employment Status .....	1-10
Plate 13	Industry of the Employed .....	1-11
Plate 14	Housing Characteristics .....	1-11
Plate 15	Housing Units Authorized by Building Permits .....	1-11
Plate 16	Existing Street Functions .....	1-11
Plate 17	School Enrollment Trends and Projections .....	1-12
Plate 18	Existing Community Facilities .....	1-12
Plate 19	Land Use Plan/Zoning Map .....	2-2
Plate 20	Zoning Changes .....	2-3
Plate 21	Housing Conditions .....	2-8
Plate 22	Housing Values .....	2-9
Plate 23	Occupancy Characteristics & Types .....	2-9
Plate 24	Weighted Median Household Income .....	2-9
Plate 25	Age and Household Size Characteristics .....	2-11
Plate 26	1980 Income Levels .....	2-11
Plate 27	Employment Characteristics .....	2-11
Plate 28	Vacant Lands in Private Ownership .....	2-13
Plate 29	Public Lands by Entity .....	2-13
Plate 30	Traffic Circulation Plan .....	2-15
Plate 31	Community Facilities Plan .....	2-21
Plate 32	Historic Preservation Plan Element .....	2-26
Plate 33	Conservation, Recreation and Energy Plan .....	2-29
Plate 34	Census Tract Map .....	2-32
Plate 35	Township Total - Recreation and Open Space Inventory	2-32
Plate 36	Tract 541 - Recreation and Open Space Inventory .....	2-32
Plate 37	Tract 542 - Recreation and Open Space Inventory .....	2-32
Plate 38	Tract 543 - Recreation and Open Space Inventory .....	2-32
Plate 39	Tract 544 - Recreation and Open Space Inventory .....	2-32
Plate 40	Tract 545 - Recreation and Open Space Inventory .....	2-32
Plate 41	Tract 546 - Recreation and Open Space Inventory .....	2-32
Plate 42	Water Supply System .....	2-33
Plate 43	Sanitary Sewer System .....	2-33
Plate 44	Storm Sewer System .....	2-33

## SUMMARY OF BACKGROUND STUDIES

September, 1992

### REGIONAL ANALYSIS

The regional analysis provides a comparison between the plans of Teaneck and those of adjoining municipalities, the county and the state. This is prepared in response to a statutory requirement imposed on all municipal planning boards which has as its intent that long-range planning be conducted with the full knowledge of plans adopted by other nearby government entities.

### State Plan

Since the adoption of the last Master Plan, the legislature has established the State Planning Commission and its administrative agency, the Office of State Planning. The State Planning Commission is charged with the responsibility of preparing a State Development and Redevelopment Plan, and providing periodic updates of that plan.

One interesting feature of the state planning process is that it actively involves all levels of government. The county planning boards act as a coordinating agency for municipal participation in the process, which is called "cross-acceptance". Cross-acceptance began with the release of the Draft Preliminary State Development and Redevelopment Plan in December, 1988. Following this, municipalities were afforded the opportunity to communicate their concerns on both policy and mapping issues to the State Planning Commission through the county planning boards. The county boards, in turn, were asked to submit reports to the state which would advise them of any issues raised during the cross-acceptance process, and which would offer any additional suggestions which the county would deem appropriate, including modifications to the maps released by the state. Once the county reports were filed with the state, municipalities were afforded an opportunity to file as objectors, specifically noting the areas of disagreement between the municipal view and that expressed in the county report.

The Office of State Planning has completed its review of all the county reports and in 1991 it released a new document called the Interim State Development and Redevelopment Plan. This more succinct statement of state planning policy included a revision in the basis for mapping areas which would be expected to encourage reinvestment and rehabilitation, accommodate new growth, provide areas for agriculture, and protect and preserve environmentally sensitive areas. The State Plan was adopted in the Spring of 1992, but the final published report and maps will not be available until early Fall.

The Route 4 Greenbelt has been designated as a Critical Environmental Site in the adopted State Plan, which will help in the township's continuing efforts to preserve this important part of Teaneck. 11 ←

### Bergen County Plans

The Bergen County Master Plan shows the township as Medium Density Residential, which calls for development in the range of 5-20 units per acre. It also shows the re-establishment of passenger service on the railroad, the establishment of a bikeway along the Hackensack River, the retention of Overpeck County Park and the establishment of parklands along the Hackensack River. All of these County Master Plan objectives are consistent with the Teaneck Master Plan.

### Plans of Adjoining Municipalities

The relationship to surrounding municipal master plans is as follows:



own municipal court space. The new building will be 26,500 square feet in floor area and it will include a net addition of some 20 to 30 parking spaces.

Administrative office space can be expanded if necessary into the existing police building at the municipal complex. This could take place after completion of the new police building. Consideration could be given to establishing a link between the existing police building and the administrative offices to allow the expanded office space to relate more effectively to the existing facilities.

The Fire Department is headquartered in a large facility on Teaneck Road at Fairview Avenue. Other stations are located on Windsor Road, Cedar Lane and Teaneck Road at DeGraw Avenue, providing full coverage of the township.

The library expansion and renovation has been completed and should serve the needs of the township for many years to come. Its location in the municipal complex is convenient to all parts of the township.

The Town House on Teaneck Road at Forest Avenue has been used by the Board of Education for administrative offices and by the Department of Recreation. In 1985, the Board of Education vacated the Town House. Senior citizens programs are offered at this facility. The recreation programs are to be relocated to an expanded Rodda Center at the southern end of Votee Park. Space will be provided in the Rodda Center addition for the Senior Citizen Program. The addition is scheduled for 1993. It has been determined that the Town House is no longer suitable for recreational use.

Holy Name Hospital is a major institutional facility located at Cedar Lane and Teaneck Road. A building program was completed in the early 1980's and an addition is under construction. No expansion of the existing land area is proposed by the hospital.

Fairleigh Dickinson University has a campus located along River Road. It is a major facility in the township, providing educational opportunities for about 9,000 students. Declining birth rates since the mid-1960's have impacted enrollment levels. Under these conditions, the university has no plans for changes in its programs or facilities which would call for expansion in Teaneck.

## HISTORIC PRESERVATION PLAN ELEMENT

### Statement of Purpose

The New Jersey Municipal Land Use Law encourages the preservation of historic sites and districts, and it is with this foundation that the Historic Preservation Plan Element is prepared. In N.J.S.A. 40:55D-2, the following language is found as one of the purposes of the Municipal Land Use Law:

- "j. To promote the conservation of historic sites and districts, open space, energy resources and valuable natural resources in the State and to prevent urban sprawl and degradation of the environment through improper use of land;"

The Planning Board of the Township of Teaneck embraces the goals included in the Municipal Land Use Law and further states the following objectives and policies related to the conservation of historic sites and districts:

1. That it is in the public interest to identify and conserve sites and districts of historic interest.

2. That the designation of historic sites and districts take into consideration not only the age of a site or structure, but its historic, archeological or architectural significance from a local, regional, statewide or national perspective.
3. That the inclusion of a site or district in this Historic Preservation Plan Element of the Master Plan be based on the prior identification or formal designation of such site or district by the Historic Preservation Commission and Council of the Township of Teaneck.
4. That in the review of all applications for development and minor applications which involve historic sites or districts, and any sites or districts which have been identified in this Plan Element as potential historic sites or districts, every effort be made to preserve the integrity of such sites or districts.
5. That the cause of historic preservation be encouraged and through it the protection of the township's historic, architectural and cultural heritage, with special attention given to preserving the indigenous historical order, the architecturally significant structures reflective of this order, and the culturally significant symbolic qualities of older structures and sites.
6. That the township expresses an admiration for, and encourages an understanding of, the social, economic and physical forces that created the local physical form and the design of its structure, and the uniqueness of its sites.
7. That historic preservation is viewed to embrace the general principles and processes of community planning, through which certain social, economic, civic and aesthetic values from historic, architectural and cultural resources are identified within a context of community growth and development.
8. That in recognition of the continued and competing forces of growth and development and the vulnerability of the township's historic, architectural and cultural heritage to these forces, the township is desirous of creating a balance in growth that assures the protection of its outstanding historic, architectural and cultural resources.
9. That in acknowledging that certain social, economic, physical and political constraints will prevent efforts to preserve all significant structures, the township nevertheless seeks to protect resources which have intrinsic merit, aesthetic value or evoke feelings of community loyalty and consciousness of the past through a sense of time, place or identity.
10. That in recognition of the future opportunities for preservation, the township determines it to be advantageous to foster and administer a mechanism for the preservation of its historic, architectural and cultural resources, and that in furtherance of this objective, certain enabling provisions and protective measures may be adopted.
11. That in promotion of the values and opportunities of preservation, the township can facilitate public and municipal participation in the preservation process, and that it can continue to entrust the principal responsibility for local preservation with the Historic Preservation Commission.
12. That through proper and judicious exercise of such measures and the encouragement of community interest in, and support for, local preservation



activities, the township's future development can be guided from a foundation of present realities and achievements of its past.

#### Context of Historic Preservation Activity

Teaneck has recognized its rich history through a series of actions designed to identify and protect its heritage. In the 1985 update of the Master Plan, specific recognition was given to the importance of preserving historic sites and districts, including a listing of specific sites. This listing was based on the work completed by the Citizens Historic Preservation Task Force, which was appointed in 1984 by the Township Council.

In 1985, the Municipal Land Use Law was amended to make specific provision for activities related to historic preservation, including enabling legislation for the creation of an Historic Preservation Commission, the composition of the commission, the role of the commission, and certain references to the inclusion of an historic preservation plan element in the Master Plan and the adoption of administrative and regulatory measures related to historic structures and sites. These provisions were further amended in 1991 to correct some operating deficiencies observed in the initial set of guidelines.

↙ In accordance with the terms of the Municipal Land Use Law, the township created the Teaneck Historic Preservation Commission through the adoption of an ordinance in 1988. The Mayor also appointed members to serve on the commission at that time.

The powers and duties of the Historic Preservation Commission are set forth both in the ordinance creating the commission and in the Municipal Land Use Law. They are as follows:

1. Prepare a survey of historic sites of the township pursuant to criteria identified in the survey report.
2. Make recommendations to the planning board in the historic preservation plan element of the master plan and on the implications for preservation of historic sites on any other master plan elements.
3. Advise the planning board on the inclusion of historic sites in the recommended capital improvement program.
4. Advise the planning board and board of adjustment on applications for development pursuant to the Municipal Land Use Law.
5. Provide written reports pursuant to the Municipal Land Use Law on the application of the zoning ordinance provisions concerning historic preservation.
6. Hear and decide applications for Certificates of Appropriateness.
7. Carry out such other advisory, educational and informational functions as will promote historic preservation in the township.

The accomplishments of the Historic Preservation Commission to date include a complete review of the sites and districts which were listed in the 1985 Master Plan, including an update of that listing. In addition to a review and reaffirmation of the viability of the listing of sites and districts identified in 1985, the Commission has identified certain additional sites. In 1990, the Commission recommended formal designation of seven early stone houses as Teaneck Historic Sites and supported this with detailed documentation. By ordinance adopted in November 1990 Township Council ratified this recommendation. In



September of 1990, the Commission recommended the adoption of an ordinance for the protection of historic artifacts which may be found on public property. That ordinance was adopted by Council as recommended.

The Commission has also developed procedures and forms to integrate its review of development applications with the existing review process within Township government. In 1992 it assisted in the preparation of a set of by-laws concerning its operation.

As a part of the preparation of this Historic Preservation Plan Element of the Master Plan, the Commission has suggested an outline for its content and has provided a significant amount of background data.

#### Historic Background of Teaneck

Teaneck's character reflects its historic past and unique patterns of development. Early Lenape Indian trails and camp sites were laid out on either side of a sharp ridge of land which was known as the Teaneck Ridge. Two such trails served as focal points for later development in the 17th and 18th centuries by European settlers and continue to serve today as the principal north-south arteries: River Road and Teaneck Road. This early primarily Dutch heritage is remembered today in seven officially designated (by Township ordinance) historic houses situated along, or in close proximity to, both these thoroughfares.

Development of the community during the Revolutionary War and in the several decades which followed was slowed as the local citizens witnessed, first hand, the dramatic events and personalities of that period. Progress was resumed in the middle of the 19th century as a result of the establishment of railroads throughout the region. Wealthy New Yorkers and others purchased large tracts of land on which they built spacious mansions and manor houses. Their principal place of employment continued to be New York City, and the new citizens commuted daily to work by train, thus establishing Teaneck as an early suburban community.

The estate of William Walter Phelps was the largest of these properties and encompassed nearly 2,000 landscaped acres within the central part of the township. Hence, subsequent development was refocused along the perimeters of the Phelps Estate. This unique pattern of growth continued until 1922 when 672 acres of Phelps Manor Estate was opened to new house construction. Residential development was further advanced by the completion of the George Washington Bridge in 1932 and its connection to Teaneck via State Highway Route 4.

The first Master Plan which was presented to the Township Council in 1933 recognized these dynamic changes and sought "...to preserve Teaneck's many advantages and charms and to encourage its future development as a predominantly residential community of the best type." This high-minded goal endured through severe economic depression and world war and was finally realized in 1949 when Teaneck was exhibited as a Model American Community. The rapid changes and complicated demands of the post war and modern eras have also been met by careful consideration and diligent adherence to the principles established by Teaneck's early planners. Interstate highway systems, high-rise hotel and office complexes, the demands of increased vehicular traffic and the needs expressed by a citizenry of diverse ethnic and religious background are among the special challenges that have been addressed and continue to require deliberate and careful planning.

#### Bergen County Historic Sites Survey for Teaneck

The Historic Sites Survey Committee of the Bergen County Historic Sites Advisory Board conducted a survey of historic sites in Teaneck for the purpose of identifying sites of



historic significance. The criteria used in the selection of sites to be included in the survey are whether the sites are:

1. Important to the general development of the area and the unique cultural heritage of their communities.
2. Significant examples of an architectural style or period.
3. Representative examples of vernacular architecture of the area.
4. Associated with important persons or groups, with a social or political movement, or with an historical event.
5. Significant examples of structural or engineering techniques.
6. Significant in their setting, such as landscaping, planning or other aspects of the environment, either natural or manmade.
7. A cohesive grouping of sites which meet one or more of the above criteria, so as to justify an historic district, or thematic grouping of sites.

It is noted in the survey by Bergen County that these criteria are less rigid than those of the National and New Jersey Registers of Historic Places, and that consideration is given to sites of national, state and, in particular, local significance. The locally significant buildings, structures, and districts are of importance to Bergen County and its seventy municipalities.

Teaneck's Historic Preservation Commission has utilized the Bergen County Historic Sites Survey to identify Teaneck's historic sites and districts. However, additions to the survey are made by the Commission as appropriate.

#### Teaneck's Program for Protection of Historic Site and Districts

The Historic Preservation Commission is implementing Teaneck's program for protecting its historic sites and districts within the framework of its historic preservation ordinance. The program comprises three major elements:

1. Recommendations for identification of historic sites and districts in the Master Plan based upon the Historic Sites Survey. The Commission also maintains listings of sites and districts which could be considered for future inclusion in the Master Plan.
2. Formal designation of historic sites and districts based upon identification in the Master Plan and supported by documentation.
3. Regulation of formally designated historic sites through the development application process and issuance of permits (Certificates of Appropriateness).

Other aspects of the program are carried out within the advisory, educational and informational functions of the Commission. The Township Historian, a member of the Commission, serves an important role in these functions.

The following historic sites which have been formally designated by the Commission Township Council and which are listed by National and/or State Registers are included in the Master Plan by listing and by identification on the attached map, Plate 32:

Formally Designated Historic Sites

- A. John Ackerman House, 1286 River Road
- B. Banta-Coe House, 884 Lone Pine Road
- C. Brinkerhoff-Demarest House, 493 Teaneck Road
- D. Kip-Cadmus House, 666 River Road
- E. Adam Vandelinda House, 586 Teaneck Road
- F. James Vandelinda House, 566 Teaneck Road
- G. Casper Westervelt House, 20 Sherwood Road

The following list of historic sites and districts identified in the Historic Sites Survey are included in the Master Plan by listing and identification on the attached map, Plate 32:

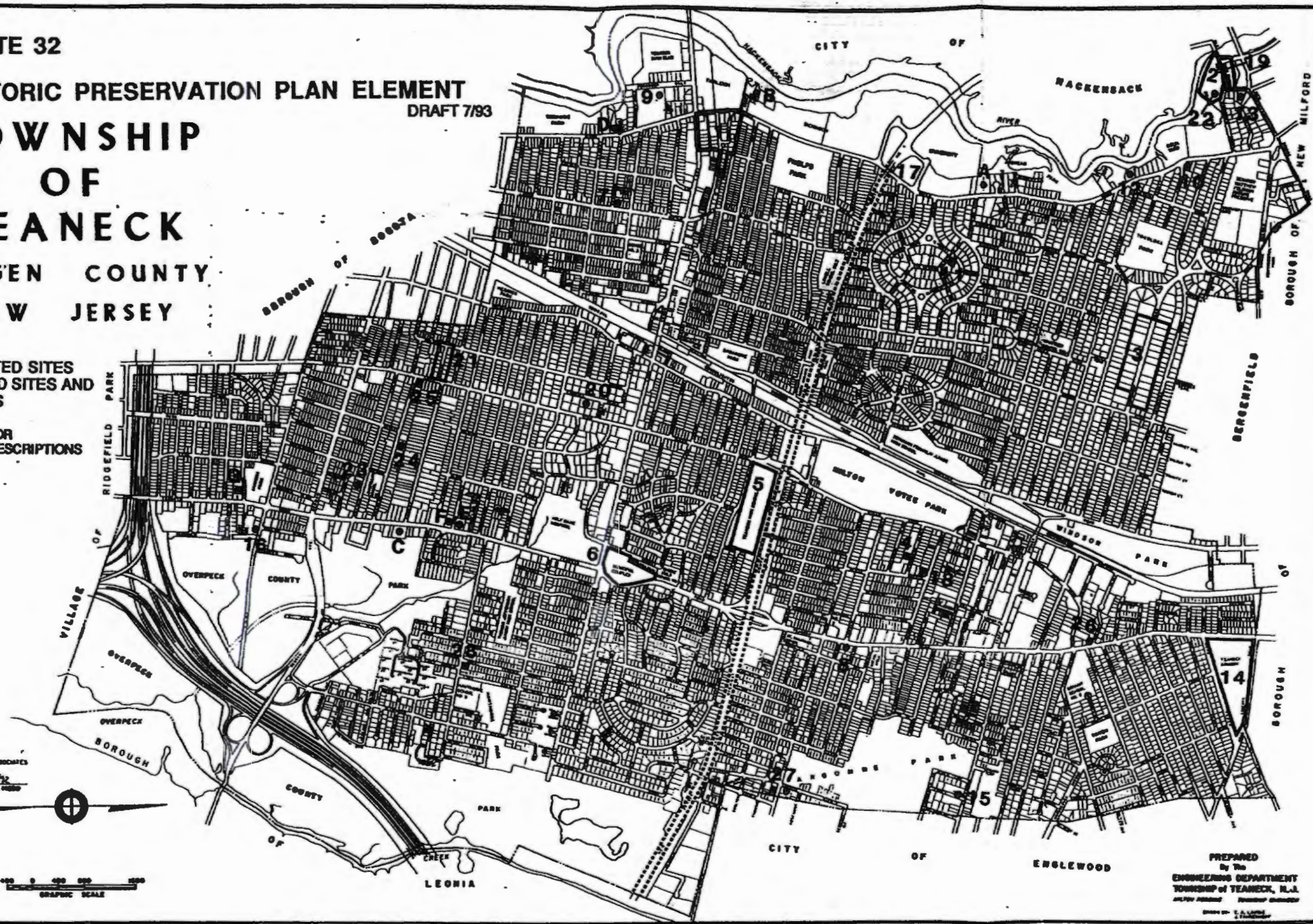
Historic Sites and Districts Identified by Survey

1. Fred T. Warner Historic District consisting of approximately 40 buildings northeast of the junction of River Road and Cedar Lane
2. Northerly portion of Brett Park and Old New Bridge spanning Hackensack River at the foot of Old New Bridge Road
3. Winthrop Road Historic District, includes 22 buildings on Winthrop Road from Jefferson Street to Sussex Road, #443 to #573, #464 to #570
4. Teaneck Bahai Center, 130 Evergreen Place
5. Teaneck High School, Queen Anne Road between Elizabeth Avenue and Cranford Place
6. Teaneck Municipal Complex, Teaneck Road and Cedar Lane
7. Art Moderne House, 658 Larch Avenue
8. Central Fire House, Teaneck Road between Fairview Avenue and Circle Driveway
9. George H. Coffey House, 733 Pomander Walk
10. Christian Cole House, 1617 River Road
11. House designed by Edward Durrell Stone, 628 North Forest Drive
12. Lutheran/Van Buskirk Cemetery, W. side of River Road at Maitland Avenue
13. House on Old New Bridge Road, east side, just south of New Bridge Road and #37
14. Teaneck Armory, Teaneck Road between Ward Plaza and Liberty Road
15. Vernacular Second Empire House, southwest corner of Englewood Avenue and Spruce Street
16. J. T. Browne House, 381 Fort Lee Road
17. Route 4 Greenbelt, Route 4 between Teaneck/Englewood boundary and River Road
18. House designed by Louis Bourgeois, 114 Bogert Street
19. Streetscape: Old New Bridge Road, between the Hackensack River and Riverview Avenue, north side
20. Bofinger Estate Mansion, 721 Carroll Place
21. Streetscape: Grove Street, Queen Anne Road to Palmer Avenue
22. Gothic Revival Cottage, southwest corner of Old New Bridge Road and New Bridge Road
23. Vernacular building with Tudor features, 52 Hillside Avenue
24. Vernacular house, 121 Oakdene Avenue
25. Vernacular Classical Revival house, 447 Queen Anne Road
26. J. G. Ackerman Farmhouse, 1596 Teaneck Road
27. Van Brunt Farmhouse, northeast corner of East Forest Avenue and Lorraine Avenue
28. Jacob Fink Farmhouse, 175 Fycke Lane

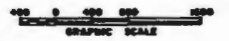


PLATE 32  
 HISTORIC PRESERVATION PLAN ELEMENT  
 DRAFT 7/93  
**TOWNSHIP  
 OF  
 TEANECK**  
 BERGEN COUNTY  
 NEW JERSEY

A-G DESIGNATED SITES  
 1-28 IDENTIFIED SITES AND  
 DISTRICTS  
 SEE TEXT FOR  
 DETAILED DESCRIPTIONS



DESIGNED BY  
 WILLIAM H. SCHMIDTKE ASSOCIATES  
 ENGINEERS, ARCHITECTS  
 17701  
 WILLIAM H. SCHMIDTKE ASSOCIATES



PREPARED  
 By The  
 ENGINEERING DEPARTMENT  
 TOWNSHIP OF TEANECK, N.J.  
 JULY 1993

TEANECK PUBLIC LIBRARY  
 TEANECK, NEW JERSEY 076

*Reduced from larger map*



The significance of the above-listed sites and districts is that they represent significant examples of an architectural style or period, are representative examples of vernacular architecture of the area, and/or are important to the general development of the area and the unique cultural heritage of the community, according to the findings and conclusions of the Teaneck Historic Preservation Commission.

#### Compatibility of Historic Preservation Plan Element with Other Elements of the Master Plan

The Municipal Land Use Law requires specific findings concerning the impact of each component and element of the master plan on the preservation of historic sites and districts. The following sections identify each of the master plan elements and their impacts:

1. Land Use Plan Element: The basic approach used in the development of the Land Use Plan is to reflect the pattern of existing development and to preserve the integrity of existing established neighborhoods. Most of the sites are single family residences located in single family residential districts, so the Land Use Plan does not present any negative impacts on preservation efforts.

The Route 4 Greenbelt deserves special mention since it is a linear district involving public land. The Land Use Plan continues to support a zoning pattern which will not place undue pressure on the Greenbelt, which could occur if nonresidential zoning or development were encouraged.

2. Housing Element: None of the historic sites or districts are identified as a part of the potential development of affordable housing in the Housing Element, and as such there is no impact on the Historic Preservation Plan Element.
3. Traffic Circulation Plan Element: Certain road and intersection improvements are recommended as a part of the Traffic Circulation Plan. Where such improvements are located near identified historic sites, careful attention will be given to the preservation of the identified site, with design accommodations made as necessary to accomplish this goal. The Route 4 Greenbelt has been the subject of some attention from the New Jersey Department of Transportation which has been considering a widening program. This has been addressed in the Traffic Circulation Plan, with most aspects of the widening program discouraged in order to retain the integrity of the Greenbelt and to allow it to continue to function not only as an element of highway beautification, but as a buffer and transition area to the residential development located along both sides of the highway. Based on the goals, objectives and recommendations contained in this element of the Master Plan, there will be no negative effect on the Historic Preservation Plan Element.
4. Conservation and Recreation Plan Element: This element has no negative impact on the Historic Preservation Plan Element since the identified historic sites are located in areas which will not be impacted by any aspects of this Plan. The Route 4 Greenbelt is also reflected in this Plan element and further indicates the coordination and compatibility among the various components of the Master Plan.
5. Community Facilities Plan Element: There are no proposals in the Community Facilities Plan which are inconsistent or incompatible with the objective of preserving historic sites and districts.

7. At least two swimming facilities should be provided through the municipality on a membership or daily fee basis. The township has an option to buy the swimming facilities at Pomander Walk and should consider exercising that option. An in-ground swimming pool has been built at Votee Park. An indoor swimming facility is desirable. This could be provided through modification of an outdoor facility, perhaps enclosing it with an air structure, or located as a part of the high school complex as a joint project of the Board of Education and the township.
8. Consideration should be given to locating additional facilities in the undeveloped County Park lands in the southeastern section of the township, as shown in the Overpeck Park development plans, dated March, 1982, prepared by the County.
9. As a part of the conservation and open space aspects of this Plan, the township reaffirms the preservation of open space along Route 4, recognizing the important role this open space plays in protecting the residential character of Teaneck, and continuing to recognize the far-sighted actions of early Teaneck planners in establishing this open space.
10. The Rodda Center Expansion plans, as set forth on pages 11 and 12 of the Bilow + Goldberg and Associates report of February 1991, entitled "Teaneck Space Study Update", are hereby endorsed and incorporated by reference in this Plan.
11. Existing major trees in the township should be preserved where possible within street rights-of-way, publicly owned lands, and lands in private ownership. A plan should be developed for replacing aging and downed trees on these lands to maintain coverage.
12. A new, lighted full-sized basketball facility with 40 parking spaces is proposed for the northwest corner of Votee Park. The paddleball-handball courts in Votee Park should be restored to their original condition, including the reseeded area around these courts. Lights for the interior Votee walking oval and soccer fields should be installed.
13. Downsized basketball courts should be established in Tryon Park for children under the age of 14.
14. Continental Park should be expanded to the west through the inclusion of the neighboring lot (Block 1102, Lot 10) which is owned by the township and which serves as a *de facto* extension of the existing facility.
15. A new mini-park should be established on the township-owned land on the southeast corner of Sackville and Stephens Streets (Block 5103, Lot 7). Stephens Street is a paper street and should be included as part of the park to provide access from Bilton. The park should be equipped with playground equipment, benches and picnic facilities.
16. A new mini-park should be established on the vacant land at the northeast corner of Cedar Lane and Palisade Avenue (block 2609, Lot 25). The park should be equipped with benches.





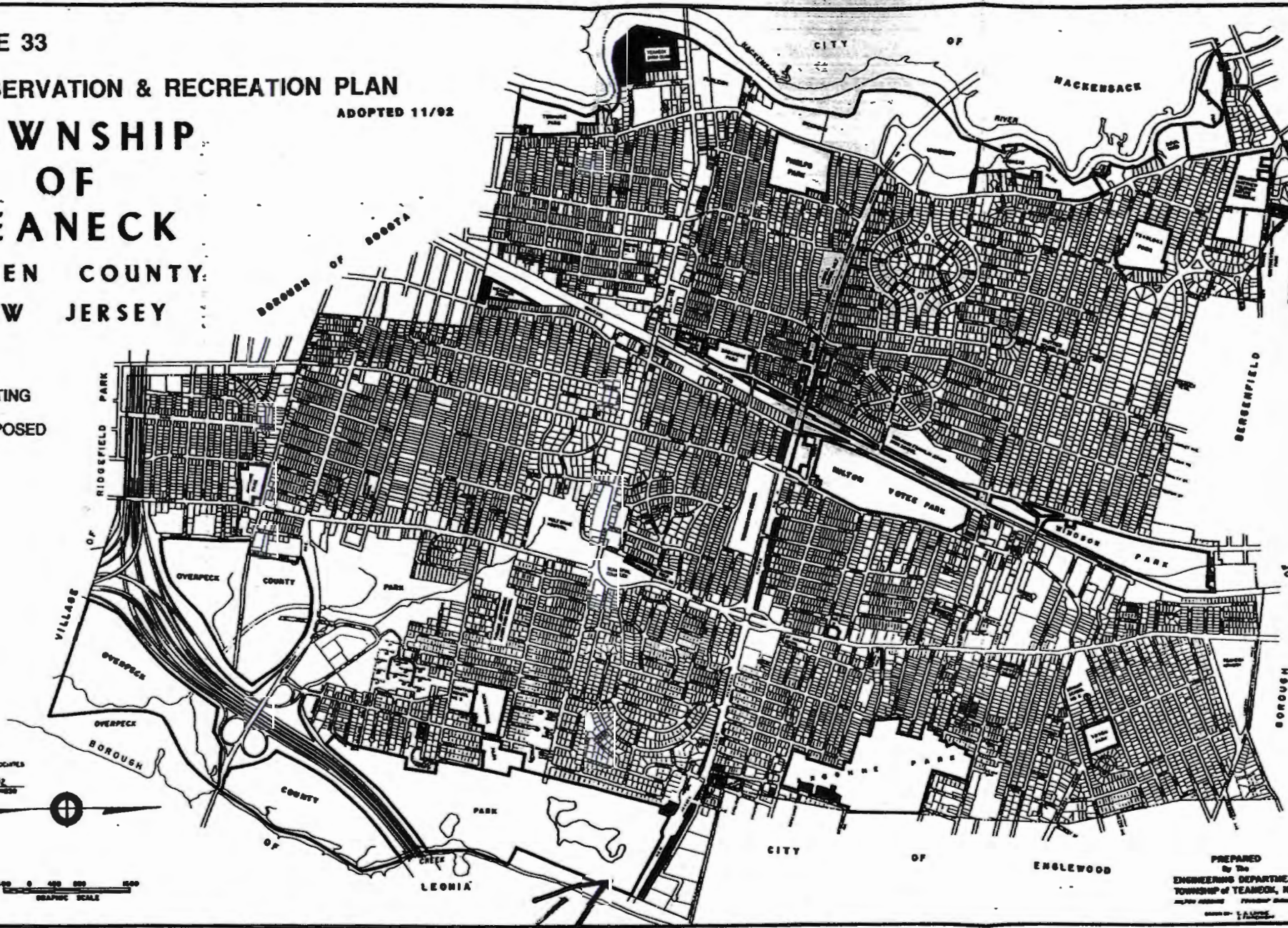
PLATE 33

CONSERVATION & RECREATION PLAN  
ADOPTED 11/02

# TOWNSHIP OF TEANECK

BERGEN COUNTY  
NEW JERSEY

 EXISTING  
 PROPOSED



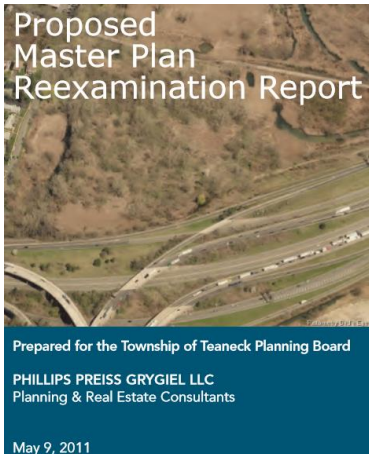
DESIGNED BY  
 WILLIAM H. SCHMIDTKE ASSOCIATES  
 1000 ROUTE 17  
 LEONIA, MICHIGAN 48048  
 WILLIAM H. SCHMIDTKE ASSOCIATES INC. P.O. BOX 1000

PREPARED  
 BY THE  
 ENGINEERING DEPARTMENT  
 TOWNSHIP OF TEANECK, N.J.  
 1000 ROUTE 17  
 LEONIA, MICHIGAN 48048

*Revised from larger map*



# The 2011 Master Plan & Council's Rejection <sup>48</sup>



Adopted 5/25/2011  
with one word  
change

The second parcel, which displays the same attributes, is located directly across the highway, on the north side of Route 4 to the east of Decatur Avenue and south of Alfred Avenue. The parcel is identified as lot 10 of block 6002 and comprises almost 5 acres. Although long and narrow, a creative design for a hotel would allow for its accommodation along with parking and the necessary buffering and open space. The parcel backs up on the aforementioned industrial area, and the closest residences are located at the northeast corner of Decatur and Alfred. Again, appropriate siting requirements could minimize impacts on the residential area. In addition, the development of the parcels would not undermine the greenbelt that presently exists in Teaneck along Route 4. The greenbelt starts to the west of Decatur, and is continuous along Route 4 as it passes through the Township. The presence of these hotels at the far eastern end of Teaneck, adjacent to Teaneck's and Englewood's industrial area on the north side and Overpeck Golf Course on the south side, would not interfere or disrupt the greenbelt as it passes through the remaining part of Teaneck. (See Figure 2 for the proposed location of the H-Hotel zone.)

**August 16, 2011**

## **RESOLUTION O**

WHEREAS, the Planning Board, in an effort to give the Council flexibility in obtaining new resources of revenue adopted a reexamination of the Master Plan, which called for rezoning certain lots at the eastern end of Teaneck Road at Route 4 to a "hotel zone"; and

WHEREAS, after various discussions with members of the immediate community most affected by said proposal;

BE IT RESOLVED that the Township Council has no interest in rezoning any portions of Route 4 in accordance with the reexamination of the Master Plan as adopted by the Planning Board; and

BE IT FURTHER RESOLVED that the potential rezoning of Route 4 for a hotel zone shall not be considered by this Council

At 1:49 of the meeting (see DVD)

Lizette Parker REQUESTED AN AMENDMENT AND ITS PROPOSER, Adam Gussen accepted the amendment. Amendment stated by Lizette Parker:

Be IT FURTHER RESOLVED that the Township Council asks the Planning Board to reconsider the rezoning of the hotel zone on Route 4.

# 2017 Views of Some Teaneck Residents

Mr. Richard T. Hammer  
Commissioner  
New Jersey Department of Transportation  
1035 Parkway Avenue  
Trenton, NJ 08625  
also by email: [correspondence.unitDOT@DOT.NJ.gov](mailto:correspondence.unitDOT@DOT.NJ.gov)

Dear Commissioner Hammer:

*We write to oppose the approval by the Department's Office of Outdoor Advertising of the pending APPLICATION # 75782 by All Vision to erect a 672-square foot, 2-sided, 65-foot tall multi-message digital billboard to be located in the long-protected Greenbelt greenway alongside Route 4 in Teaneck NJ.*

This proposed Route 4 billboard in Teaneck will:

- 1) Constitute a major traffic safety hazard given its height, multi-message distractive characteristics and its close proximity to a series of already accident-prone State Route 4 entrances and exits and,
- 2) If placed in the proposed location, violate Teaneck's Greenbelt protections including that location's designation as greenway in Township Master Plans and in multiple other state, county and municipal lists for nearly 85 years - and its designation as an historic site, because of a Township commitment to secure its long term protection as greenway (beginning in the 1992 Teaneck Master Plan).

We believe that to allow a billboard on that site not only constitutes an imminent threat to public health and highway safety but also would contradict in spirit, and likely in regulation itself, NJDOT's commitments and agreements in respect of the protections alongside the State's highways consistent with the 1965, Highway Beautification Act, 23 U.S.C. § 131 as amended.

For more information and readily available access information to corroborate these concerns, please Click <http://www.teanecktransparency.com/?p=1967>). Thank you for your consideration, we are:

Gwen Acree - resident

Daniel Beer – resident and affected neighbor

Peter Bower, former Teaneck Mayor and  
Deputy Mayor, 1998-1994

Martin Cramer – former Councilman; former  
Township Attorney

Naomi Cramer –resident

James Chirillo - resident

Valarie Chirillo– resident

Margot Fisher – former Teaneck Board of Education Member

Mark Fisher – resident and attorney

Dee Ann Ipp – resident

James Kinloch – resident

Sandy Loft – former Chair and member Planning Board;  
former Board of Education member

Alison Mauro – resident and Steering Committee,  
Bergen Grassroots, Inc

Jack McKeon - resident

Aryeh Meir – resident and current Chair, the Teaneck  
Environmental Commission

Jeff Ostroth – resident

Charles W. Powers – resident and President,  
Bergen Grassroots, Inc

Paula Rogovin – Co-founder, Coalition to Ban Unsafe Oil Trains,  
Teaneck Peace Vigil

Barbara Toffler - former Councilwoman and President,  
Teaneck Transparency

Micki Shilan – Vice-Chair, Teaneck Senior Citizen's Advisory Board

James Veach - resident and attorney

Loretta Weinberg



**Charles W. Powers, Ph.D.**  
**1374 Academy Lane**  
**Teaneck, New Jersey 07666**  
[powerscw@charlespowersweb.com](mailto:powerscw@charlespowersweb.com)

Mr. Richard T. Hammer  
 Commissioner  
 New Jersey Department of Transportation  
 1035 Parkway Avenue  
 Trenton, NJ 08625  
 also by email: [correspondence.unitDOT@DOT.NJ.gov](mailto:correspondence.unitDOT@DOT.NJ.gov)  
 Dear Commissioner Hammer:

***In the matter of pending APPLICATION # 75782 by All Vision LLC for a permit to erect a billboard with specific characteristics along Route 4 at Block 6002 Lot 10, Teaneck NJ***

*I write to oppose approval of a permit by the Department's Office of Outdoor Advertising to All Vision LLC to erect this specific 672-square foot, 2-sided, 65-foot tall multi-message digital billboard to be located in the long-protected Teaneck Greenbelt greenway alongside the congested and dangerous west-bound Route 4 in Teaneck NJ.*

I do not oppose this specific billboard because I believe the Department should ban billboards of a specific type. In the absence of conclusive evidence, for example, that multi-message billboards are inherently and or in most cases a safety hazard, such an argument would be an overreach and likely be in competition with other statutes that seek other public goods and or constitutional protections.

*Rather, there is evident wisdom – and judicial authority – to be found in the words of the New Jersey Supreme Court when in September 2016 it stated:*

“Regulations on billboards are justified because signs take up space and may obstruct views, distract motorists, displace alternative uses for land, and pose other problems that legitimately call for regulation.” [E&J Equities v. Board of Adjustment of Franklin Township](#)

It is fully consistent with the letter and spirit of precisely these “justified” regulatory factors that I and countless other Teaneck residents who – now knowing the specifics of this billboard and its location - oppose permitting this billboard. *We believe it should be rejected for two reasons, because it :*

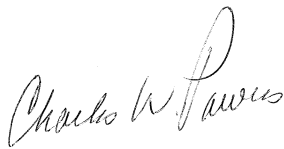
- 1) **Constitutes a major traffic safety hazard.** Given its size, height and multi-message distractive characteristics when they are combined, as they inevitably must be, with the billboard’s very close proximity to uniquely dangerous **series** of already accident-prone State Route 4 entrances and exits this billboard, if built, can reliably be predicted - based on the preponderance of relevant peer-reviewed studies on billboards & traffic impact – to increase the risk of loss of life, limb & property. (see <http://www.scenic.org/storage/PDFs/compendium%20final%2022-22.pdf>) In sum, it is these factors combined that make this billboard a perfect instance of what the justices in [E&J Equities v. Board of Adjustment of Franklin Township](#) call a regulatorily justified instance of a billboard that will “distract motorist” and thus imperil public safety. Again, the peer reviewed literature on billboards and public safety cohere in remarkable ways in showing that this specific billboard at this specific place DOES constitute an unacceptable safety hazard. (click <http://www.teanecktransparency.com/?p=1967>)
- 2) **Constitutes a major violation of a continuing land use designation incompatible with this specific billboard.** If this billboard is placed in the proposed location, the specific land use purpose of Teaneck’s Greenbelt protections, including that location’s designation as greenway

in Township Master Plans and in multiple other state, county and municipal lists for nearly 85 years, would be violated. Further it will contradict the purpose that has for 25 years served as the rationale for the area (now proposed for the billboard location) to be designated as an “historic site” (See the Township’s commitment to secure long-term protection of this property as greenway that led to its designation as an historic site beginning in the 1992 Teaneck Master Plan). In sum, this billboard would, in the words of the justices last Fall, when citing instances of “justified” billboard regulation “displace alternative uses of land” (again click: <http://www.teanecktransparency.com/?p=1967>)<sup>1</sup>

I believe that to allow a billboard on that site not only constitutes an imminent threat to public health and highway safety but also would contradict in spirit, and in regulatory implementation itself, NJDOT’s commitments and agreements in respect of the protections alongside the State’s highways consistent with the 1965, Highway Beautification Act, 23 U.S.C. § 131 as amended. Indeed, I believe that permitting this billboard would, in fact, be in violation of the [Roadside Sign Control and Advertising Act regulations](#) (passim) as I, and I believe the state’s top justices, would define and/or interpret it.

For more information and readily available access information to corroborate these concerns, please Click <http://www.teanecktransparency.com/?p=1967>). Thank you for your consideration, I am

Sincerely,



Charles W. Powers, Ph.D. (telephone 201-214-4937)

Recent Professor of Environmental Engineering in the Department of Civil and Environmental Engineering at Vanderbilt University and from 1995 to 2006 Professor of Environmental and Occupational Medicine at Robert Wood Johnson Medical School (now Rutgers Medical School) New Brunswick, NJ.

---

<sup>1</sup> The fact that the billboard in question is a multi-message digital one is apparently the additional factor not addressed when the Department granted a permit for a – but not **this** – specific billboard at this location in April 2016. The Department has in establishing regulations and making permit decisions under the Roadside Sign Control and Advertising Act itself rightly made the special characteristics of multi-message digital billboards to be potentially dispositive factors – precisely because in specific contexts they may create specific road hazard conditions or may make the purpose of specific land use designations more difficult or impossible to protect or preserve. That is why, as the Department’s regulations continue to hold, the particular characteristics of multi-message billboards are to be given careful consideration when granting permits for state outdoor advertising billboards near highways. The state’s highest court was clearly right in my opinion, when evaluating the generic prohibitions of the Franklin Township **ordinance**, not a specific billboard, in declaring that “simply invoking aesthetics and public safety to ban a type of sign, without more, does not carry the day.” But I believe that I and other Teaneck residents have identified precisely the “more” for which the Court clearly intended to provide. Indeed, the court makes precisely our point – i.e. that in specific circumstances, the characteristic of multi-message billboards can, of course, create conditions that make a **specific** billboard or its location ineligible for a state permit. It would be a perverse result indeed for the E&J Equities v. Board of Adjustment of Franklin Township decision to be used to exonerate and make acceptable all multi-message billboard applications just because not all such billboards should per se be prohibited!